

Vallco Special Area Specific Plan — Housing Rich Alternative

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FEHR  PEERS

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1. Introduction

This report presents a supplemental analysis to the Vallco Special Area Specific Plan Final Draft Transportation Impact Analysis (TIA) dated May 22, 2018. Specifically, it presents the analysis results of a fifth project alternative, referred to as the “Housing Rich Alternative.” The analysis incorporates all of the same parameters, including study area and analysis scenarios, as well as analysis methods and thresholds of significance as presented in the May 22, 2018 TIA.

Background

Fehr & Peers prepared a TIA for the Vallco Special Area Specific Plan dated May 22, 2018 that evaluated the Proposed Project (General Plan Buildout with Residential Allocation) for the Vallco Special Area Specific Plan, as well as four alternatives (General Plan Buildout with Maximum Residential, Retail and Residential, Occupied/Re-tenanted Mall, and the No Project alternative). The results of the TIA were incorporated into the Draft Environmental Impact Report (EIR) that was published on May 24, 2018. Subsequent to the release of the Specific Plan’s Draft EIR, a fifth alternative was identified for consideration. Thus, this report evaluates the fifth alternative, which is the Housing Rich Alternative.

Project Description

Table 1 summarizes the land use components for the Housing Rich Alternative along with those for the Proposed Project and the Project Alternatives evaluated the May 2018 TIA. The Housing Rich Alternative contains less office space, slightly less civic use space, slightly more education space, and more residential units than the Proposed Project.

Table 1: Land Use Summary for the Proposed Project and the Housing Rich Alternative

Project Alternative	Land Uses							
	Commercial (sf)	Office (sf)	Hotel (rooms)	Residential (units)	Transit Hub	Rooftop Garden (acres)	Civic Uses (sf)	Education (sf)
<i>Housing Rich Alternative Evaluated in this Report:</i>								
Housing Rich Alternative	600,000	1,500,000	339	3,250	Yes	30	50,000	15,000 ¹
<i>Proposed Project and Alternatives included in the May 2018 TIA and Draft EIR:</i>								
General Plan Buildout with Residential Allocation (Proposed Project)	600,000	2,000,000	339	800	Yes	30	55,000	10,000 ²
General Plan Buildout with Maximum Residential	600,000	1,000,000	339	2,640	Yes	30	55,000	10,000 ²
Retail and Residential	600,000	--	339	4,000	Yes	--	--	--
Occupied/Re-tenanted Mall	1,207,774	--	148	--	No	--	--	--
No Project	1,207,774 ³ (partially occupied)	--	148	--	No	--	--	--

Notes:

1. For the Housing Rich Alternative the education land uses include an adult education center
2. For the Proposed Project and General Plan Buildout with Maximum Residential Alternative the education land uses include a STEM High School facility.
3. The current mall is only partially occupied, and this analysis accounts for the amount of traffic generated by the current occupancy level, which is based on driveway counts taken the week of January 15, 2018.

2. Project Traffic Estimates

The amount of traffic generated by the proposed uses was estimated by applying land use-specific trip generation rates to the size of each land use component, and MXD reductions that account for trips remaining within the site (known as trip internalization) and for transit, bicycle, and pedestrian access.

MXD Vehicle Trip Reductions

The MXD reductions account for the proposed mix of uses, the Specific Plan’s location in proximity to the surrounding residential and employment land uses, transit accessibility (including VTA buses on Stevens Creek Boulevard and shuttle access), and bike/pedestrian access. The reductions vary by project alternative as the density and diversity of land uses change. The reductions for the Housing Rich Alternative are presented in **Table 2**, and are compared to the reductions for the Proposed Project and the Project Alternatives included in the Draft EIR.

Table 2: MXD Vehicle Trip Reductions

Project Alternative	Daily	AM Peak Hour	PM Peak Hour
<i>Housing Rich Alternative Evaluated in this Report:</i>			
Housing Rich Alternative	20%	30%	27%
<i>Proposed Project and Alternatives included in the May 2018 TIA and Draft EIR:</i>			
Proposed Project: General Plan Buildout	17%	23%	24%
General Plan Buildout with Maximum Residential	20%	25%	30%
Retail and Residential	20%	20%	25%
Occupied/Re-tenanted Mall	5%	5%	5%

Source: Fehr & Peers, June 2018.

Vehicle Trip Estimates

Table 3 summarizes the trip generation estimates for the Housing Rich Alternative and compares them to the estimates for the Proposed Project and each of the Project Alternatives included in the DEIR. **Attachment A** includes detailed trip generation estimates.

Table 3: Summary of Vehicle Trip Generation Estimates

Alternative	Daily	AM Peak Hour	PM Peak Hour
Housing Rich Alternative Evaluated in this Report:			
Housing Rich Alternative	41,314	2,558	3,430
Proposed Project and Alternative included in the May 2018 TIA and Draft EIR:			
General Plan Buildout with Residential Allocation (Proposed Project)	37,006	2,628	3,218
General Plan Buildout with Maximum Residential Alternative	33,507	2,082	2,632
Retail and Residential Alternative	27,935	1,330	2,251
Occupied/Re-tenanted Mall Alternative	23,417	307	2,398

Source: Hyatt House Hotel TIA, August 2014; ITE *Trip Generation Manual*, 10th edition, 2017; Fehr & Peers, June 2018.

As shown in **Table 3**, the Housing Rich Alternative generates more vehicle trips than the Proposed Project on a daily and PM peak hour basis, but fewer in the AM peak hour. The trips generated by the Housing Rich Alternative are within approximately 10 percent of those generated by the Proposed Project for the daily, AM peak hour, and PM peak hour.

Trip Distribution and Trip Assignment

Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The same trip distribution assumptions as shown in Chapter 5 of the May 2018 TIA were applied for the analysis of the Housing Rich Alternative.

Attachment B includes the net new project trips assigned to each turning movement by study intersection.

City of Cupertino Transportation Impact Fee Nexus Study and Program

As part of the City's 2014 General Plan update, the City adopted a policy to implement a Transportation Impact Fee (TIF) to fund transportation improvements necessary to accommodate future development and mitigate its impacts within the City. Transportation Impact Fees currently applicable to the Housing Rich Alternative as well as the Proposed Project and Project Alternatives included in the May 2018 EIR are:

- Residential – Multi-Family: \$3,700 per unit
- Non-residential – Retail: \$9.60 per square foot
- Non-residential – Office: \$16.81 per square foot

- Non-residential – Hotel: \$3,272 per room
- Non-residential – Other: \$6,025 per trip

TIF fees were calculated for the Housing Rich Alternative. As discussed in the May 2018 TIA, a fee credit was applied to each Project Alternative to account for the existing retail square footage of the mall on the retail portion of each alternative. **Table 4** summarizes the TIF amounts for the Housing Rich Alternative along with the fees for the Proposed Project and Project Alternatives evaluated in the DEIR.

Table 4: Traffic Impact Fees

Project Alternative	Total TIF Amount
<i>Housing Rich Alternative Evaluated in this Report:</i>	
Housing Rich Alternative	\$44,244,060
<i>Proposed Project and Alternatives included in the May 2018 TIA and Draft EIR:</i>	
General Plan Buildout with Residential Allocation	\$40,059,735
General Plan Buildout with Maximum Residential	\$30,057,735
Retail and Residential	\$14,942,778
Occupied/Re-tenanted Mall	\$0 ¹

1. The existing mall is an approved use, and re-occupancy would not require any impact assessment or impact fees.
Source: City of Cupertino Transportation Impact Fee Nexus Study, August 2017; Fehr & Peer, March 2018.

The TIF have been updated for the Proposed Project and General Plan Buildout with Maximum Residential Alternative to include fees associated with green roof and civic uses, which total an additional \$3,336,957 in fees. It should be noted that these fees are presented for informational purposes only and do not affect the transportation impact analysis or conclusions.

3. Intersection Level of Service Analysis

Level of service calculations were conducted to evaluate the operations of the study intersections under the Housing Rich Alternative for the Existing, Background, and Cumulative scenarios. The results for baseline conditions (i.e. without Housing Rich Alternative) for each analysis scenario are included along with the projected increases in critical delays and critical volume-to-capacity (V/C) ratios. For comparison purposes, the Draft EIR LOS results for the Proposed Project are also presented.

Project impacts are identified by comparing the “without Housing Rich Alternative” results to the appropriate “with Housing Rich Alternative” results. Significant impacts are identified based on the impact criteria discussed in Chapter 2 of the May 2018 TIA, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

The LOS results for Existing, Background, and Cumulative conditions are presented and discussed below. The intersection volumes under the with Housing Rich Alternative for Existing, Background, and Cumulative Conditions are shown in **Attachment B** and the LOS analysis tables are included in **Attachment D**. The corresponding LOS calculation sheets are included in **Attachment C**.

Existing Conditions

Under Existing with the Housing Rich Alternative conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS E during the PM peak hour

These are the same two intersections that operate at unacceptable levels with the Proposed Project presented in the Draft EIR. The delay increases for these two intersections are less (i.e. better) under the Housing Rich Alternative as compared to the Proposed Project. Each land use type (housing, office, retail, etc.) has different trip distribution patterns; thus, even though the Housing Rich generates more trips in the PM peak hour as compared to the Proposed Project, the Housing Rich Alternative does not necessarily result in higher delays at each intersection.

Background Conditions¹

Under Background with the Housing Rich Alternative conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E during PM peak hour
- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E- during PM peak hour
- Intersection # 31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection # 42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F during the AM peak hour
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours

These are the same eleven intersections that are projected to operate at unacceptable levels with the Proposed Project presented in the Draft EIR. However, for the Proposed Project the Lawrence Expressway/Homestead Road intersection (#48) is projected to operate unacceptably in the PM peak hour

¹ Background conditions consist of [DESCRIBE].

only, while with the Housing Rich Alternative it is projected to operate deficiently during both the AM and PM peak hours. Each land use type (housing, office, retail, etc.) has different trip distribution patterns; thus, even though the Housing Rich generates less trips in the AM peak hour as compared to the Proposed Project, the Housing Rich Alternative does not necessarily result in lower delays at each intersection during the morning peak period. Specifically, the trip generation related to the residential land uses are greater for Housing Rich Alternative than the Proposed Project and more residential trips are added to certain corridors per the trip distribution patterns.

Cumulative Conditions

Under Cumulative with the Housing Rich Alternative conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #2 – Stevens Creek Boulevard/SR 85 Northbound Ramps (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #3 – Stevens Creek Boulevard/Stelling Road (Cupertino/LOS E+): LOS E during the PM peak hour
- Intersection #4 – Sunnyvale-Saratoga Road / Remington Drive (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #5 – Sunnyvale-Saratoga Road / Fremont Avenue (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #8 – De Anza Boulevard/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E- during the PM peak hour
- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E- during the PM peak hour
- Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D): LOS E during the AM and PM peak hours
- Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection #31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D): LOS E during the PM peak hour

- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS F during the AM and PM peak hours
- Intersection # 38 – Tantau Avenue/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F operations during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the PM peak hour
- Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E): LOS F during the PM peak hour

Under Cumulative conditions, two intersections that are projected to operate acceptably with the Proposed Project are projected to operate unacceptably with the Housing Rich Alternative. These are the Stevens Creek Boulevard/Stelling Road (#3) and Tantau Avenue/Homestead Road (#38) intersections. Each land use type (housing, office, retail, etc.) has different trip distribution patterns; thus, even though the Housing Rich Alternative generates less trips in the AM peak hour as compared to the Proposed Project, the Housing Rich Alternative does not necessarily result in lower delays at each intersection during the morning peak period. Specifically, the trip generation related to the residential land uses are greater for Housing Rich Alternative than the Proposed Project and more residential trips are added to certain corridors per the trip distribution patterns.

4. Freeway Segment Level of Service Analysis

Two methods were applied for the freeway segment analysis:

- Existing Scenarios:** Freeway segments evaluated under the Existing scenarios use VTA's analysis procedure and the LOS results from the *2016 VTA Monitoring and Conformance Report*, which is based on the density of the traffic flow that is calculated using methods described in the *2000 HCM*.
- Background and Cumulative Scenarios:** Freeway volume forecasts for Background Without Project Conditions and Cumulative Without Project Conditions were developed using the joint Santa Clara Valley Transportation Authority (VTA) and City/County Association of Governments of San Mateo County (C/CAG) travel demand model (VTA-C/CAG model) that is also being used for the *I-280/Wolfe Road Interchange Improvement Project*. The future operations of the freeway mainline segments were evaluated using volume-to-capacity ratios (V/Cs), with V/Cs greater than 1.0 indicating vehicle demands exceeding capacity and LOS F operations.

Attachment E includes the freeway segment LOS calculation tables for the Housing Rich Alternative under each of the analysis scenarios. **Table 5** summarizes the numbers of freeway segments (mixed-flow and HOV) that operate at unacceptable LOS F for each analysis scenario for the baseline scenario (without Project), the Housing Rich Alternative, and the Proposed Project.

Table 5: Summary of Deficient (LOS F) Freeway Segments

Alternative	Peak Hour ²	Existing Conditions		Background Conditions		Cumulative Conditions	
		Mixed Flow Segment	HOV Lane Segments	Mixed Flow Segment	HOV Lane Segments	Mixed Flow Segment	HOV Lane Segments
Without Project	AM	23	13	24	12	27	17
	PM	27	9	34	9	34	17
With Housing Rich Alternative	AM	23	13	27	13	28	17
	PM	28	9	35	10	37	17
With General Plan Buildout with Residential Allocation (Proposed Project)	AM	23	13	27	12	28	17
	PM	28	9	34	11	37	17

Notes:

1. AM = morning peak hour, PM = evening peak hour

Source: Fehr & Peers, June 2018.

Overall, the results for the Housing Rich Alternative indicate that the same number of segments operate unacceptably as compared to the Proposed Project, with the exception of the Background scenario where one more AM HOV lane segment (I-280 westbound between Foothill Expressway and Magdalena Avenue) and one more PM mixed flow segment (I-880 southbound between The Alameda and N. Bascom Avenue) operate unacceptably.

5. Intersection Impacts and Mitigation Measures

For each analysis scenario (Existing, Background and Cumulative), impacts for the Housing Rich Alternative are discussed as follows:

- Intersections with deficient operations (below applicable LOS threshold) are listed, and impact statements are presented in order of intersection number.
- Where possible, feasible physical and/or operational mitigation measures have been identified and are presented.
- The effect of proposed of mitigation measures that would widen the roadway or add lanes on bicycle and pedestrian quality of service (QOS) is also described.

Impact statements are presented including a reference to the applicable jurisdiction's LOS standard. (The LOS thresholds and criteria applied to the impact assessment are summarized in Chapter 2 of the May 2018 TIA.) The impact discussion includes the following acronyms to delineate the impacts:

- "S" is used to identify significant impacts
- "LTS" is used if the mitigation measure reduces the impact to a less-than-significant level
- "SU" is used for impacts that would remain significant and unavoidable after mitigation is implemented
- "SUJ" is used for impacts that can be mitigated, but are considered significant and unavoidable because they are outside of the City of Cupertino's jurisdiction and the City cannot guarantee that the improvement would be implemented

Transportation Demand Management

Similar to the Proposed Project the Housing Rich Alternative includes a mix of office, residential, and commercial land uses. The vehicle trip generation estimates presented in **Table 3** have been reduced to account for the Specific Plan features that promote multimodal access. In addition, the trip generation rates for the office uses are based "Silicon Valley" trip generation rates, which incorporate the travel behavior of Silicon Valley companies that have higher employee densities and basic Transportation Demand Management (TDM) measures to reduce vehicle trips from the higher employee densities.

The Specific Plan will include a TDM requirement to further reduce the number of vehicle trips and severity of roadway system impacts of the Proposed Project and each of the Project Alternatives. The required TDM Plan would reduce the amount of vehicle traffic through a variety of measures and strategies to increase walking, biking, ridesharing, and transit use.

Modest vehicle trip reductions beyond those already included in the trip estimates (**Table 3**) could be accomplished with pro-active TDM measures. **Table 6** below summarizes TDM measures that could be included in the Specific Plan to further reduce the vehicle trip generation. This table includes the target users and ranges of potential peak hour trip reduction percentages that could be achieved beyond those already included in the trip estimates based on the land uses of the proposed project and the project alternatives. **Table 6** has been refined since the release of the May 2018 TIA/Draft EIR, though the overall conclusions remain the same.

Table 6: Potential TDM Measures

TDM Measure	Target User/ Possible Trip Reduction %			
	Resident	Comm. Patron	Com. Emp.	Office Emp.
TDM Measures All Land Uses				
Transportation Coordinator	0.5 to 1.0%	-	0.25 to 0.75%	1.0 to 1.5%
<p>Each building manager and/or major tenant will designate a Transportation Coordinator, an individual who is responsible for TDM program implementation, marketing, and updating and coordination with the Cupertino Transportation Management Association. Creating a culture of alternative mode use will enhance the effectiveness of the TDM Plan.</p> <p>The TDM Coordinator would provide information on transit services in lobbies and other common areas as well as at move-in, and real-time transit information via services like TransitScreen. Studies have shown that providing real-time transit information encourages new transit users to try transit and existing transit users to ride transit more frequently. Reduction based on combination of all marketing and promotional strategies. Reduction applies to commute trips only.</p>				

Table 6: Potential TDM Measures

TDM Measure		Target User/ Possible Trip Reduction %			
		Resident	Comm. Patron	Com. Emp.	Office Emp.
Ride-Share Marketing and Promotion	Each TDM Coordinator will provide information and promotional materials to residents and office employees for carpool services such as Scoop and Waze. Information will be provided at move-in and in building lobbies or other common areas. For the office buildings, preferential parking for carpools and vanpools will be provided. Reduction applies to commute trips only.	0.5 to 1.0%	n/a	0.25 to 0.5%	1.5 to 2.5%
Maximum Parking Requirements	Include maximum parking requirements for all developments to allow for the emergence of a market parking where spaces are bought, sold, rented, and leased.	Maximum parking requirements will help ensure the success of the parking policies included in the remainder of this table. The resulting trip reductions are already accounted for in reductions for those parking policies .			
TDM Measures for Residential Units					
Unbundled Parking	Parking will be unbundled for residential units such that residents are required to pay for a parking space separately from their monthly rent or purchase price. Some residents may choose to limit or reduce their vehicle ownership if parking is an additional cost and not included as part of the rent or purchase price. Assumes \$125 monthly parking cost for residents.	3.0 to 3.5%	n/a	n/a	n/a
Transit Incentive for Residents	All adult residents will be provided with a VTA SmartPass at move-in. Providing transit incentives and information to residents at move-in can introduce them to transit which they may then adopt as their primary commuting mode. Assumes equivalent to \$3 subsidy per day. Reduction applies to commute trips only.	0.5 to 1.0%	n/a	n/a	n/a
Safe Routes to School Support Programs	Residential building management will work with residents to facilitate formation of “walking school buses” and/or “bicycle trains” where parents escort groups of students as they walk or bicycle to school. Information on routes, meeting points, and points of contact will be posted in building lobbies and/or common areas. This measure reduces the number of vehicle trips generated by the residential units and by local schools.	-	n/a	n/a	n/a

Table 6: Potential TDM Measures

TDM Measure		Target User/ Possible Trip Reduction %			
		Resident	Comm. Patron	Com. Emp.	Office Emp.
TDM Measures for Office and Retail Employees Only					
Transit Subsidy for Employees	Office and commercial tenants will be required (via leasing requirements) to provide VTA SmartPasses to their employees.	n/a	n/a	-	already incl. in trip generation estimates
Vanpool Subsidy for Employees	Similar to the transit subsidy, office tenants (via leasing requirements) will be required to subsidize employee vanpools. To qualify for the subsidy, employees should document that they are using a vanpool as their primary mode of transportation for the majority of their travel to and from work.	n/a	n/a	0.25 to 0.5%	0.5 to 1.0%
Workplace Parking Pricing	Parking spaces will be excluded from office space leases and all tenants/employees will be required to pay for parking on an individual basis. Office tenants will not be allowed to subsidize parking for their employees. Implementing workplace parking pricing and explicitly charging employees for their parking can dis-incentivize driving. (Parking management will be required to ensure office employees do not park in commercial or residential spaces.)	n/a	n/a	n/a	1.0 to 1.5%
Employee Parking Cash-out (Alternative to Workplace Parking Pricing)	Office tenants (via leasing requirements) will be required to give employees a choice of free parking or a cash payment, if employees commit to using a non-drive alone mode of transportation to travel to and from work.	n/a	n/a	n/a	0.75 to 1.25%
Alternative Work Schedules and Telecommute Programs (Office Employees)	Office tenants (via leasing requirements) will be encouraged to allow employees to telecommute and arrange alternative work schedules by allowing staggered starting times, flexible schedules, or compressed work weeks to reduce the amount of traffic generated during the AM and PM peak hours. Assumes 25% of employees participate in 9/80 schedule.	n/a	n/a	n/a	1.0%
Guaranteed Ride Home Program	Office tenants will develop a Guaranteed Ride Home (GRH) program to provide a free ride home from work in the event of an emergency for their employees who rideshare, use transit, or bike. This program enables employees to take full advantage of available employer-based TDM measures. Reduction covered under Transportation Coordinator.	n/a	n/a	-	0.25%

Table 6: Potential TDM Measures

TDM Measure	Target User/ Possible Trip Reduction %			
	Resident	Comm. Patron	Com. Emp.	Office Emp.
Minimum reduction	4.5%	-	0.75%	6.0%
Maximum reduction	6.5%	-	1.75%	9.0%

Notes:

"-" no available evidence to quantify reduction.

"n/a" = not applicable

The percent reductions presented in this table represent reasonable ranges that could potentially be achieved and are presented for informational purposes only. Actual reductions achieved depend on the final land use mix and TDM Program requirements.

Source: Fehr & Peers, July 2018.

The analysis presented in this TIA does not take into consideration any additional TDM reductions that could be achieved through the measures listed in **Table 6**. The severity of the impacts discussed in this chapter would be reduced through the required TDM Program, but in order to present a conservative analysis, the impacts and mitigation measures do not account for reductions in vehicle trips due to participation in the required TDM program.

Existing Plus Project Conditions

Attachment D show the delays, LOSs, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Existing with Project Conditions for the Housing Rich Alternative. The results for the Proposed Project are also included for comparison purposes. For the Housing Rich Alternative, the results of the LOS calculations indicate that all study intersections would operate at acceptable service levels, with the following exceptions:

- **Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- **Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour.

Intersections with Significant Impacts

Table 7 provides a summary of the significant intersection impacts under Existing with the Housing Rich Alternative and the Proposed Project.

Table 7: Existing with Project Intersection Impact Summary¹

	Intersection	LOS Threshold ²	Peak Hour ³	General Plan Buildout with Residential Allocation (Proposed Project)	Housing Rich Alternative
12	De Anza Boulevard / McClellan Road	D	AM PM	○ ■	○ ■
43	Stevens Creek Boulevard/Stern Avenue	D	AM PM	○ ■	○ ■

Notes:

1. Intersection impacts based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented

Attachment D and the applicable LOS thresholds and impact criteria described in Chapter 2 of the May 2018 TIA.

2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).

3. AM = morning peak hour, PM = evening peak hour.

○ = acceptable service levels, no mitigation discussion required.

□ = Less-Than-Significant Impact, no mitigation required.

■ = Significant impact, mitigation required.

Source: Fehr & Peers, June 2018.

Each of the intersections identified to have a significant impact with the Housing Rich Alternative were also identified to have a significant impact with the Proposed Project under Existing with Project Conditions.

Mitigation Measure Discussion

Impacts and potential mitigation measures for the Housing Rich Alternative are discussed below. **Attachment F** contains the corresponding calculation sheets. **Attachment G** shows the bicycle and pedestrian QOS results for proposed mitigation measures that are feasible.

Transportation Demand Management (TDM) Monitoring Program. The Housing Rich Alternative has several intersection and freeway impacts that cannot be reduced to less-than-significant levels through implementation of physical roadway improvements. (**S: Proposed Housing Rich Alternative**)

To reduce the severity of impacts, the Housing Rich Alternative will be required to have a TDM program that includes a trip cap that is based on the goal of achieving a districtwide mode split target of not more than 45 percent of employees driving alone.

As part of the TDM Program, the City will require future development to implement the Specific Plan's TDM Monitoring Program to ensure that the TDM reduction goals are achieved. If future development is not able to meet the identified TDM goal, then the City would collect penalties, as specified the Specific Plan's TDM Monitoring Program.

The TDM program is expected to reduce the severity of impacts, although not necessarily to a less-than-significant level; therefore, the identified significant and unavoidable intersection and freeway

impacts would remain significant and unavoidable. **SU With Mitigation: Housing Rich Alternative)**

De Anza Boulevard / McClellan Road (Intersection #12): The Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the PM peak hour. **(S: Housing Rich Alternative)**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require aligning this offset intersection and converting the shared left-turn/through lane on the eastbound approach of McClellan Road to a dedicated through lane (for a total of one left-turn lane, one through lane, and one right-turn lane). This would allow converting the phasing on the east-west approaches from split phasing to protected left-turn phasing. This improvement is included in the City’s TIF Program. **Table 8** summarizes the Existing LOS without and with this mitigation measure for the Housing Rich Alternative. The Draft EIR results for the Proposed Project are presented for comparison purposes. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Proposed Project).**

Table 8: Existing with Project Mitigated LOS at De Anza Boulevard/McClellan Road (#12)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Existing Conditions		Existing with Project Conditions		Existing with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Housing Rich Alternative	D	AM PM	36.4 64.2	D+ E	36.1 67.7	D+ E	34.8 63.5	C- E	LTS
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM PM	36.4 64.2	D+ E	36.0 68.8	D+ E	34.6 64.5	C- E	LTS

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Mitigation measures that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score at this intersection is 3, both without and with the mitigation measure. The bicycle QOS score is 4, both without and with the mitigation measure, denoting that most cyclists find it uncomfortable crossing the intersection. There are no right-turn lanes on De Anza Boulevard so bicycles that continue straight could conflict with the right-turning vehicles. The mitigation measure would not change roadway geometry, pedestrian facility, or bicycle facility; thus, the pedestrian and bicycle QOS score remain the same without and with the proposed mitigation measure.

Stevens Creek Boulevard/Stern Avenue (Intersection #43): The Housing Rich Alternative would cause the Stevens Creek Boulevard/Stern Avenue intersection to operate at an unacceptable level (change from LOS D to LOS E) during the PM peak hour based on City of Santa Clara’s impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate intersection operations include providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. Similar to the Proposed Project, while intersection delay would improve under the Housing Rich Alternative, the intersection would continue to operate unacceptably at LOS E+ and the impact would remain significant and unavoidable.

There are right-of-way constraints that limit the feasibility of the mitigation measure. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available widths between the number two through lane and the curb are about 18 feet in the eastbound direction and 20 feet in the westbound direction. Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative).**

Background Plus Project Conditions

Attachment D shows the delays, LOSs, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Background with Project Conditions. The results indicate that all study intersections would operate at acceptable service levels, with the following exceptions:

- **Intersection #11 – De Anza Boulevard/Stevens Creek Boulevard (Cupertino/LOS E+):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour.

- **Intersection #12 – De Anza Boulevard/McClellan Road (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- **Intersection # 31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour.
- **Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the AM and PM peak hours.
- **Intersection # 42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour.
- **Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E):** During the AM and PM peak hours, the addition of project traffic would exacerbate unacceptable LOS F operations.
- **Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM peak hour.
- **Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection # 51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E):** the addition of project traffic would degrade intersection operations from acceptable LOS E- to unacceptable LOS F during the AM peak hour.
- **Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.

Intersections with Significant Impacts

Table 9 provides a summary of the significant intersection impacts under Background with Project conditions for the Proposed Project and the Housing Rich Alternative.

Each of the intersections identified to have a significant impact under the Housing Rich Alternative were also identified to have a significant under the Proposed Project, with the exception of the following location:

- **Intersection #48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** The Housing Rich Alternative is projected to have a significant impact both under the AM and PM peak hours, while the impact for the Proposed Project was projected in the May 2018 TIA to have a significant impact only during the PM peak hour (i.e. impact for the Proposed Project was less-than-significant during the AM peak hour).

Table 9: Background with Project Intersection Impact Summary¹

Intersection		LOS Threshold ²	Peak Hour ³	General Plan Buildout with Residential Allocation (Proposed Project)	Housing Rich Alternative
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	○ ■	○ ■
12	De Anza Boulevard / McClellan Road	D	AM PM	○ ■	○ ■
31	Wolfe Road/ Vallco Parkway	D	AM PM	○ ■	○ ■
32	Wolfe Road Avenue/ Stevens Creek Boulevard	D	AM PM	■ ■	■ ■
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	■ ○	■ ○
43	Stevens Creek Boulevard/ Stern Avenue	D	AM PM	■ ■	■ ■
44	Stevens Creek Boulevard/ Calvert Drive	E	AM PM	■ ■	■ ■
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	■ ○	■ ○
48	Lawrence Expressway/ Homestead Road	E	AM PM	□ ■	■ ■
51	Lawrence Expressway/ Calvert Drive	D	AM PM	■ ○	■ ○
53	Lawrence Expressway/ Bollinger Road	E	AM PM	■ ■	■ ■

Notes:

1. Intersection impacts based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented in **Attachment D** and the applicable LOS thresholds and impact criteria described in Chapter 2 of the May 2018 TIA.

2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).

3. AM = morning peak hour, PM = evening peak hour.

○ = acceptable service levels, no mitigation discussion required.

□ = Less-Than-Significant Impact, no mitigation required.

■ = Significant impact, mitigation required.

Source: Fehr & Peers, June 2018.

Mitigation Measure Discussion

Impacts and potential mitigation measures for the Housing Rich Alternative are discussed below. **Attachment F** contains the corresponding calculation sheets. **Attachment G** shows the bicycle and pedestrian QOS results for proposed mitigation measures that are feasible.

De Anza Boulevard/Stevens Creek Boulevard (Intersection #11): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour and have a significant impact based on the City of Cupertino's impact criteria. **(S: Housing Rich Alternative).**

The City's TIF Program identifies the restriping of the westbound approach on Stevens Creek Boulevard to provide for a separate right-turn lane. However, with the implementation of the Class IV bike lanes on Stevens Creek Boulevard the outside through lane will be converted to a dedicated right-turn lane.

As discussed for the Proposed Project in the May 2018 TIA, the improvement required to mitigate the impact is the widening of the eastbound and westbound approaches on Stevens Creek Boulevard to provide for three through lanes (for a total of two left-turn lanes, three through lanes, a right-turn lane, and a bike lane). This would be accomplished by widening Stevens Creek Boulevard for about 150 feet from the intersection to provide a right-turn pocket in each direction. However, there are right-of-way constraints that limit the feasibility of the mitigation measure. The added through lanes would require an additional 10 to 11 feet of right-of-way in each direction. Further, this mitigation measure would increase the pedestrian crossing distance on an already very wide intersection and would likely have secondary effects on pedestrian travel. Thus, according to General Plan Policy M-3.4, which strives to preserve and enhance citywide pedestrian and bicycle connectivity by limiting street widening purely for automobiles to improve traffic flow, the proposed improvement is not feasible, and the impact is considered **significant and unavoidable**. **(SU: Housing Rich Alternative).**

De Anza Boulevard/McClellan Road (Intersection #12): The Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the PM peak hour. **(S: Housing Rich Alternative).**

As discussed under Existing Conditions, improvements to mitigate the impact would require aligning this offset intersection, converting the shared left-turn/through lane on the eastbound approach of McClellan Road to a dedicated through lane, and converting the phasing on the east-west approaches from split phasing to protected left-turn phasing. This improvement is included in the City's TIF Program. **Table 10** summarizes the Background LOS without and with the mitigation

measure. While the mitigation measure would not improve operations to an acceptable service level (LOS D) in the PM peak hour, it would improve the average intersection delay to better than under Background Without Project Conditions and is considered to mitigate the LOS impact to a less-than-significant level.

Future development would be required to pay Traffic Impact Fees as shown in **Table 4** to mitigate the impact. However, since the TIF improvements are not fully funded and timing of the implementation are unknown, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative).**

Table 10: Background with Project Mitigated LOS at De Anza Boulevard/ McClellan Road (#12)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	36.2	D+	36.6	D+	35.4	D+	LTS
		PM	71.4	E	78.0	E	69.0	E	
Housing Rich Alternative	D	AM	36.2	D+	36.5	D+	35.3	D+	LTS
		PM	71.4	E	76.5	E-	67.4	E	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Mitigation measures that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel which were evaluated with pedestrian and bicycle QOS analysis. This mitigation measure would increase the distance for pedestrians crossing Pacifica Avenue but would not substantially reduce the level of comfort. The pedestrian QOS score is 3 both without and with the mitigation measure, denoting a facility that is uninviting but not entirely uncomfortable for most pedestrians due to high travel speeds and wide crossings at certain approaches. Thus, the proposed mitigation measure would not change the pedestrian QOS score.

The QOS score for bicyclists is 4 without and with the mitigation measure, indicating that most cyclists would feel unsafe crossing the intersection due to the offset configuration of the eastbound and westbound approaches and conflict between right-turn vehicles and through bicycles on De Anza Boulevard. However, since the proposed mitigation measure does not change the lane geometries, the bicycle QOS score remains unchanged.

Wolfe Road/Vallco Parkway (Intersection #31): The Housing Rich Alternative would cause the Wolfe Road/Vallco Parkway intersection to operate at an unacceptable level (change from LOS D to LOS E) during the PM peak hour and would have a significant impact based City of Cupertino's impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing an overlap phase for the westbound right-turn movement, which would provide a green right-turn arrow while the southbound left-turn movement has its green phase. Southbound U-turns on Wolfe Road would be prohibited.

Providing a westbound overlap phase could have secondary impacts, since southbound vehicles wanting to travel northbound would have to travel to the Stevens Creek Boulevard/Wolfe Road intersection and make a U-turn to access northbound Wolfe Road. Field observations were conducted to determine the existing percentage of vehicles making U-turns at these intersections. The field data was used to estimate the impact of diverting U-turns from Vallco Parkway to Stevens Creek Boulevard. The LOS results show that the Stevens Creek Boulevard/Wolfe Road intersection would operate unacceptably without or with the additional U-turns.

The project impact would be reduced to a **less-than-significant** level. **Table 11** summarizes the LOS with the mitigation measure. **(LTS: Housing Rich Alternative).**

The mitigation measure would not change roadway geometry, pedestrian facility, or bicycle facility; thus, the pedestrian and bicycle QOS scores remain the same without and with the proposed mitigation measure: the pedestrian QOS score is 3.5 and the bicycle QOS score is 3. Cyclists can cross the intersection with moderate level of comfort, although some conflicts might occur. At the northbound approach, through bicyclists and right-turn vehicles would conflict since there is no dedicated right-turn lane.

Table 11: Background with Project Mitigated LOS at Wolfe Road/Vallco Parkway (#31)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	24.6	C	31.5	C	30.3	C	LTS
		PM	36.6	D+	66.8	E	49.2	D	
Housing Rich Alternative	D	AM	24.6	C	35.1	D+	33.6	C-	LTS
		PM	36.6	D+	68.6	E	48.8	D	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Intersection #32): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D- to unacceptable LOS E during the AM and PM peak hours and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a second southbound left-turn lane on Wolfe Road and providing a third through lane on both the eastbound and westbound approaches on Stevens Creek Boulevard. However, there are right-of-way constraints that limit the feasibility of this mitigation measure.

For the southbound approach on Wolfe Road, the additional left-turn lane would shift the southbound through lanes to the west by approximately ten feet. With this shift the through lanes would no longer align with the receiving lanes on Miller Avenue. For Stevens Creek Boulevard, there is no right-of-way to accommodate additional through lanes with the implementation of the proposed Class IV bike lanes. Thus, according to General Plan Policy M-3.1 (Adopt and maintain Bicycle and Pedestrian Master Plan) and M-3.4 (Limit street widening purely for automobiles as a means of improving traffic flow), the proposed mitigation measure is not feasible and the impact is considered **significant and unavoidable. (SU: Housing Rich Alternative).**

Stevens Creek Boulevard/Tantau Avenue (Intersection #42): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a northbound left-turn lane (for a total of one left-turn lane and one shared through/right-turn lane). This would allow converting the phasing on the north-south approaches from split phasing to protected left-turn phasing. This improvement is included in the City’s TIF Program. **Table 12** summarizes the Background LOS without and with the mitigation measure. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative).**

Table 12: Background with Project Mitigated LOS at Stevens Creek Boulevard/ Tantau Avenue (#42)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	48.6	D	58.1	E+	47.5	D	LTS
		PM	45.9	D	49.6	D	45.9	D	
Housing Rich Alternative	D	AM	48.6	D	55.2	E+	51.0	D	LTS
		PM	45.9	D	49.1	D	39.0	D	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

The pedestrian QOS score is 3.3, both without and with the mitigation measure. The mitigation measure would increase the crossing distance on Tantau Avenue from a two-lane to three-lane width, which would result in a slight reduction of the level of comfort for walking, but this would

not affect QOS score of the intersection. The mitigation would not change bicycle QOS score of 2.8, which denotes that cyclists can cross the intersection with moderate level of comfort. Adding a northbound left-turn lane does not affect bicycle travel on Tantau Avenue as the conflict is managed by the north-south protected left-turn phasing.

Stevens Creek Boulevard/Stern Avenue (Intersection #43): The Housing Rich Alternative would exacerbate unacceptable operations during the AM and PM peak hours and meet Santa Clara impact thresholds. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. While intersection delay would improve, the intersection would continue to operate unacceptably at LOS F and the impact would remain **significant and unavoidable**.

In addition, there are right-of-way constraints that limit the feasibility of the mitigation measure. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The current widths between the number two through lane and the curb is about 18 feet in the eastbound direction and 20 feet in the westbound direction. Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable.

As discussed for the Proposed Project in the May 2018 TIA, the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, and Agilent Driveway (Intersections #43, #44, and #45) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations along the Stevens Creek Boulevard corridor between Stern Avenue and the Agilent driveway. The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternative).**

Stevens Creek Boulevard/Calvert Drive (Intersection #44): The Housing Rich Alternative would exacerbate unacceptable operations during the AM and PM peak hours and meet VTA impact thresholds. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto Calvert Drive. The added right-turn lane would improve intersection operations to LOS E during the PM peak hour. During the AM peak hour, the intersection would continue to operate unacceptably with minimal reductions to the intersection delay. Right-of-way constraints render a second right-turn lane infeasible: less than 7 feet are available between the fence and curb on the south side of Steven Creek and a minimum of 11 feet are needed.

In addition, the double right-turn lanes would have secondary impacts on pedestrian travel, even with implementation of “no right-turn on red.” The double right-turn lanes would increase the chance of multiple threat collisions, where a pedestrian enters the traffic lane in front of a stopped vehicle in the outside lane and is struck by another vehicle in the inside turn lane because the stopped vehicle blocks the line of sight between the pedestrian and the driver of the striking vehicle.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, and Agilent Driveway (Intersections #43, #44, and #45) retain existing traffic signal timings per City of Santa Clara guidelines. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and the Agilent driveway. The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino’s jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternative).**

Stevens Creek Boulevard/Agilent Driveway (Intersection #45): During the AM peak hour the Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on Santa Clara impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate intersection operations include converting the westbound shared through/right-turn lane into a dedicated through lane and right-turn lane (for a total of one left-turn lane, four through lanes, and one right-turn lane on the westbound approach). While intersection delay would improve, the intersection would continue to operate unacceptably at LOS F with delays greater than under Background Without Project Conditions and the impact would remain significant and unavoidable.

There are right-of-way constraints that limit the feasibility of this mitigation measure. A dedicated right-turn lane and through lane would require a minimum width of 20 feet. The available width between the westbound bike lane and curb is about 16 feet (i.e. the width of the current shared through/right-turn lane). Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, and Agilent Driveway (Intersections #43, #44, and #45) retain existing traffic signal timings per City of Santa Clara guidelines. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and the Agilent driveway. The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternative).**

Lawrence Expressway/Homestead Road (Intersection #48): The Housing Rich Alternative would exacerbate unacceptable operations during the AM and PM peak hours and meet impact thresholds based on VTA impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement at this location. The improvement includes the addition of an eastbound through lane on Homestead Road. With this mitigation measure, intersection operations would improve, but the intersection would continue to operate at LOS F with delays greater than the Background Without Project scenario as shown in **Table 13**. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. However, that is a long-term improvement that would not be implemented within the next ten years and the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative).**

The pedestrian QOS score is 4, both without and with the mitigation measure. The Lawrence Expressway/Homestead Road intersection has long crossing distance of over six-lane wide on all approaches, which causes inconvenience for pedestrians with low walking speed. The mitigation measure would further increase the distance for pedestrians crossing Homestead Road, though the QOS score would remain at 4, the lowest QOS score. The bicycle QOS score is 4, both without and

with the mitigation measure. The intersection has right-turn slip lanes at all four approaches, but only the eastbound approach has clearly delineated bike lanes for through bicyclists, so conflicts could occur between the right-turn vehicles and through bicycles on the remaining three approaches.

Table 13: Background with Project Mitigated LOS at Lawrence Expressway/ Homestead Road (#48)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM	89.3	F	91.8	F	91.7	F	SU
		PM	83.6	F	88.5	F	84.8	F	
Housing Rich Alternative	E	AM	89.3	F	92.4	F	92.3	F	SU
		PM	83.6	F	88.9	F	85.3	F	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (Intersection #51): The Housing Rich Alternative would degrade intersection operations from acceptable LOS E- to unacceptable LOS F during the AM peak hour and have a significant impact based on the VTA impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a fourth northbound through lane on Lawrence Expressway. This would require four receiving lanes north of Calvert Drive-I-280 Southbound Ramps. With this improvement the intersection would operate at acceptable LOS E or better, as summarized in **Table 14.**

Table 14: Background with Project Mitigated LOS at Lawrence Expressway/ Calvert Drive- I-280 Southbound Ramp (#51)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM PM	76.3 79.7	E- E-	81.8 79.9	F E-	32.1 79.2	C- E-	LTS
Housing Rich Alternative	E	AM PM	76.3 79.7	E- E-	80.3 79.9	F E-	32.1 79.2	C- E-	LTS

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

The widening of Lawrence Expressway from three to four lanes per direction between Moorpark Avenue to south of Calvert Drive is included in the VTP 2040 as a constrained project (VTP 2040 Project# X10). However, the VTP 2040 does not include widening of Lawrence Expressway at or north of Calvert Drive. The fourth northbound through lane could potentially be provided with an added receiving lane that would connect directly to the off-ramp to Stevens Creek Boulevard (also known as “trap” lane), just north of the I-280 overcrossing. The City should coordinate with the County of Santa Clara and Caltrans to determine if a fourth through lane could be provided. Future development shall be required to pay a fair-share contribution if the improvement is feasible. The impact would remain **significant and unavoidable**, because the feasibility of the improvement is yet to be determined, and because the intersection is within the responsibility and jurisdiction of another agency and the City cannot guarantee that it would be constructed. **(SU: Housing Rich Alternative).**

The pedestrian QOS score was not calculated for this improvement because there are no pedestrian facilities at this intersection. The bicycle QOS score is 4, both without and with the mitigation, denoting that most cyclists would find it uncomfortable navigating through the intersection. The main reason of discomfort is that, the right-turn slip lanes on Lawrence Expressway allow high-

speed right-turn for vehicles. However, the mitigation measure would not further degrade bicycle QOS.

Lawrence Expressway/Bollinger Road (Intersection #53): The Housing Rich Alternative would exacerbate unacceptable operations during the AM and PM peak hours and meet impact thresholds based on VTA impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a fourth northbound through lane (for the PM peak hour impact) and fourth southbound through lane (for the AM peak hour impact) on Lawrence Expressway. The widening of Lawrence Expressway from three to four lanes per direction between Moorpark Avenue to south of Calvert Drive is included in the VTP 2040 as a constrained project (VTP 2040 Project# X10). This VTA project also includes the provision of an additional westbound through lane on Moorpark Avenue. Assuming that both the northbound and southbound approaches would be modified to accommodate four through lanes, the intersection would operate at or better than acceptable LOS E, as shown in **Table 15**. Future development at the Specific Plan shall be required to pay a fair-share to VTP Project# X10. The impact would remain **significant and unavoidable**, because the intersection is outside of the City of Cupertino’s jurisdiction, the City cannot guarantee that it would be constructed. **(SUJ: Housing Rich Alternative).**

Table 15: Background with Project Mitigated LOS at Lawrence Expressway/ Bollinger Road-Moorpark Avenue (#53)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM	104.8	F	117.7	F	69.5	E	LTS
		PM	87.4	F	94.1	F	55.7	E+	
Housing Rich Alternative	E	AM	104.8	F	113.6	F	66.8	E	LTS
		PM	87.4	F	92.7	F	55.3	E+	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

The pedestrian QOS score is 4, both without and with the mitigation measure. The Lawrence Expressway/Bollinger Road intersection has long crossing distance of over six-lane wide on all approaches, which causes inconvenience for pedestrians with low walking speed. The mitigation measure would further increase the distance for pedestrians crossing Lawrence Expressway, though the QOS score would remain at 4, the lowest QOS score. The bicycle QOS score is 4, both without and with the mitigation, denoting that most cyclists would find it uncomfortable navigating through the intersection. The main reason of discomfort is that the right-turn slip lanes on Lawrence Expressway allow high-speed right-turn for vehicles. However, the mitigation measure would not further degrade bicycle QOS.

Cumulative Plus Project Conditions

Attachment D show the delays, LOSs, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Cumulative with Project Conditions for the Housing Rich Alternative. The results for the Proposed Project are also included for comparison purposes. For the Housing Rich Alternative, the results of the LOS calculations indicate that all study intersections would operate at acceptable service levels, with the following exceptions:

- **Intersection #2– Stevens Creek Boulevard/SR 85 Northbound Ramps (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the AM peak hour.
- **Intersection #3– Stevens Creek Boulevard/Stelling Road (Cupertino/LOS E+):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E during the PM peak hour. This intersection was projected to operate at acceptable levels under the Proposed Project and the three Project Alternatives evaluated in the May 2018 TIA.
- **Intersection #4 – Sunnyvale-Saratoga Road/Remington Drive (Sunnyvale/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM hour.
- **Intersection #5 – Sunnyvale-Saratoga Road/Fremont Avenue (Sunnyvale/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM hour.
- **Intersection #8 – De Anza Boulevard/Homestead Road (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour.
- **Intersection #11 – De Anza Boulevard/Stevens Creek Boulevard (Cupertino/LOS E+):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E- during the PM peak hour.

- **Intersection #12 – De Anza Boulevard/McClellan Road (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- **Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the AM and PM peak hours.
- **Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E during the PM peak hour.
- **Intersection #31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D+ to unacceptable LOS E during the PM peak hour.
- **Intersection #32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the AM and PM peak hours.
- **Intersection # 38 – Tantau Avenue/Homestead Road (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour. This intersection was projected to operate at acceptable levels under the Proposed Project, the General Plan Buildout with Maximum Residential, and Occupied/Re-tenanted Mall Alternative in the May 2018 TIA. The intersection was projected to operate unacceptably for the Retail/Residential Alternative in the May 2018 TIA.
- **Intersection #42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour.
- **Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection #45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM peak hour.

- **Intersection #48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection #53 – Lawrence Expressway/Bollinger Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- **Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- **Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.

The impacts are less-than-significant at the following intersections, because the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01:

- **Intersection #4 – Sunnyvale-Saratoga Road/Remington Drive (Sunnyvale/LOS E)**
- **Intersection #5 – Sunnyvale-Saratoga Road/Fremont Avenue (Sunnyvale/LOS E)**
- **Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D)**
- **Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D):** LTS during the AM peak hour (significant during the PM peak hour).
- **Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E):** LTS during the PM peak hour (significant during the AM peak hour).

Intersections with Significant Impacts

Table 16 provides a summary of the significant intersection impacts under Cumulative with Project conditions for the Proposed Project and the Housing Rich Alternative.

Table 16: Cumulative with Project Intersection Impact Summary¹

	Intersection	LOS Threshold ²	Peak Hour ³	General Plan Buildout with Residential Allocation (Proposed Project)	Housing Rich Alternative
2	Stevens Creek Boulevard/ SR 85 NB Ramps	D	AM PM	■ ○	■ ○
3	Stevens Creek Boulevard/ Stelling Road	E+	AM PM	○ ○	○ ■
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	□ ○	□ ○
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	□ ○	□ ○
8	De Anza Boulevard/ Homestead Road	D	AM PM	○ ■	○ ■
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	○ ■	○ ■
12	De Anza Boulevard / McClellan Road	D	AM PM	○ ■	○ ■
23	Wolfe Road/ Fremont Avenue	D	AM PM	□ ■	□ ■
26	Wolfe Road/ Homestead Road	D	AM PM	○ ■	○ ■
31	Wolfe Road/ Vallco Parkway	D	AM PM	○ ■	○ ■
32	Wolfe Road Avenue/ Stevens Creek Boulevard	D	AM PM	■ ■	■ ■
38	Homestead Road/ Tantau Avenue	D	AM PM	○ ○	○ ■
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	■ ○	■ ○
43	Stevens Creek Boulevard/ Stern Avenue	D	AM PM	■ ■	■ ■
44	Stevens Creek Boulevard/ Calvert Drive	E	AM PM	■ ■	■ ■
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	■ ○	■ ○
48	Lawrence Expressway/ Homestead Road	E	AM PM	□ ■	■ ■
51	Lawrence Expressway/ Calvert Drive	E	AM PM	■ □	■ □

Table 16: Cumulative with Project Intersection Impact Summary¹

Intersection		LOS Threshold ²	Peak Hour ³	General Plan Buildout with Residential Allocation (Proposed Project)	Housing Rich Alternative
53	Lawrence Expressway/ Bollinger Road	E	AM PM	■ ■	■ ■
60	Stevens Creek Boulevard/ Cabot Avenue	E	AM PM	○ ■	○ ■
66	Lawrence Expressway / Reed Avenue-Monroe Street	E	AM PM	○ ■	○ ■

Notes:

1. Intersection impacts based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented in **Attachment D** and the applicable LOS thresholds and impact criteria described in Chapter 2 of the May 2018 TIA.

2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).

3. AM = morning peak hour, PM = evening peak hour.

○ = acceptable service levels, no mitigation discussion required.

□ = Less-Than-Significant Impact, no mitigation required.

■ = Significant impact, mitigation required.

Source: Fehr & Peers, June 2018.

Each of the intersections identified to have a significant impact with the Housing Rich Alternative were also identified to have a significant with the Proposed Project, with the exception of the following locations:

- **Intersection # 3 – Stevens Creek Boulevard/Stelling Road (Cupertino/LOS E+):** The Housing Rich Alternative is projected to have a significant impact during the PM peak hour, while this intersection was projected to operate at acceptable levels in the May 2018 TIA with the Proposed Project.
- **Intersection # 38 – Tantau Avenue/Homestead Road (Cupertino/LOS D):** The Housing Rich Alternative is projected to have a significant impact during the PM peak hour, while this intersection was projected to operate at acceptable levels in the May 2018 TIA with the Proposed Project. This intersection was identified with a significant impact for the Retail/Residential Alternative in the May 2018 TIA.
- **Intersection #48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** The Housing Rich Alternative is projected to have a significant impact during both the AM and PM peak hours, while the Proposed Project was projected in the May 2018 TIA to have a significant impact only during the PM peak hour (i.e. impact for the Proposed Project was less-than-significant during the AM peak hour).

Mitigation Measure Discussion

Impacts and potential mitigation measures for the Housing Rich Alternative are discussed below. **Attachment F** contains the corresponding calculation sheets. **Attachment G** shows the bicycle and pedestrian QOS results for proposed mitigation measures that are feasible.

Stevens Creek Boulevard/SR 85 Northbound Ramps (Intersection #2): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour and have a significant impact based on the City of Cupertino impact criteria. **(S: Housing Rich Alternatives).**

As discussed for the Proposed Project in the May 2018 TIA, the City's TIF Program identifies the addition of an exclusive northbound left-turn lane from the SR 85 off-ramp onto westbound Stevens Creek Boulevard as a General Plan Mitigation Measure. **Table 17** summarizes the Cumulative LOS without and with the mitigation measure. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative)**

Mitigation measures that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel which were evaluated with a QOS analysis. The pedestrian QOS score is 3, both without and with the mitigation measure. The SR 85 northbound ramps/Stevens Creek Boulevard intersection has short crossing distances on the northbound and southbound approaches, but no pedestrian crossings on eastbound and westbound approaches, resulting in an average pedestrian QOS score of 3. A pedestrian QOS score of 3 denotes that some pedestrians might find crossing the intersection uncomfortable. By adding a northbound left-turn lane, the mitigation measure would further increase the distance for pedestrians crossing the SR 85 northbound off-ramp, but due to the existence of a median that pedestrian could utilize while crossing, the proposed mitigation would not lower the pedestrian QOS score. The bicycle QOS score is 3.3, both without and with the mitigation, denoting that some cyclists would find it uncomfortable navigating through the intersection. However, the mitigation measure would not further degrade bicycle QOS.

Table 17: Cumulative with Project Mitigated LOS at Stevens Creek Boulevard/ SR 85 Northbound Ramps (#2)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	54.6	D-	55.8	E+	36.1	D+	LTS
		PM	24.5	C	27.0	C	21.0	C+	
Housing Rich Alternative	D	AM	54.6	D-	58.1	E+	37.8	D+	LTS
		PM	24.5	C	26.6	C	20.8	C+	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Stelling Road/Stevens Creek Boulevard (Intersection #3): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D- to unacceptable LOS E during the PM peak hour and have a significant impact based on the City of Cupertino impact criteria. **(S: Housing Rich Alternatives).**

The City’s TIF Program identifies the addition of a second eastbound left-turn lane from Stevens Creek Boulevard onto northbound Stelling Road as a General Plan Mitigation Measure. **Table 18** summarizes the Cumulative LOS without and with the mitigation measure. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative)**

The Stelling Road/Stevens Creek Boulevard intersection has long crossing distances, over six lanes, on all approaches, which causes inconvenience for pedestrians with low walking speed. The QOS score would remain at 3 both with and without mitigation. The bicycle QOS score is 4, both without and with the mitigation, denoting that most cyclists would find it uncomfortable navigating through the intersection because of the lack of right-turn lane on all approaches that could cause conflicts

between right-turn bicycles and through bicycles. However, the mitigation measure would not further degrade bicycle QOS.

Table 18: Cumulative with Project Mitigated LOS at Stelling Road/ Stevens Creek Boulevard (#3)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Housing Rich Alternative	E+	AM	41.3	D	42.8	D	37.9	D+	LTS
		PM	53.7	D-	60.5	E	51.9	D-	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

De Anza Boulevard/Homestead Road (Intersection #8): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour and have a significant impact based on the City of Cupertino impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, the City's TIF Program identifies the widening of De Anza Boulevard to four through lanes between the I-280 interchange and Homestead Road as a General Plan Mitigation Measure. **Table 19** summarizes the Cumulative LOS without and with the mitigation measure. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative)**

Table 19: Cumulative with Project Mitigated LOS at De Anza Boulevard/ Homestead Road (#8)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	48.3	D	52.3	D-	42.0	D	LTS
		PM	52.0	D-	55.4	E+	47.9	D	
Housing Rich Alternative	D	AM	48.3	D	52.3	D-	42.0	D	LTS
		PM	52.0	D-	56.1	E+	48.4	D	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

De Anza Boulevard/Stevens Creek Boulevard (Intersection #11): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D- to unacceptable LOS E- during the PM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements required to mitigate the impact is the widening of the eastbound and westbound approaches on Stevens Creek Boulevard to provide for three through lanes (for a total of two left-turn lanes, three through lanes, a right-turn lane, and a bike lane). However, there are right-of-way constraints that limit the feasibility of these improvements. Further, this mitigation measure would increase the pedestrian crossing distance on an already wide intersection and would likely have secondary effects on pedestrian travel. Thus, according to General Plan Policy M-3.4, which strives to preserve and enhance citywide pedestrian and bicycle connectivity by limiting street widening purely for automobiles to improve traffic flow, the proposed improvement is not feasible, and the impact is considered **significant and unavoidable. (SU: Housing Rich Alternative).**

De Anza Boulevard/McClellan Road (Intersection #12): The Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the PM peak hour. **(S: Housing Rich Alternative).**

As discussed under Existing and Background Conditions and for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require aligning this offset intersection, converting the shared left-turn/through lane on the eastbound approach of McClellan Road to a dedicated through lane, and converting the phasing on the east-west approaches from split phasing to protected left-turn phasing. This improvement is included in the City's TIF Program. **Table 20** summarizes the Cumulative LOS without and with the mitigation measure. While the mitigation measure does not improve operations to an acceptable service level (LOS D) in the PM peak hour, it does improve the operations to better than under Cumulative Without Project Conditions and is considered to mitigate the LOS impact to less-than-significant levels.

Future development would be required to pay Traffic Impact Fees as shown in **Table 4** to mitigate the impact. However, since the TIF improvements are not fully funded and timing of the implementation are unknown, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative).**

The mitigation measure would increase the distance for pedestrians crossing Pacifica Avenue but would not substantially reduce the level of comfort. The pedestrian QOS score is 3.3 both without and with the mitigation measure, denoting a facility that is uninviting but not entirely uncomfortable for most pedestrians due to high travel speeds and wide crossings at certain approaches. Thus, the proposed mitigation measure would not change the pedestrian QOS score.

The QOS score for bicyclists is 4 without and with the mitigation measure, indicating that most cyclists would feel unsafe crossing the intersection due to the offset configuration of the eastbound and westbound approaches and conflict between right-turn vehicles and through bicycles on De Anza Boulevard. However, since the proposed mitigation measure does not change the lane geometries, the bicycle QOS score remains unchanged.

Table 20: Cumulative with Project Mitigated LOS at De Anza Boulevard/ McClellan Road (#12)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM PM	36.3 73.0	D+ E	36.9 80.0	D+ F	35.6 71.2	D+ E	LTS
Housing Rich Alternative	D	AM PM	36.3 73.0	D+ E	36.7 78.5	D+ E-	35.5 69.5	D+ E	LTS

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Wolfe Road/Fremont Avenue (Intersection #23): The Housing Rich Alternative would exacerbate unacceptable LOS E operations and meet impact thresholds based on City of Sunnyvale impact criteria during the PM peak hour. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate intersection operations include providing a dedicated southbound right-turn lane from Wolfe Road onto westbound Fremont Avenue. This would improve operations to LOS D and reduce the project impact to a less-than-significant level as summarized in **Table 21**.

The City of Sunnyvale recently approved improvements to the "Triangle" area of Wolfe Road/El Camino Real, Wolfe Road/Fremont Avenue, and El Camino Real/Fremont Avenue. The improvements include the provision of a southbound right-turn lane from Wolfe Road to Fremont Avenue. Thus, future Specific Plan development would be required to contribute their fair-share to the "Triangle" improvement project. However, the impact would remain **significant and unavoidable**, because the intersection is outside of the City of Cupertino's jurisdiction and the City cannot guarantee that the improvement would be constructed. **(SUJ: Housing Rich Alternative).**

Table 21: Cumulative with Project Mitigated LOS at Wolfe Road/Fremont Avenue (#23)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	58.4	E+	59.9	E+	54.7	D-	LTS
		PM	64.9	E	70.6	E	55.1	E+	
Housing Rich Alternative	D	AM	58.4	E+	60.3	E	54.9	D-	LTS
		PM	64.9	E	72.9	E	55.6	E+	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

The pedestrian QOS score is 3.8 without the mitigation measure. The mitigation measure would increase the distance for pedestrians crossing Wolfe Road, resulting in a QOS of 4 at the Wolfe Road approach; the overall intersection QOS would remain at 3.8.

The bicycle QOS score is 4, both without and with the mitigation. Adding a southbound right-turn lane would not increase the level of discomfort for cyclists on Wolfe Road since there is no bike lane striping on the southbound approach. The proposed mitigation measure would not change the bicycle QOS score.

Wolfe Road/Homestead Road (Intersection #26): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D- to unacceptable LOS E during the PM peak hour and have a significant impact based on City of Cupertino impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact include providing a dedicated southbound right-turn lane from Wolfe Road onto westbound Homestead Road in addition to providing a second northbound right-turn lane onto eastbound Homestead Road. To minimize secondary impacts to pedestrian travel, the right-turn lanes would need to be signal controlled, right-turns on red would be prohibited, and pedestrians should have

a leading pedestrian phase (i.e. a pedestrian walk indication is provided several seconds before the indication for right-turning vehicle traffic).

The TIF includes the provision of the dedicated southbound right-turn lane as a General Plan Mitigation Measure. The provision of the second northbound right-turn lane is not included in the TIF Program. There are right-of-way constraints that render the northbound right-turn lane infeasible. Additionally, the provision a second northbound right-turn lane is in direct conflict with Cupertino's General Plan Policy M-3.4, that seeks to limit street widening purely for improving traffic flow.

To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, since the improvements needed on the northbound approach of Wolfe Road are not feasible and are in direct conflict with General Plan Policy M-3.1 (Adopt and maintain Bicycle and Pedestrian Master Plan) and M-3.4 (Limit street widening purely for automobiles as a means of improving traffic flow), the impact is considered **significant and unavoidable. (SU: Housing Rich Alternative)**.

The pedestrian QOS score is 4, both without and with the mitigation measure. The mitigation measure would increase the distance for pedestrians crossing Wolfe Road; however, the proposed mitigation measure would not change the pedestrian QOS score, which would remain at 4, the lowest QOS score.

The bicycle QOS score is 3.3 without the proposed mitigation measure, and 3 with the proposed mitigation measure. The provision of dedicated southbound right-turn lane would separate the through bicycles from right-turning vehicles which are currently sharing the lane, therefore improving the bicycle QOS at southbound approach from 4 to 3. The proposed mitigation measure would improve the bicycle QOS score.

Wolfe Road/Vallco Parkway (Intersection #31): The Housing Rich Alternative would cause the Wolfe Road/Vallco Parkway intersection to operate at an unacceptable level (change from LOS D+ to LOS E) during the PM peak hour and would have a significant impact based City of Cupertino's impact criteria. **(S: Housing Rich Alternative)**.

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing an overlap phase for the westbound right-turn movement, which would provide a green right-turn arrow while the southbound left-turn movement has its green phase. Southbound U-turns on Wolfe Road would be prohibited.

Providing a westbound overlap phase could have secondary impacts, since southbound vehicles wanting to travel northbound would have to travel to the Stevens Creek Boulevard/Wolfe Road intersection and make a U-turn to access northbound Wolfe Road. Field observations were conducted to determine the existing percentage of vehicles making U-turns at these intersections. The field data was used to estimate the impact of diverting U-turns from Vallco Parkway to Stevens Creek Boulevard. The LOS results show that the Stevens Creek Boulevard/Wolfe Road intersection would operate unacceptably without or with the additional U-turns.

The project impact would be reduced to a **less-than-significant** level. **Table 22** summarizes the LOS with the mitigation measure. **(LTS: Housing Rich Alternative).**

The mitigation measure would not change the roadway configuration or pedestrian facilities, and the conflict between westbound right-turning vehicles and westbound through pedestrians would be reduced by the overlap phase. Therefore, the proposed mitigation measure would not change the pedestrian QOS score of 3.5. The bicycle QOS score is 3, both without and with the mitigation measure, denoting that most cyclists can navigate through the intersection with moderate level of comfort.

Table 22: Cumulative with Project Mitigated LOS at Wolfe Road/Vallco Parkway (#31)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	24.2	C	34.7	C-	33.7	C-	LTS
		PM	36.1	D+	74.7	E	51.1	D-	
Housing Rich Alternative	D	AM	24.2	C	38.7	D+	37.5	D+	LTS
		PM	36.1	D+	74.4	E	50.4	D	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Intersection #32): The Housing Rich Alternative would exacerbate unacceptable operations during the AM and PM peak hours and have a significant impact based on City of Cupertino impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a second southbound left-turn lane on Wolfe Road and a third through lane on both the eastbound and westbound approaches on Stevens Creek Boulevard. However, there right-of-way constraints that limit the feasibility of these mitigation measures and the impact is considered **significant and unavoidable**. **(SU: Housing Rich Alternative).**

Tantau Avenue/Homestead Road (Intersection #38): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the PM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Retail and Residential Alternative in the May 2018 TIA (the Proposed Project did not have a significant impact at this location), the City’s TIF Program identifies the restriping of the southbound approach to provide a separate left-turn lane and shared through/right-turn lane (including removal of on-street parking) as a General Plan Mitigation Measure. **Table 23** summarizes the Cumulative LOS without and with the mitigation measure. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative)**

Table 23: Cumulative with Project Mitigated LOS at Tantau Avenue/Homestead Road (#38)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Housing Rich Alternative	D	AM PM	40.6 53.0	D D-	41.2 55.5	D E+	38 48.8	D+ D	SU

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.

- Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Stevens Creek Boulevard/Tantau Avenue (Intersection #42): The Housing Rich Alternative would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a northbound left-turn lane (for a total of one left-turn lane and one shared through/right-turn lane). This would allow converting the phasing on the north-south approaches from split phasing to protected left-turn phasing. This improvement is included in the City’s TIF Program. **Table 12** summarizes the Cumulative LOS without and with the mitigation measure. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 4**. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Housing Rich Alternative).**

Table 24: Cumulative with Project Mitigated LOS at Stevens Creek Boulevard/ Tantau Avenue (#42)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	48.6	D	58.1	E+	47.5	D	LTS
		PM	45.9	D	49.6	D	45.9	D	
Housing Rich Alternative	D	AM	48.6	D	55.2	E+	53.9	D	LTS
		PM	45.9	D	49.1	D	40.0	D	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

- LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
- AM = morning peak hour, PM = evening peak hour.
- Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
- LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
- Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

The pedestrian QOS score is 3.3, both without and with the mitigation measure. The mitigation measure would increase the crossing distance on Tantau Avenue from a two-lane to three-lane width, which would result in a slight reduction of the level of comfort for walking, but this would not affect QOS score. The mitigation would not change bicycle QOS score of 2.8, which denotes that cyclists can cross the intersection with moderate level of comfort. Adding a northbound left-turn lane does not affect cyclists travel on Tantau Avenue as the conflict is managed by the north-south protected left-turn phasing.

Stevens Creek Boulevard/Stern Avenue (Intersection #43): The Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the AM and PM peak hours. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, physical improvements to mitigate the impact would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. However, there are right-of-way constraints that limit the feasibility of this mitigation measure. Thus, the impact is considered **significant and unavoidable** for Housing Rich Alternative.

The level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternatives).**

Stevens Creek Boulevard/Calvert Drive (Intersection #44): The Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds during the AM and PM peak hours based on VTA impact criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto

Calvert Drive. Right-of-way constraints render a second right-turn lane infeasible and the impact is considered **significant and unavoidable**.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study and implementation of the revised timings along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternative)**.

Stevens Creek Boulevard/Agilent Driveway (Intersection #45): During the AM peak hour the Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on Santa Clara impact criteria. **(S: Housing Rich Alternative)**.

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate intersection operations include converting the westbound shared through/right-turn lane into a dedicated through lane and right-turn lane (for a total of one left-turn lane, four through lanes, and one right-turn lane on the westbound approach). While intersection delay would improve, the intersection would continue to operate unacceptably at LOS F with delays greater than under Cumulative Without Project Conditions and the impact would remain **significant and unavoidable**.

There are right-of-way constraints that limit the feasibility of this mitigation measure. A dedicated right-turn lane and through lane would require a minimum width of 20 feet. The available width between the westbound bike lane and curb is about 16 feet (i.e. the width of the current shared through/right-turn lane). Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is

recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study and implementation of the revised timings along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternative).**

Lawrence Expressway/Homestead Road (Intersection #48): During the AM and PM peak hours the Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement that includes the addition of an eastbound through lane on Homestead Road. With this mitigation measure, intersection operations would improve, but the intersection would continue to operate at LOS F with delays greater than the Cumulative Without Project scenario. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. Future development in the Specific Plan area shall be required to pay their fair-share towards the grade separation project. The impact would remain **significant and unavoidable**, because the intersection is outside of the City of Cupertino's jurisdiction and the City cannot guarantee that the improvement would be constructed. **(SUJ: Housing Rich Alternative).**

Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (Intersection #51): The Housing Rich Alternative would exacerbate unacceptable operations during the AM peak hour and meet impact thresholds based on VTA criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate this impact would require providing a fourth northbound through lane on Lawrence Expressway (for a total of four through lanes and one right-turn lane). This would require four receiving lanes on Lawrence Expressway north of the Calvert Drive-I-280 Southbound Ramps. With this improvement, the intersection would operate at acceptable LOS E or better, as shown in **Table 25**.

The City should coordinate with the County of Santa Clara and Caltrans to determine if a fourth through lane and receiving lane could be provided. Future development shall be required to pay a fair-share contribution, if the improvement is feasible. The impact would remain **significant and unavoidable**, because the feasibility of the improvement is yet to be determined, and because the intersection is outside of the City of Cupertino's jurisdiction it is within the responsibility and

jurisdiction of another agency and the City cannot guarantee that it would be constructed. **(SUJ: Housing Rich Alternative).**

The pedestrian QOS score was not calculated for this improvement, because there are no pedestrian facilities at this intersection. The bicycle QOS score is 4, both without and with the mitigation, indicating that most cyclists might find it comfortable navigating through the intersection.

Table 25: Cumulative with Project Mitigated LOS at Lawrence Expressway/ Calvert Drive-I-280 Southbound Ramp (#51)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM	83.3	F	88.8	F	33.0	C-	LTS
		PM	86.0	F	86.3	F	85.4	F	
Housing Rich Alternative	E	AM	83.3	F	87.3	F	33.0	C-	LTS
		PM	86.0	F	86.2	F	85.3	F	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

Lawrence Expressway/Bollinger Road (Intersection #53): During the AM and PM peak hours the Housing Rich Alternative would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. **(S: Housing Rich Alternative).**

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing a fourth northbound through lane (for the PM peak hour impact) and fourth southbound through lane (for the AM peak hour impact). The widening of Lawrence Expressway from three to four lanes per direction between Moorpark Avenue to south of Calvert Drive is included in the VTP 2040 as a constrained project (VTP 2040 Project# X10). With these added lanes, the intersection would operate at or better than acceptable LOS E during the AM and PM peak hours, as shown in **Table 26**. Future development in the Specific Plan area shall be required

to pay a fair-share to VTP Project# X10. The impact would remain **significant and unavoidable**, because the intersection is outside of the City of Cupertino’s jurisdiction and the City cannot guarantee that it would be constructed. **(SU: Housing Rich Alternative)**.

Table 26: Cumulative with Project Mitigated LOS at Lawrence Expressway/ Bollinger Road-Moorpark Avenue (#53)

Impacted Alternative	LOS Threshold ¹	Peak Hour ²	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? ⁵
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM	113.7	F	126.6	F	72.2	E	LTS
		PM	94.5	F	101.4	F	57.2	E+	
Housing Rich Alternative	E	AM	113.7	F	122.5	F	69.4	E	LTS
		PM	94.5	F	99.9	F	56.7	E+	

Notes:

Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, June 2018.

The mitigation measure would increase the distance for pedestrians crossing Lawrence Expressway. The pedestrian QOS score is 4, both without and with the mitigation measure; a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The proposed mitigation measure would not change the pedestrian QOS score, which would remain at 4, the lowest QOS score. The bicycle QOS score is 4, both without and with the mitigation, indicating that most cyclists might find it comfortable navigating through the intersection.

Stevens Creek Boulevard/Cabot Avenue (Intersection #60): The Housing Rich Alternative would exacerbate unacceptable operations during the PM peak hour and meet impact thresholds based on City of Santa Clara impact criteria. **(S: Housing Rich Alternative)**.

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing three through lanes and a dedicated right-turn in both the eastbound and

westbound directions on Stevens Creek Boulevard. While intersection delay would improve, the intersection would continue to operate unacceptably at LOS E with delays greater than under Cumulative Without Project conditions and the impact would remain significant and unavoidable. Also, there are right-of-way constraints that limit the feasibility of the mitigation measure. Further, the Stevens Creek Boulevard/Cabot Avenue intersection is off-set by approximately 140 feet (Cabot Avenue the north leg to the west and Loma Linda Drive the south leg to the east), that limit the feasibility of providing dedicated right-turn lanes and the impact is considered **significant and unavoidable**.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study and implementation of the revised timings along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study recommendations. **(SU: Housing Rich Alternative)**.

Lawrence Expressway/Reed Avenue-Monroe Street (Intersection #66): The Housing Rich Alternative would exacerbate unacceptable operations during the PM peak hour and meet impact thresholds based on County of Santa Clara impact criteria. **(S: Housing Rich Alternatives)**.

As discussed for the Proposed Project in the May 2018 TIA, improvements to mitigate the impact would require providing five southbound through lanes on Lawrence Expressway. However, there is no available right-of-way for the added lane. The conversion of the existing southbound HOV would also mitigate the LOS impact; however, this would result in discontinuous HOV lanes on Lawrence Expressway. The County of Santa Clara has identified the grade separation of Lawrence Expressway/Reed Avenue-Monroe Street intersection as a Tier 2 project; however, Tier 2 projects have no identified funding and are not likely to be implemented in the near-term. Thus, there are no feasible mitigation measures and the impact at the Lawrence Expressway/Reed Avenue-Monroe Street intersection is considered **significant and unavoidable**. **(SU: Housing Rich Alternative)**.

6. Freeway Segment Impacts and Mitigation Measures

Impacts to freeways occur when the amount of added traffic causes a substantial increase in congestion. **Table 27** summarizes the number of mixed-flow lane segments and High Occupancy Vehicle (HOV) lane segments impacted by the Housing Rich Alternative for each analysis scenario. The results for the Proposed Project from the May 2018 TIA are included for comparison purposes.

Table 27: Freeway Significant Impacts Summary

Project Alternative	Peak Hour ¹	Existing with Project		Background with Project		Cumulative with Project	
		Mixed ²	HOV ²	Mixed	HOV	Mixed	HOV
<i>Housing Rich Alternative Evaluated in this Report:</i>							
Housing Rich Alternative	AM	13	6	14	8	10	11
	PM	18	5	22	6	24	9
<i>Proposed Project included in the May 2018 TIA and Draft EIR:</i>							
Proposed Project (General Plan Buildout with Residential Allocation)	AM	14	5	15	4	15	12
	PM	18	5	20	5	22	8

Notes:

1. AM = morning peak hour, PM = evening peak hour 2. Mixed = mixed-flow lane segments and HOV = HOV-lane segments
Source: Fehr & Peers, June 2018

Under Existing with Project Conditions, the Housing Rich Alternative has one fewer AM mixed-flow lane segment impact and one additional AM HOV-lane segment impact compared to the Proposed Project. Under Background with Project Conditions, the Housing Rich Alternative has one fewer AM and two additional PM mixed-flow lane segment impacts and four additional AM and one additional PM HOV-lane segment impacts as compared to the Proposed Project. Similarly, under Cumulative with Project Conditions, the Housing Rich Alternative has five fewer AM and two additional PM mixed-flow lane segment impacts and one fewer AM and one additional PM HOV-lane segment impact as compared to the Proposed Project.

As discussed in the May 2018 TIA, potential mitigation measures for freeway segments include capacity enhancements (such as adding travel lanes and auxiliary lanes) and operational improvements (such as ramp metering and express lanes). There are limited options to widen the impacted freeway segments due to right-of-way constraints. Plus, ramp metering has already been implemented. Santa Clara Valley

Transportation Authority's (VTA's) *Valley Transportation Plan 2040 (VTP 2040)*² identifies several freeway projects that are relevant to the identified freeway segment impacts, including:

- VTP ID H1: SR 85 Express Lanes
- VTP ID H11: I-280 Express Lanes
- VTP ID H13: I-280 Express Lanes
- VTP ID H15: I-880 Express Lanes
- VTP ID H35: I-280 Northbound
- VTP ID H45: I-280 Northbound Braided Ramps between Foothill Expressway and SR 85

As a mitigation requirement, future development projects would be required to pay their fair share contribution towards planned transportation projects identified in VTA's *VTP 2040* that will improve traffic operations of the impacted freeway segments. **Table 28** summarizes the impacted mixed-flow segments and the specific relevant VTP projects.

Table 28: Mixed-Flow Freeway Segment Impacts and Mitigation Summary

Impacted Freeway Segment	Existing Conditions Plus Project		Background Conditions Plus Project		Cumulative Conditions Plus Project		Applicable VTP 2040 Improvement Projects ¹
	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	
State Route 85 – Northbound							
South Bascom Avenue to SR 17	No Impact	No Impact	No Impact	No Impact	Impact	No Impact	VTP ID H1: SR 85 Express Lanes: US 101 (South San Jose to Mountain View)
SR 17 to Winchester Boulevard	Impact	No Impact	Impact	No Impact	Impact	No Impact	
Winchester Boulevard to Saratoga Avenue	Impact	Impact	Impact	Impact	Impact	No Impact	
Saratoga Avenue to Saratoga-Sunnyvale Road	Impact	Impact	Impact	Impact	Impact	Impact	

² The Valley Transportation Plan is a long-range vision for transportation in Santa Clara. The VTA is responsible for preparing and updating the VTP. The VTP 2035 identifies the programs, projects, and policies VTA would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years.

Table 28: Mixed-Flow Freeway Segment Impacts and Mitigation Summary

Impacted Freeway Segment	Existing Conditions Plus Project		Background Conditions Plus Project		Cumulative Conditions Plus Project		Applicable VTP 2040 Improvement Projects ¹
	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	
State Route 85 – Southbound							
West Fremont Avenue to West Homestead Road	No Impact	No Impact	Impact	Impact	No Impact	Impact	VTP ID H1: SR 85 Express Lanes: US 101 (South San Jose to Mountain View)
I-280 to Stevens Creek Boulevard	No Impact	Impact	No Impact	Impact	No Impact	Impact	
Saratoga-Sunnyvale Road to Saratoga Avenue	Impact	Impact	Impact	Impact	Impact	Impact	
Saratoga Avenue to Winchester Boulevard	Impact	Impact	Impact	Impact	Impact	Impact	
Winchester Boulevard to SR 17	Impact	No Impact	Impact	Impact	Impact	Impact	
Interstate 280 – Eastbound							
El Monte Road to Magdalena Avenue	No Impact	Impact	No Impact	Impact	No Impact	Impact	VTP ID H13: I-280 Express Lanes: Southbound El Monte Avenue to Magdalena Avenue
Foothill Expressway to SR 85	Impact	Impact	Impact	Impact	Impact	Impact	VTP ID H11: I-280 Express Lanes: Leland Avenue to Magdalena Avenue
SR 85 to De Anza Boulevard	Impact	Impact	Impact	Impact	Impact	Impact	
De Anza Boulevard to Wolfe Road	Impact	Impact	Impact	Impact	Impact	Impact	
Wolfe Road to Lawrence Expressway	Impact	Impact	Impact	Impact	Impact	Impact	
Lawrence Expressway to Saratoga Avenue	Impact	Impact	Impact	Impact	Impact	Impact	
Saratoga Avenue to Winchester Boulevard	Impact	Impact	Impact	Impact	Impact	Impact	
Winchester Boulevard to I-880	Impact	Impact	Impact	Impact	Impact	Impact	

Table 28: Mixed-Flow Freeway Segment Impacts and Mitigation Summary

Impacted Freeway Segment	Existing Conditions Plus Project		Background Conditions Plus Project		Cumulative Conditions Plus Project		Applicable VTP 2040 Improvement Projects ¹
	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	
I-880 to Meridian Avenue	Impact	Impact	Impact	Impact	Impact	Impact	
Meridian Avenue to Bird Avenue	Impact	Impact	Impact	Impact	Impact	Impact	No identified improvements
Bird Avenue to SR 87	Impact	Impact	Impact	Impact	Impact	Impact	No identified improvements
Interstate 280 – Westbound							
SR 87 to Bird Avenue	Impact	Impact	Impact	Impact	Impact	No Impact	No identified improvements
Bird Avenue to Meridian Avenue	Impact	Impact	Impact	Impact	Impact	Impact	No identified improvements
Meridian Avenue to I-880	Impact	Impact	Impact	Impact	Impact	Impact	VTP ID H11: I-280 Express Lanes: Leland Avenue to Magdalena Avenue and VTP ID H45: I-280 Northbound Braided Ramps between Foothill Expressway and SR 85 and VTP ID H35: I-280 Northbound: Second Exit Lane to Foothill Expressway
I-880 to Winchester Boulevard	Impact	Impact	Impact	Impact	Impact	Impact	
Winchester Boulevard to Saratoga Avenue	Impact	Impact	Impact	Impact	Impact	Impact	
Saratoga Avenue to Lawrence Expressway	Impact	Impact	Impact	Impact	Impact	Impact	
Lawrence Expressway to Wolfe Road	Impact	Impact	Impact	Impact	Impact	Impact	
Wolfe Road to De Anza Boulevard	Impact	Impact	Impact	Impact	Impact	Impact	
De Anza Boulevard to SR 85	Impact	Impact	Impact	Impact	Impact	Impact	
SR 85 to Foothill Expressway	Impact	Impact	Impact	Impact	Impact	Impact	
Page Mill Road to Alpine Road	Impact	Impact	No Impact	No Impact	No Impact	No Impact	No identified improvements

Table 28: Mixed-Flow Freeway Segment Impacts and Mitigation Summary

Impacted Freeway Segment	Existing Conditions Plus Project		Background Conditions Plus Project		Cumulative Conditions Plus Project		Applicable VTP 2040 Improvement Projects ¹
	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	Proposed Project	Housing Rich Alternative	
Interstate 880 – Northbound							
Stevens Creek Boulevard to North Bascom Avenue	Impact	Impact	Impact	Impact	Impact	Impact	VTP ID H15: I-880 Express Lanes: US 101 to I-280
North Bascom Avenue to The Alameda	Impact	Impact	Impact	Impact	Impact	Impact	
The Alameda to Coleman Avenue	Impact	Impact	Impact	Impact	Impact	Impact	
Interstate 880 – Southbound							
Coleman Avenue to The Alameda	No Impact	No Impact	Impact	Impact	Impact	No Impact	VTP ID H15: I-880 Express Lanes: US 101 to I-280
The Alameda to North Bascom Avenue	No Impact	No Impact	No Impact	Impact	Impact	Impact	
North Bascom Avenue to Stevens Creek Boulevard	Impact	Impact	No Impact	No Impact	Impact	Impact	
State Route 17 – Southbound							
SR 85 to Lark Avenue	Impact	No Impact	Impact	No Impact	Impact	No Impact	No identified improvements

Notes:

1. Future development in the Specific Plan shall be required to pay a fair-share to the identified VTP 2040 improvements.

Source: Fehr & Peers, June 2018.

7. Left-Turn Queuing Analysis

The addition of Project traffic along the roadway network would add vehicles to left-turn movements and has the potential to cause left-turn queues to exceed the turn pocket storage lengths. Queues that exceed the turn pocket storage length have the potential to impede adjacent through traffic movements. Study intersections where the Project would add the highest number of left turning vehicles during either the AM or PM peak hour were selected for this left-turn queuing evaluation.

The results of the analysis are presented in **Table 29** for Existing with Project Conditions and **Table 30** for Background with Project Conditions. Recommended improvements are summarized for intersections where the queue pocket storage lengths are exceeded.

Several turn pocket lengths would be exceeded in future volume conditions. In nearly every case where queue length is exceeded in the Background Plus Project condition, it also is exceeded in the corresponding Background Without Project condition.

Overall, the possible improvements to address locations where the queuing exceeds the available storage capacity are same as those identified in the May 2018 TIA.

Table 29: Existing Plus Project Left-turn Pocket Queuing Analysis

Intersection	Left-Turn Pocket	Available Storage Length ¹ (feet)	Peak Hour	Projected Queue Length (feet) ²			Required Improvements
				Existing	Existing with Housing Rich	Existing with Proposed Project	
11 De Anza Boulevard / Stevens Creek Boulevard	SB	530	AM	350	450	450	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing.
			PM	450	650	625	
	WB	300	AM	225	300	300	
			PM	350	575	625	
21 Stevens Creek Boulevard / Perimeter Road	EB	290	AM	75	475	550	Reduce the westbound left-turn lane to Portal Avenue to accommodate an additional 80 feet of capacity for the eastbound left turn to Perimeter Road.
			PM	50	300	250	
31 Wolfe Road / Vallco Parkway	SB	500	AM	200	375	400	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing.
			PM	275	575	500	
	WB	125	AM	50	150	150	
			PM	125	400	425	
32 Wolfe Road-Miller Avenue / Stevens Creek Boulevard	SB	550	AM	375	525	500	Additional capacity is available by widening the southbound approach to accommodate an additional left-turn lane.
			PM	400	675	675	
	EB	430	AM	350	500	500	
			PM	375	525	500	
35 Miller Avenue / Bollinger Road	SB	380	AM	125	125	125	Additional capacity is available by removing parking on the eastside of Miller Avenue and restriping to extend both the inner left-turn pocket and outer left-turn lane line of the southbound approach.
			PM	375	400	400	

Table 29: Existing Plus Project Left-turn Pocket Queuing Analysis

Intersection	Left-Turn Pocket	Available Storage Length ¹ (feet)	Peak Hour	Projected Queue Length (feet) ²			Required Improvements
				Existing	Existing with Housing Rich	Existing with Proposed Project	
41 Tantau Avenue / Vallco Parkway	NB	100	AM	225	375	400	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	125	275	250	
42 Stevens Creek Boulevard / Tantau Avenue	SB	105	AM	100	175	150	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	500	650	675	
50 Stevens Creek Boulevard / Lawrence Expressway Ramps (east)	NB	355	AM	750	875	900	As part of the background without project roadway improvements, an additional dedicated left-turn lane extending from the Lawrence Expressway off-ramp entrance to the intersection will be added to the northbound approach. The additional capacity from the off-ramp entrance to the intersection will accommodate the westbound left-turn queues.
			PM	600	650	650	
	EB	410	AM	325	350	350	No improvements needed.
			PM	300	350	350	
53 Lawrence Expressway / Bollinger Road	NB	355	AM	525	700	775	Approximately 325 feet of additional capacity for one left-turn lane is available by reducing the median width on Lawrence Expressway south of the intersection.
			PM	325	375	375	
56 Lawrence Expressway / Saratoga Avenue	EB	275	AM	900	1225	1400	Future improvements include reducing the median to provide an additional left-turn lane and maximum queue storage length for the movement. The improvements will help accommodate the projected westbound left turn queue lengths.
			PM	675	675	750	
64 Vallco Parkway/ Perimeter Road	EB	125	AM	75	325	375	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 220-foot left-turn pocket. (see discussion in text).
			PM	50	400	300	

Notes:

1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.
3. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Bold text indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, June 2018.

Table 30: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis

Intersection	Left-Turn Pocket	Available Storage Length ¹ (feet)	Peak Hour	Projected Queue Length (feet) ²			Required Improvements
				Background	Background with Housing Rich	Background with Proposed Project	
11 De Anza Boulevard / Stevens Creek Boulevard	SB	530	AM	425	525	550	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	600	875	825	
	WB	300	AM	275	350	350	
			PM	475	775	825	
21 Stevens Creek Boulevard / Perimeter Road	EB	290	AM	125	800	950	Reduce the westbound left-turn lane to Portal Avenue to accommodate an additional 80 feet of capacity for the eastbound left turn to Perimeter Road.
			PM	100	550	425	
31 Wolfe Road / Vallco Parkway	SB	500	AM	400	625	625	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	425	825	725	
	WB	125	AM	50	150	150	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 325-foot left-turn pocket. (see discussion in text).
			PM	125	375	425	
32 Wolfe Road-Miller Avenue / Stevens Creek Boulevard	SB	550	AM	425	575	550	Additional capacity is available by widening the southbound approach to accommodate an additional left-turn lane.
			PM	550	825	875	
	EB	430	AM	525	750	750	Extend the inner left-turn lane to the same length as the outer left-turn lane to provide approximately 260 feet of additional capacity.
			PM	450	625	600	
35 Miller Avenue / Bollinger Road	SB	380	AM	125	150	150	Additional capacity is available by removing parking on the eastside of Miller Avenue and restriping to extend both the inner left-turn pocket and outer left-turn lane line of the southbound approach.
			PM	375	400	400	

Table 30: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis

Intersection	Left-Turn Pocket	Available Storage Length ¹ (feet)	Peak Hour	Projected Queue Length (feet) ²			Required Improvements	
				Background	Background with Housing Rich	Background with Proposed Project		
41	Tantau Avenue / Vallco Parkway	NB	100	AM	250	400	450	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	175	325	300	
42	Stevens Creek Boulevard / Tantau Avenue	SB	105	AM	200	275	250	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	750	925	950	
50	Stevens Creek Boulevard / Lawrence Expressway Ramps (east)	NB	355	AM	1000	1100	1125	As part of the background without project roadway improvements, an additional dedicated left-turn lane extending from the Lawrence Expressway off-ramp entrance to the intersection will be added to the northbound approach. The additional capacity from the off-ramp entrance to the intersection will accommodate the westbound left-turn queues.
				PM	475	575	550	
		EB	410	AM	375	425	400	Additional capacity is not available by restriping. The westbound left movement is coordinated with the westbound through movement from intersection upstream (Lawrence Expressway Southbound Off-ramp / Stevens Creek Boulevard). Increase signal timing for westbound left movement and the eastbound through movement at the intersection upstream or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing at these intersections.
				PM	350	400	400	
53	Lawrence Expressway / Bollinger Road	NB	355	AM	575	775	875	Approximately 325 feet of additional capacity for one left-turn lane is available by reducing the median width on Lawrence Expressway south of the intersection.
				PM	325	375	375	

Table 30: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis

Intersection	Left-Turn Pocket	Available Storage Length ¹ (feet)	Peak Hour	Projected Queue Length (feet) ²			Required Improvements
				Background	Background with Housing Rich	Background with Proposed Project	
56 Lawrence Expressway / Saratoga Avenue	EB	275	AM	725	825	875	Future improvements include reducing the median to provide an additional left-turn lane and maximum queue storage length for the movement. The improvements will help accommodate the projected westbound left turn queue lengths.
			PM	475	500	500	
64 Vallco Parkway/ Perimeter Road	EB	125	AM	100	350	375	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 220-foot left-turn pocket. (see discussion in text).
			PM	100	425	325	

Note:

1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.
3. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Bold text indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, June 2018.

8. Multi-Modal Analysis Results

This chapter addresses transit, bicycle, and pedestrian-related impacts and mitigation measures.

Transit Facility Impacts and Mitigation Measures

Impacts and mitigation measures for transit capacity and transit delay are discussed below.

Transit Capacity Analysis

A significant transit impact would occur if the project conflicts with existing or planned transit facilities, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops, or generates potential transit trips that cause the transit route’s load factor to exceed available capacity. The transit trips for the Housing Rich Alternative were added to each route’s exiting peak hour load to produce the peak load with Project. The peak load factor was compared to the peak vehicle load factor standards provided by VTA. The results are shown in **Table 31**. All bus routes meet the peak load factor standard established by VTA, except for Rapid line 323/523 and the Housing Rich Alternative would have a **significant transit capacity impact**. As identified in the May 2018 TIA/Draft EIR, the Proposed Project would have a less-than-significant transit capacity impact.

Table 31: PM Peak Hour Transit Capacity Analysis

Route	Existing Peak Load Factor	Peak Load Factor Standard	Housing Rich Alternative			Proposed Project		
			Project Boardings per Vehicle	Peak Load Factor with Project	Meets Standard?	Project Boardings per Vehicle	Peak Load Factor with Project	Meets Standard?
23	0.51	1.20	13	0.86	Yes	7	0.69	Yes
53	0.61	1.20	9	0.85	Yes	4	0.73	Yes
Express 101	0.43	1.00	17	0.88	Yes	9	0.66	Yes
Express 182	0.64	1.00	13	0.97	Yes	7	0.81	Yes
Rapid 323/523	0.35	1.00	35	1.24	No	18	0.80	Yes

Source: Fehr & Peers, June 2018

As identified in VTA’s TIA Guidelines, *if the new transit ridership generated by the project causes the load factor of one or more transit routes to exceed the standard established by the applicable transit agency, the*

project should contribute to transit improvements to enhance the capacity of the affected route or provide alternative facilities.

The VTA's VTP 2040 identifies the Stevens Creek Bus Rapid Transit (BRT) project (VTP ID T4) as an improvement near the Project site. Ultimately, this VTP 2040 project will enhance travel choices for the Housing Rich Alternative and make more efficient use of the transportation network. Future development in the Specific Plan shall be required to pay a fair-share to VTP ID T4. However, implementation of the VTP projects is outside of the City of Cupertino's jurisdiction and the City cannot guarantee that it would be constructed and the impact is considered significant and unavoidable for the Housing Rich Alternative. **(SU: Housing Rich Alternatives).**

Transit Delay Analysis

Substantial increases in transit delay is also considered a potential transit impact. All the alternatives cause some added transit delay. The City of Cupertino and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Per the VTA TIA Guidelines, *if increased transit vehicle delay is found, the Lead Agency [City of Cupertino] should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA.* In addition, mitigation measures identified to improve vehicle delay would also improve transit delay.

Table 32: Existing with Project Added Transit Delay

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Housing Rich Alternative (seconds)		Proposed Project (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	
Route 23	De Anza College to Alum Rock Transit Center	3.9	AM PM	NC 91	63 17	NC 96	76 13	Stevens Creek Boulevard
Route 53	West Valley College to Sunnyvale Transit Center	<0.25	AM PM	NC NC	NC NC	NC NC	NC NC	Stevens Creek Boulevard
Express 101	Lockheed Martin to Winchester LRT Station	1.6	AM PM	48 NS	NS 97	55 NS	NS 104	Stevens Creek Boulevard, Wolfe Road
Express 182	Camden & Highway 85 to Palo Alto	1.5	AM PM	NS 27	17 NS	NS 20	12 NS	Stevens Creek Boulevard, Wolfe Road

Table 32: Existing with Project Added Transit Delay

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Housing Rich Alternative (seconds)		Proposed Project (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	
Rapid 323/523	Palo Alto to IBM/Bailey Ave	3.6	AM PM	6 96	64 19	NC 99	77 15	Stevens Creek Boulevard

Notes:

NS = service only provided in the peak direction of travel.

NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Source: Fehr & Peers, June 2018

Table 33: Background with Project Added Transit Delay

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Housing Rich Alternative (seconds)		Proposed Project (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	
Route 23	De Anza College to Alum Rock Transit Center	3.9	AM PM	NC 223	196 46	NC 226	222 35	Stevens Creek Boulevard
Route 53	West Valley College to Sunnyvale Transit Center	2.9	AM PM	57 77	76 75	43 64	68 57	Homestead Road, Wolfe Road, Stevens Creek Boulevard
Route 56	Lockheed Martin to Winchester LRT Station	3.6	AM PM	38 58	NC 37	26 48	NC 28	Wolfe Road-Miller Avenue
Express 101	Camden & Highway 85 to Palo Alto	1.6	AM PM	206 NS	NS 208	219 NS	NS 223	Stevens Creek Boulevard, Wolfe Road
Express 182	Palo Alto to IBM/Bailey Ave	1.5	AM PM	NS 69	25 NS	NS 52	16 NS	Stevens Creek Boulevard, Wolfe Road
Rapid 323/523	Downtown San Jose to De Anza College	3.6	AM PM	NC 234	200 48	NC 237	223 39	Stevens Creek Boulevard, Homestead Road

Notes:

NS = service only provided in the peak direction of travel.

NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Source: Fehr & Peers, June 2018

Table 34: Cumulative with Project Added Transit Delay

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Housing Rich Alternative (seconds)		Proposed Project (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	
Route 23	De Anza College to Alum Rock Transit Center	3.9	AM PM	11 262	266 74	NC 263	281 58	Stevens Creek Boulevard
Route 53	West Valley College to Sunnyvale Transit Center	2.9	AM PM	78 91	89 91	56 90	89 69	Homestead Road, Wolfe Road, Stevens Creek Boulevard
Route 56	Lockheed Martin to Winchester LRT Station	3.6	AM PM	52 82	5 58	42 71	8 54	Wolfe Road-Miller Avenue
Express 101	Camden & Highway 85 to Palo Alto	1.6	AM PM	220 NS	NS 218	241 NS	NS 243	Stevens Creek Boulevard, Wolfe Road
Express 182	Palo Alto to IBM/Bailey Ave	1.5	AM PM	NS 66	29 NS	NS 51	19 NS	Stevens Creek Boulevard, Wolfe Road
Rapid 323/523	Downtown San Jose to De Anza College	3.6	AM PM	21 274	270 72	8 278	282 58	Stevens Creek Boulevard, Homestead Road

Notes:

NS = service only provided in the peak direction of travel.

NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Source: Fehr & Peers, June 2018

Bicycle Facility Impacts and Mitigation Measures

A significant impact to bicycle facilities would occur if the Housing Rich Alternative creates a hazardous condition for bicyclists that currently does not exist, or conflicts with planned facilities or local agency policies regarding bicycle facilities.

Similar to the Proposed Project, the Housing Rich Alternative is anticipated to provide bicycle enhancements around and in the immediate vicinity of the project site to improve bicycle access. These would include buffered bike lanes on Wolfe Road along the project frontage. On-site bicycle facilities such as short-term bicycle parking should be in visible, well-lit areas and conveniently located next to the building entrances. All bicycle facilities should be noted in the Specific Plan. Therefore, the Housing Rich Alternative would not create a hazardous condition for bicyclists that does not currently exist, nor does it conflict with existing or planned bicycle facilities and the impact is considered to be less-than-significant.

Pedestrian Facility Impacts and Mitigation Measures

A significant impact to pedestrian facilities would occur if the Housing Rich Alternative creates a hazardous condition for pedestrians that currently does not exist, or conflicts with planned facilities or local agency policies regarding pedestrian facilities.

Similar to the Proposed Project, the Housing Rich Alternative would provide pedestrian enhancements around and in the immediate vicinity of the project site to improve pedestrian access. Consolidating driveways and intersections would enhance pedestrian access as it would limit the number of locations with pedestrian/vehicle conflicts. Any new driveways or intersections would be designed to safely accommodate pedestrians to ensure that no hazards are created. Therefore, the Housing Rich Alternative would not create a hazardous condition that does not currently exist, nor does it conflict with existing or planned pedestrian facilities and the impact is considered to be less-than-significant.

9. Other Items

Vehicle miles of travel (VMT), neighborhood intrusion, and construction traffic are addressed in this chapter.

Vehicle Miles of Travel Analysis

Vehicle Miles of Travel (VMT) is presented for informational purposes for the transportation evaluation of the Specific Plan. **Table 35** summarizes the total VMT estimates, average trip lengths, and VMT per service population for the Housing Rich Alternative and Proposed Project for comparison purposes.

Table 35: Vehicles Miles Traveled (VMT) Estimates

Project Alternative	Total VMT	Average Trip Length	VMT Per Service Population ¹
<i>Housing Rich Alternative Evaluated in this Report:</i>			
Housing Rich Alternative	401,316	9.71	28.5
<i>Proposed Project included in the May 2018 TIA and Draft EIR:</i>			
General Plan Buildout with Residential Allocation (Proposed Project)	330,220	8.92	30.0

Notes: Service population includes estimated number of residents and employees for each Project Alternative. This does not include visitors or shoppers.

Source: California Household Travel Survey; Fehr & Peers, June 2018.

While the Housing Rich Alternative generates the greatest total VMT, it generates the lower VMT per service population. Therefore, the land uses contained in the Housing Rich Alternative are more efficient from a roadway system perspective than the Proposed Project.

Evaluation of Potential Neighborhood Intrusion

The Proposed Project’s conclusions from the May 2018 TIA for the traffic intrusion analysis and the parking intrusion analysis would also apply to the Housing Rich Alternative and include the City adopting the following Conditions of Approval to ensure that neighborhood cut-through traffic and parking intrusion are minimized:

- Future development in the Specific Plan shall fund neighborhood traffic and parking monitoring studies and provide fees in the amount \$350,000 to the City of Cupertino and \$150,000 to the City of Sunnyvale to monitor and implement traffic calming improvements and a residential parking permit program, if needed.

- The details of the neighborhood parking and traffic intrusion monitoring program will be determined when the Conditions of Approval are established. The monitoring program shall include the following items: (1) identifying the monitoring areas (roadways where the monitoring will occur), (2) setting baseline conditions (number of parked vehicles and traffic volumes on the roadways), (3) determining thresholds for parking and traffic volume increases requiring action, (4) establishing the monitoring schedule, and (5) creating reporting protocols. The baseline conditions shall be established prior to but within a year of initial occupancy. Monitoring will then occur annually for five years.

Construction Traffic Assessment

The Proposed Project's recommendations from the May 2018 TIA for the construction traffic assessment would apply to the Housing Rich Alternative and no additional recommendations are needed.

Attachment Divider Page

1012911.2

Attachment A: Detailed Trip Generation Estimates

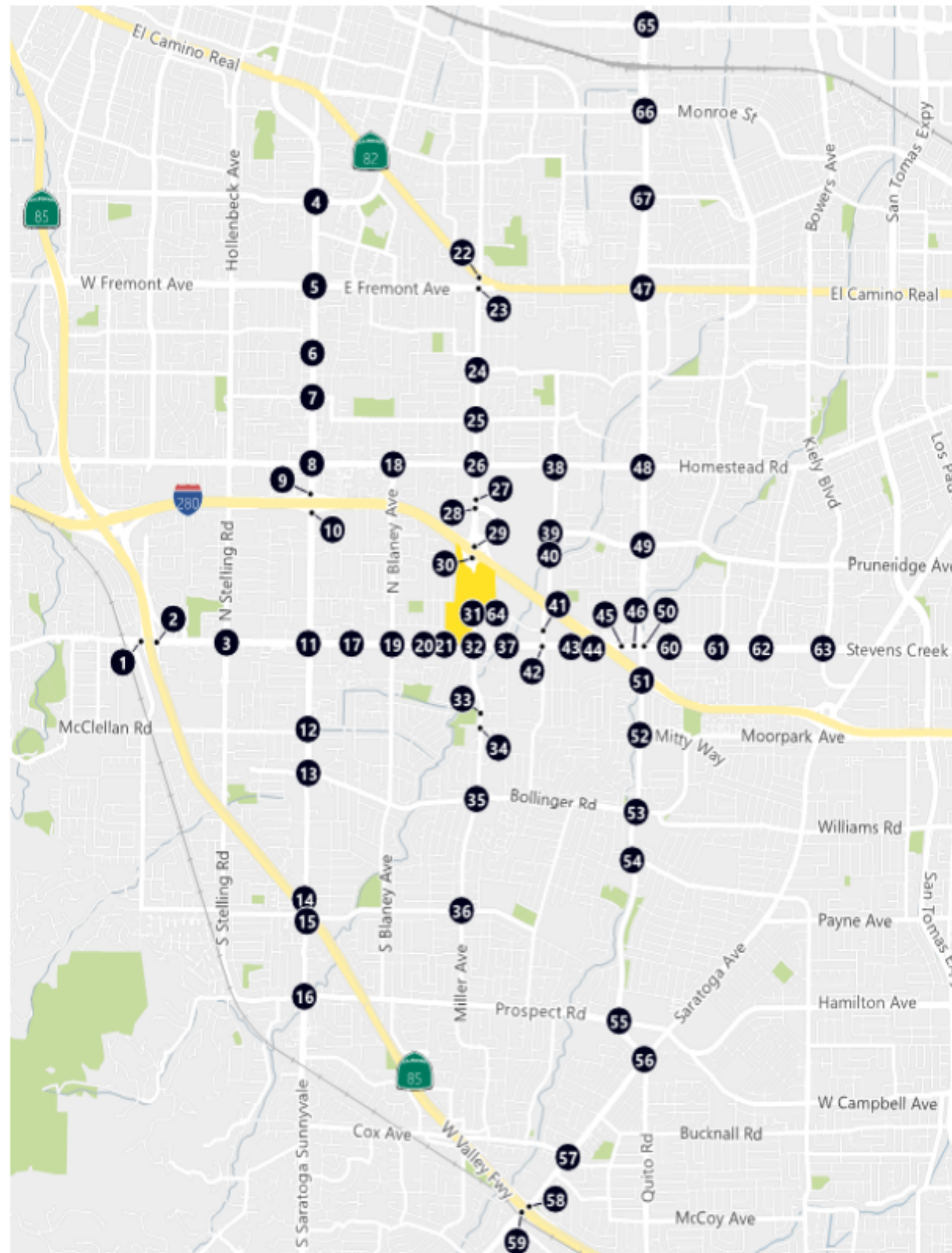
Table A1: Detailed Vehicle Trip Generation Estimates

ITE Land Use	ITE Code	Quantity	Units ¹	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total
Alternative C: General Plan Buildout with Residential Allocation (Proposed Project Alternative)										
Office	SV	2,000	ksf	24,700	2,219	361	2,580	384	2,016	2,400
Shopping Center	820	600	ksf	20,331	280	172	452	982	1,064	2,046
Hotel	310	339	Rooms	2,834	94	65	159	104	100	204
Multifamily Housing (Mid-Rise)	221	800	Units	4,352	75	213	288	215	137	352
Green Roof	411	30	Acres	567	75	60	135	60	45	105
Civic Space (Gov't Office Building)	730	45	ksf	1,017	113	38	150	19	58	77
Recreational Community Center	495	10	ksf	288	12	6	18	11	12	23
High School Innovation Center	530	10	ksf	140	24	10	34	12	10	22
Gross Project Trips (A):				54,229	2,891	925	3,816	1,787	3,442	5,229
MXD Trip Reduction				-17%		-23%			-24%	
(Internal and Non-SOV/Drive Alone Trips) (B)				-9,218	-665	-212	-878	-429	-826	-1,255
Transit Hub ⁴ (C)		Counts		808	126	49	175	61	132	193
Net External Specific Plan Project Trips (D=A-B+C):				45,819	2,352	762	3,113	1,419	2,748	4,167
Existing to be Removed										
Existing Vallco Mall Uses (E) ³				-8,813	-312	-173	-485	-462	-487	-949
Net New Project Trips (F=D-E):				37,006	2,040	589	2,628	957	2,261	3,218
Housing Rich Alternative										
Office	SV	1,500	ksf	18,525	1,664	271	1,935	288	1,512	1,800
Shopping Center	820	600	ksf	20,331	280	172	452	982	1,064	2,046
Hotel	310	339	Rooms	2,834	94	65	159	104	100	204
Multifamily Housing (Mid-Rise)	221	3,250	Units	17,680	304	866	1,170	872	558	1,430
Green Roof (Public Park)	411	38	Acres	718	96	75	171	76	57	133
Civic Space (Gov't Office Building)	730	50	ksf	1,130	125	42	167	22	64	86
Adult Education (Recreational Community Center)	495	15	ksf	432	17	9	26	16	19	35
Gross Project Trips (A):				61,650	2,580	1,500	4,080	2,360	3,374	5,734
MXD Trip Reduction				-20%		-30%			-27%	
(Internal and Non-SOV/Drive Alone Trips) (B)				-12,331	-766	-446	-1,212	-637	-911	-1,548
Transit Hub ⁴ (C)		310		808	126	49	175	61	132	193
Net External Specific Plan Project Trips (D=A-B+C):				50,127	1,940	1,103	3,043	1,784	2,595	4,379
Green Roof (Public Park)										
Existing Vallco Mall Uses (E) ³				-8,813	-312	-173	-485	-462	-487	-949
Net New Project Trips (F=D-E):				41,314	1,628	930	2,558	1,322	2,108	3,430

Notes:

1. ksf = 1,000 square feet, DU = dwelling units
2. The hotel trip generation rates are from the Hyatt House Hotel TIA (August 2018).
3. Existing Vallco Mall Uses are based on existing driveway counts collected in January 2018. The existing uses account for the two restaurants, theater, ice skating rink, bowling alley, fitness center, auto dealership storage, and employee shuttle use of the site.
4. Transit hub vehicle trips are based on driveway counts and observations collected in January 2018.
5. The Hyatt Place Hotel, that includes 148 rooms, is currently under construction and will be accounted for under the "No Project" scenarios for Background and Cumulative conditions for the Proposed Project and Housing Rich Alternative.

Attachment B: Intersection Turning Movement Volumes



LEGEND

Study Intersection
 AM (PM) Peak Hour Traffic Volume

↕ Lane Configuration
 Signalized

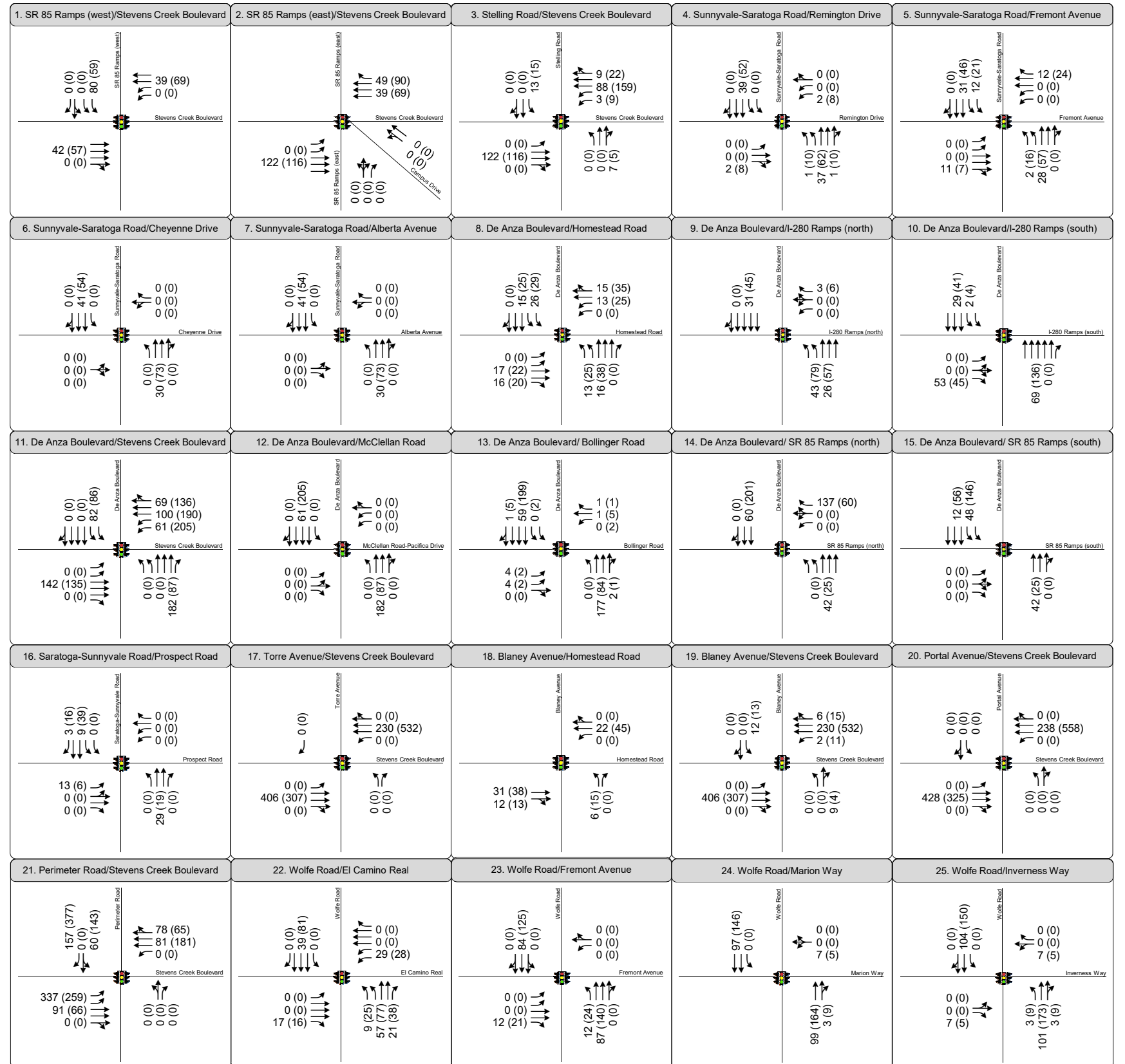
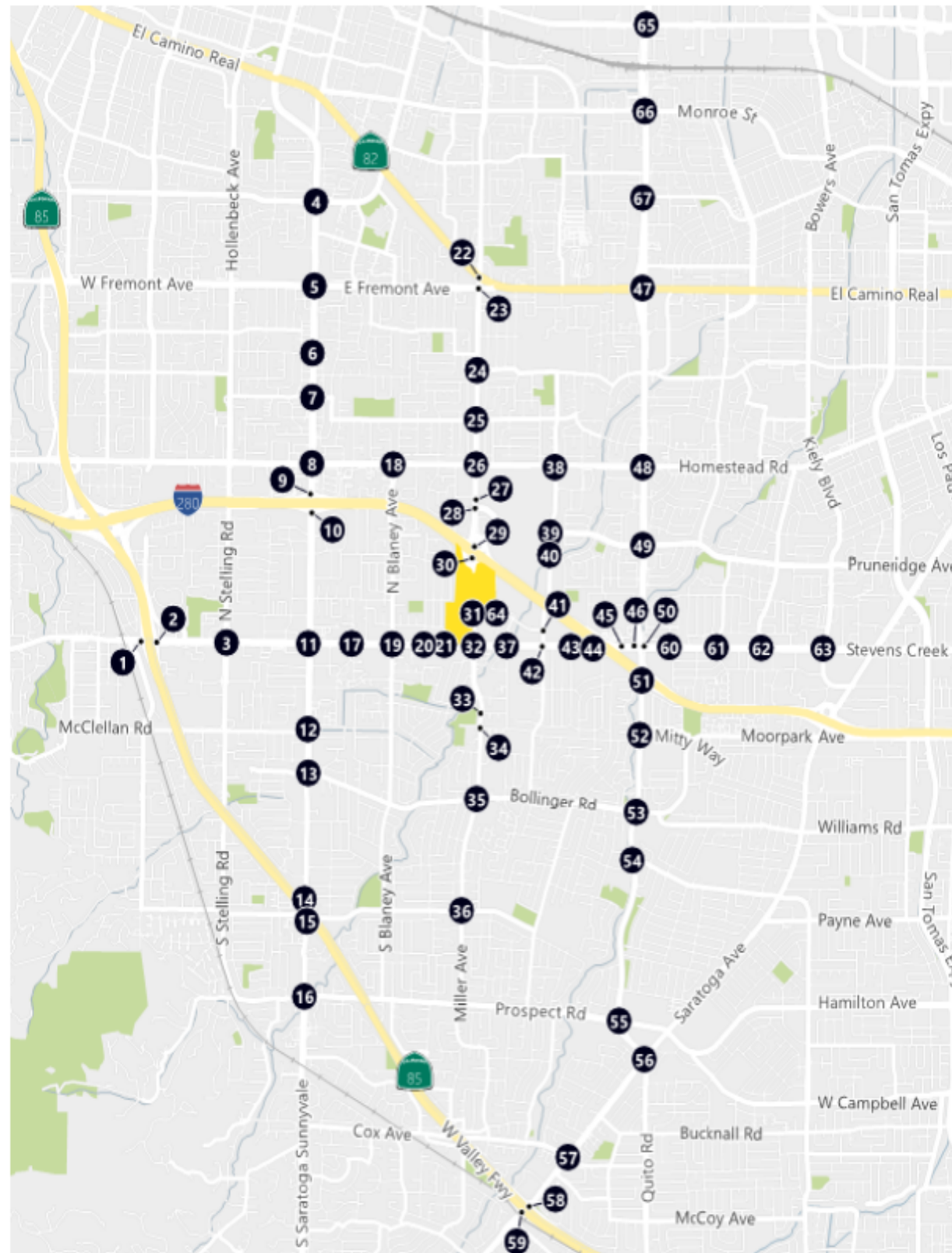


Figure B1
 Project Trip Assignment – Housing Rich Alternative



LEGEND

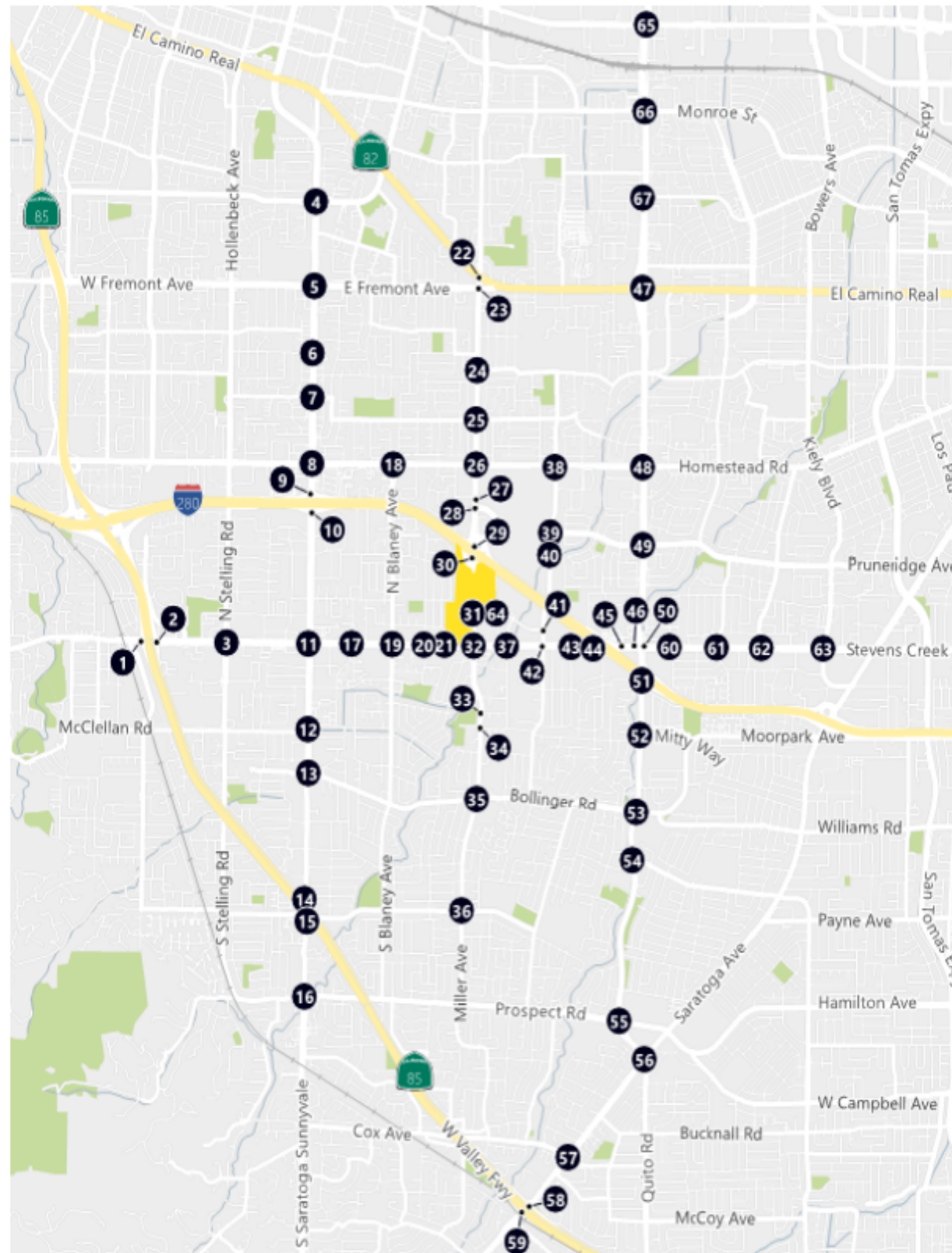
Study Intersection
 AM (PM) Peak Hour Traffic Volume

↕ Lane Configuration
 Signalized

<p>26. Wolfe Road/Homestead Road</p>	<p>27. Wolfe Road/Apple Park</p>	<p>28. Wolfe Road/Pruneridge Avenue</p>	<p>29. Wolfe Road/I-280 Ramps (north)</p>	<p>30. Wolfe Road/I-280 Ramps (south)</p>
<p>31. Wolfe Road/Valico Parkway</p>	<p>32. Wolfe Road/Stevens Creek Boulevard</p>	<p>33. Miller Avenue/Calle de Barcelona</p>	<p>34. Miller Avenue/Phil Lane</p>	<p>35. Miller Avenue/Bollinger Road</p>
<p>36. Miller Avenue/Rainbow Drive</p>	<p>37. Finch Avenue/Stevens Creek Boulevard</p>	<p>38. Tantau Avenue/Homestead Road</p>	<p>39. Tantau Avenue/Pruneridge Avenue</p>	<p>40. N Tantau Ave/Apple Parkway-Tantau 14</p>
<p>41. Tantau Avenue/Valico Parkway</p>	<p>42. Tantau Avenue/Stevens Creek Boulevard</p>	<p>43. Stern Avenue/Stevens Creek Boulevard</p>	<p>44. Calvert Dr-I-280 (west)/Stevens Creek Blvd</p>	<p>45. Agilent Driveway/Stevens Creek Boulevard</p>
<p>46. Lawrence Expy (west)/Stevens Creek Blvd</p>	<p>47. Lawrence Expressway/El Camino Real</p>	<p>48. Lawrence Expressway/Homestead Road</p>	<p>49. Lawrence Expressway/Pruneridge Avenue</p>	<p>50. Lawrence Expy (east)/Stevens Creek Blvd</p>



Figure B2
 Project Trip Assignment – Housing Rich Alternative



LEGEND

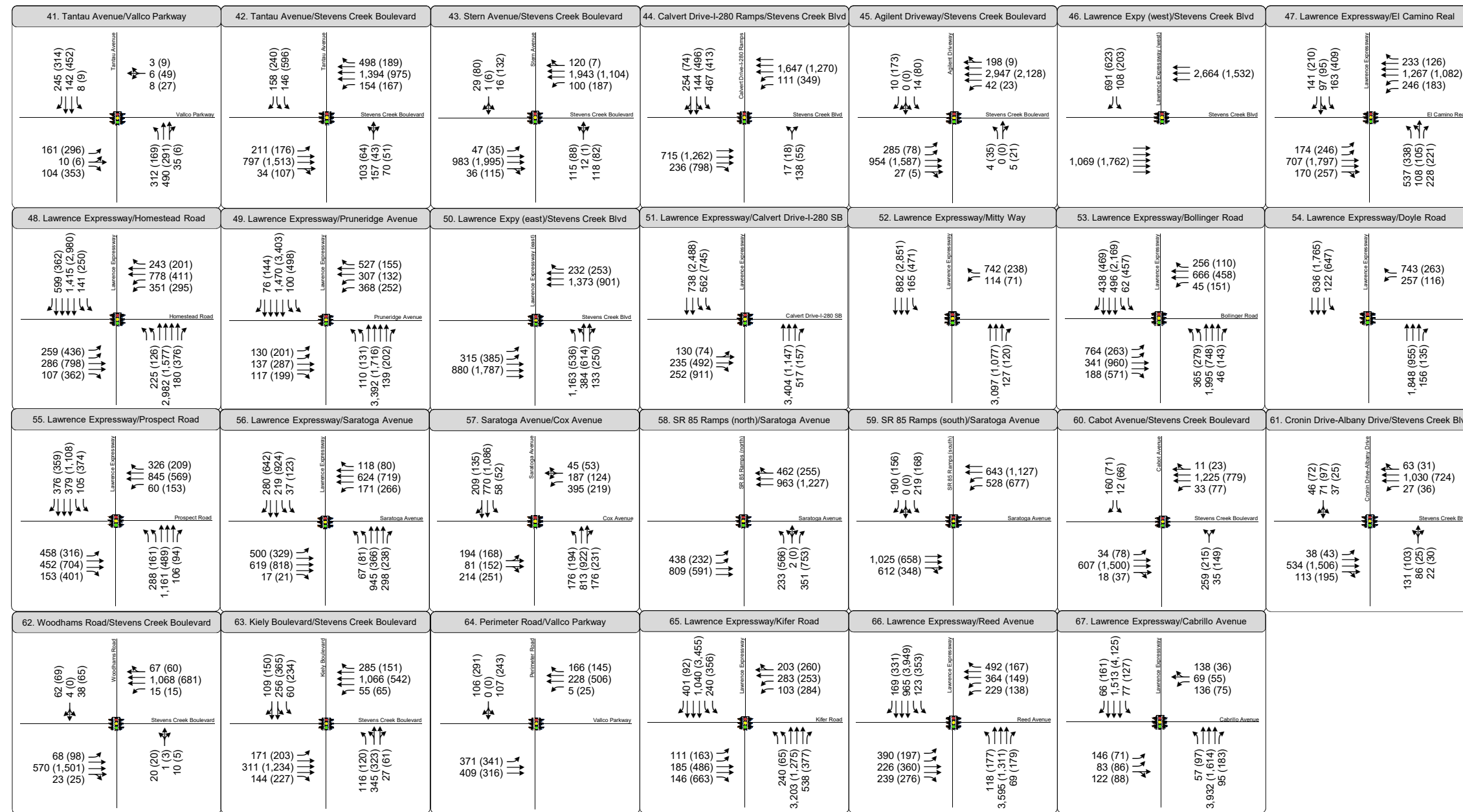
Study Intersection
 AM (PM) Peak Hour Traffic Volume

↕ Lane Configuration
 Signalized

<p>51. Lawrence Expressway/Calvert Drive-I-280 SB</p>	<p>52. Lawrence Expressway/Mitty Way</p>	<p>53. Lawrence Expressway/ Bollinger Road</p>	<p>54. Lawrence Expressway/ Doyle Road</p>	<p>55. Lawrence Expressway/ Prospect Road</p>
<p>56. Lawrence Expressway/ Saratoga Avenue</p>	<p>57. Saratoga Avenue/ Cox Avenue</p>	<p>58. SR 85 Ramps (north)/Saratoga Avenue</p>	<p>59. SR 85 Ramps (south)/Saratoga Avenue</p>	<p>60. Cabot Avenue/Stevens Creek Boulevard</p>
<p>61. Cronin Drive/Stevens Creek Boulevard</p>	<p>62. Woodhams Road/Stevens Creek Boulevard</p>	<p>63. Kiely Boulevard/Stevens Creek Boulevard</p>	<p>64. Perimeter Road/Valico Parkway</p>	<p>65. Lawrence Expressway/Kifer Road</p>
<p>66. Lawrence Expy/Reed Ave-Monroe St</p>	<p>67. Lawrence Expy/Poinciana Dr-Cabrillo Ave</p>			

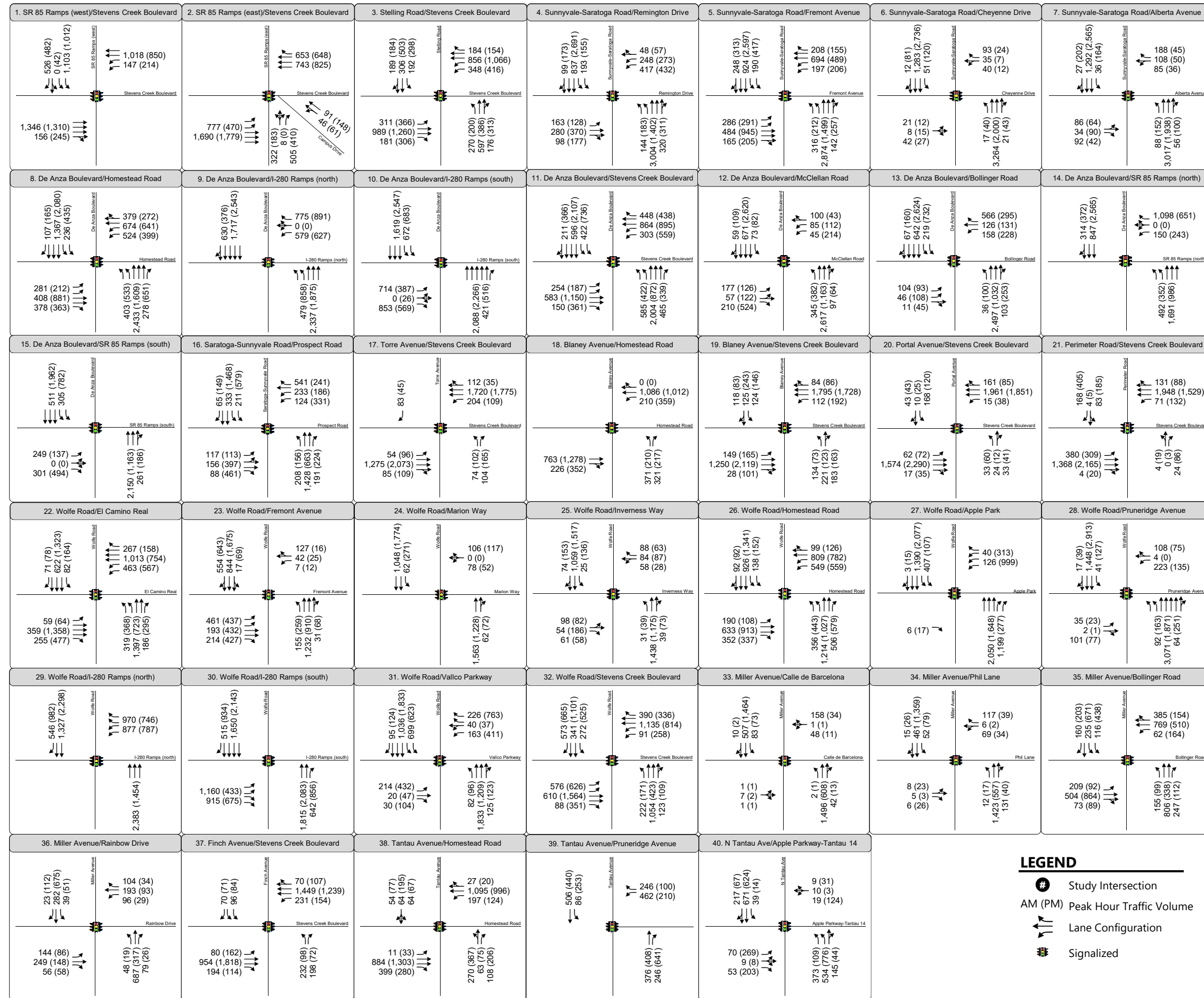


Figure B3
 Project Trip Assignment – Housing Rich Alternative



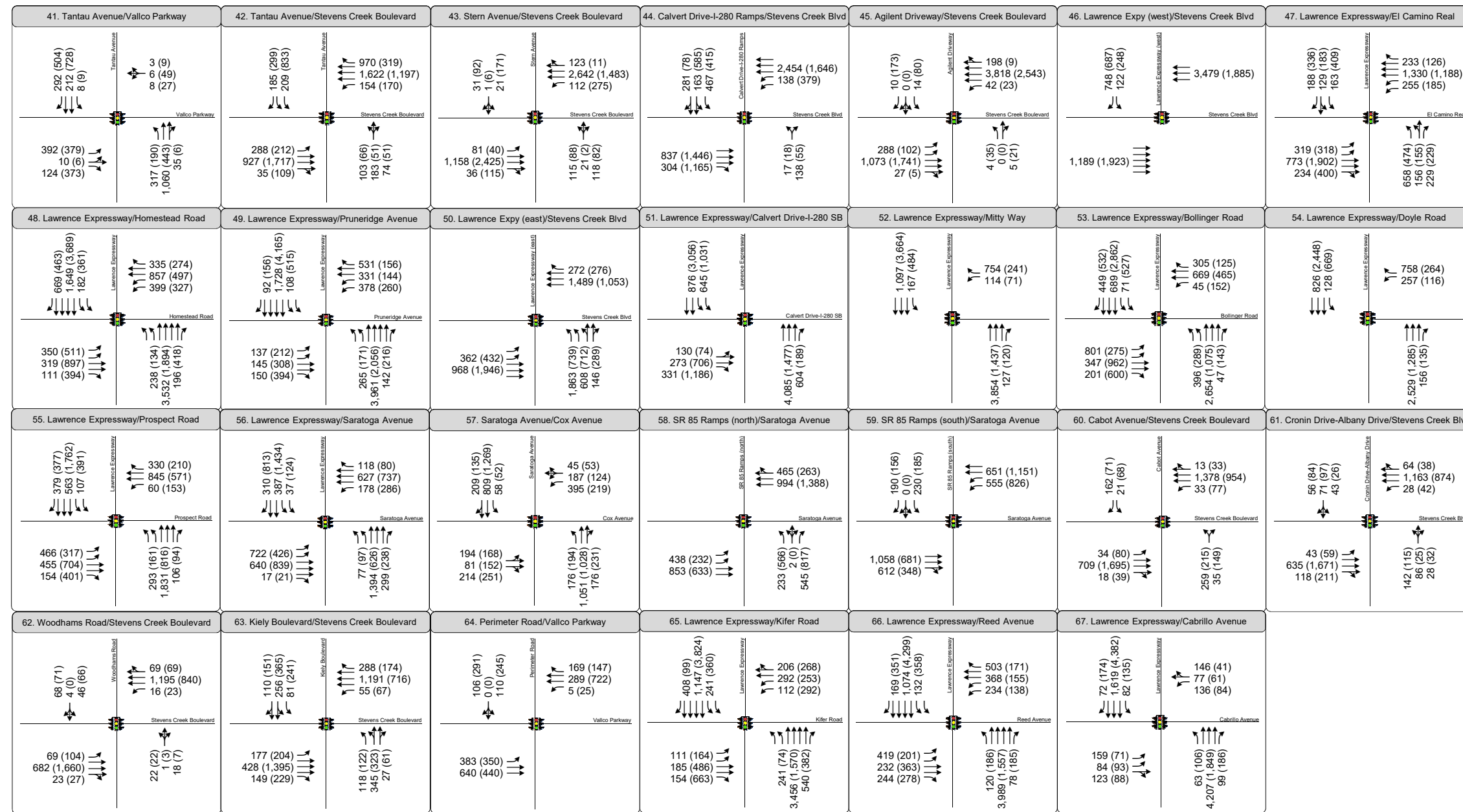
LEGEND

- Signalized
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration



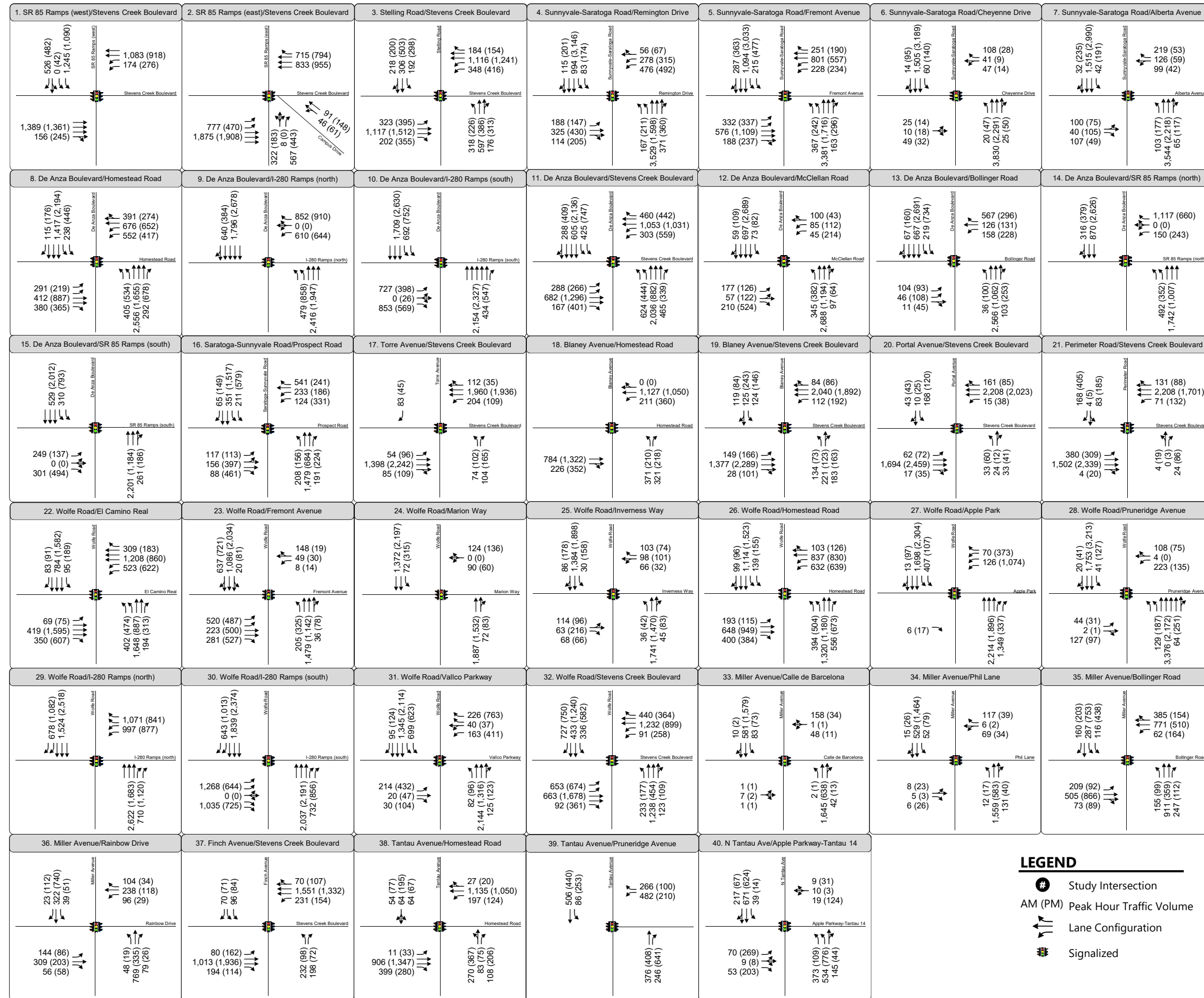
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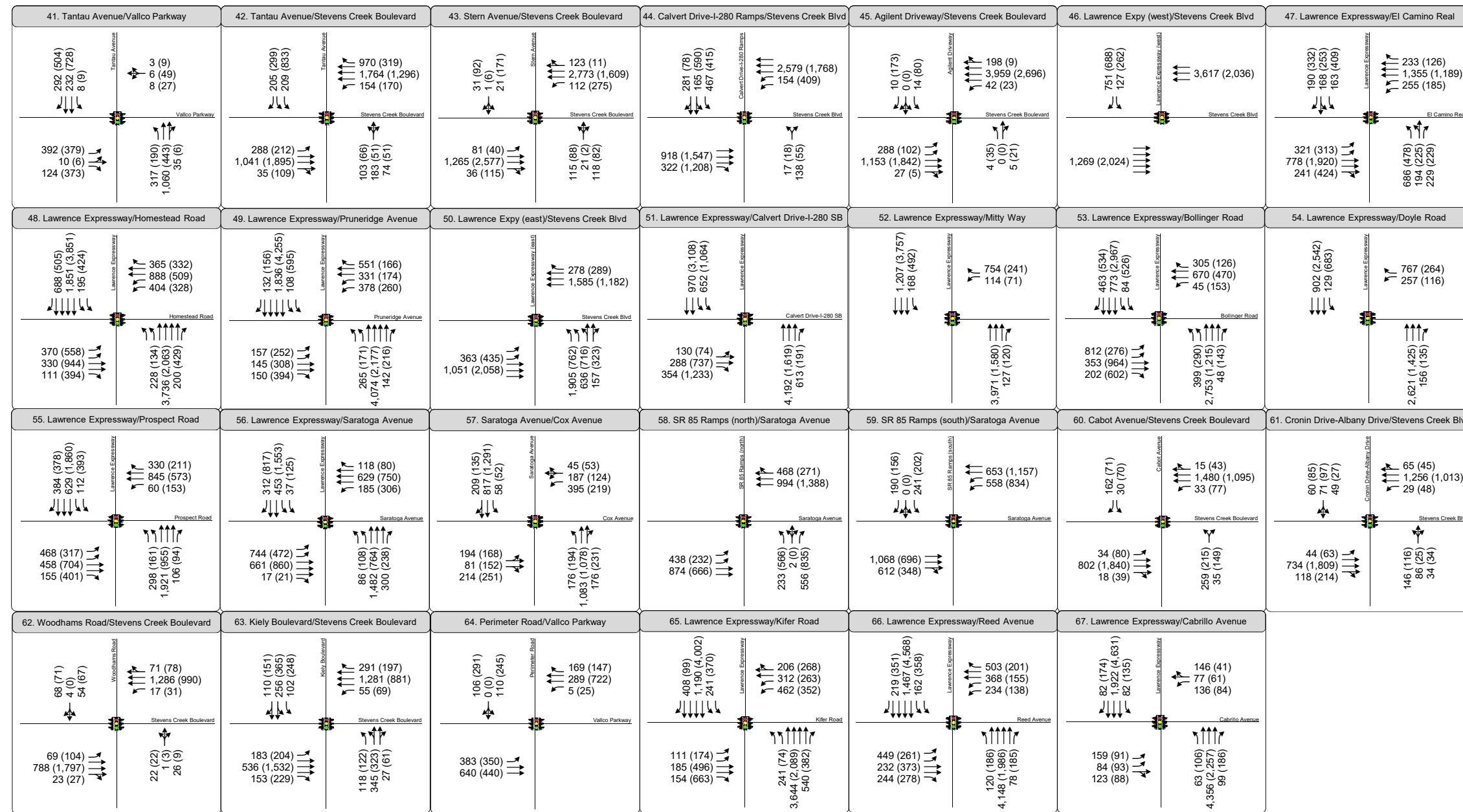
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized



LEGEND

- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized





LEGEND

- Signalized
- Study Intersection
- Lane Configuration
- AM (PM) Peak Hour Traffic Volume

Attachment C: Level of Service Calculations

Vallco Special Area Specific Plan
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C+	22.4	0.581	18.4	C+	22.2	0.592	+ 0.011	18.2	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	28.5	0.776	40.4	C	28.5	0.784	+ 0.007	41.0	+ 0.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D+	38.3	0.702	40.0	D+	38.4	0.732	+ 0.030	40.7	+ 0.6	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	44.5	0.825	41.0	D	44.5	0.832	+ 0.007	41.1	+ 0.2	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	48.3	0.789	46.6	D	48.6	0.798	+ 0.009	47.2	+ 0.6	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	11.7	0.572	8.8	B+	11.6	0.577	+ 0.006	8.8	- 0.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C+	21.2	0.592	16.5	C+	21.0	0.597	+ 0.006	16.5	- 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	39.8	0.809	37.6	D	41.1	0.831	+ 0.022	39.7	+ 2.1	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	B-	18.5	0.757	29.1	B-	19.2	0.772	+ 0.016	30.1	+ 1.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	25.5	0.760	38.7	C	26.3	0.778	+ 0.018	39.2	+ 0.5	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D+	35.6	0.693	34.5	D+	38.3	0.755	+ 0.062	38.4	+ 3.9	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.4	0.698	32.2	D+	36.1	0.734	+ 0.036	32.0	- 0.2	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C-	33.4	0.833	33.7	C-	33.5	0.869	+ 0.037	34.3	+ 0.6	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C+	22.4	0.610	34.0	C	24.2	0.663	+ 0.052	35.0	+ 1.1	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.8	0.614	14.8	B	13.2	0.638	+ 0.024	15.3	+ 0.5	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.8	0.631	20.4	B-	19.7	0.643	+ 0.011	20.4	+ 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	22.4	0.419	17.1	C+	20.7	0.465	+ 0.046	15.8	- 1.4	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.9	0.556	30.3	C	23.9	0.573	+ 0.016	30.4	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.9	0.710	35.5	C-	34.6	0.771	+ 0.061	36.7	+ 1.1	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	C+	21.8	0.465	20.9	B-	19.3	0.510	+ 0.045	19.4	- 1.5	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.5	0.369	6.5	C	28.3	0.603	+ 0.233	32.6	+ 26.1	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	51.0	0.655	46.8	D-	51.3	0.691	+ 0.036	48.6	+ 1.9	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D	49.7	0.487	44.8	D	50.0	0.519	+ 0.032	45.0	+ 0.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	15.9	0.538	20.7	B	15.7	0.571	+ 0.033	20.7	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B-	18.3	0.458	15.2	B	17.7	0.488	+ 0.030	14.7	- 0.5	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	C-	32.9	0.683	30.9	C-	33.0	0.715	+ 0.031	30.8	- 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	A	9.8	0.370	13.4	A	9.6	0.399	+ 0.029	13.2	- 0.2	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	23.5	0.338	20.9	C	23.3	0.384	+ 0.046	25.2	+ 4.4	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	13.2	0.536	13.3	B	15.1	0.654	+ 0.118	15.7	+ 2.4	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B	12.1	0.605	13.5	B	13.1	0.710	+ 0.105	14.4	+ 1.0	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	B-	19.6	0.410	19.4	C	29.4	0.705	+ 0.295	32.1	+ 12.7	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	41.7	0.659	42.8	D	45.8	0.788	+ 0.129	48.2	+ 5.4	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.5	0.512	8.6	A	7.4	0.534	+ 0.022	8.5	- 0.1	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	5.3	0.465	4.9	A	5.4	0.490	+ 0.025	5.1	+ 0.2	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D+	37.1	0.672	38.4	D+	37.8	0.698	+ 0.026	39.4	+ 1.0	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	23.1	0.593	22.4	C	23.4	0.606	+ 0.013	22.9	+ 0.4	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.8	0.449	26.6	C	27.7	0.482	+ 0.033	25.3	- 1.3	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	C-	34.4	0.537	33.8	C-	34.7	0.546	+ 0.009	33.6	- 0.2	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C+	20.8	0.361	27.3	C+	20.8	0.391	+ 0.030	27.1	- 0.2	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	B	17.6	0.270	19.1	B	16.8	0.295	+ 0.025	18.4	- 0.8	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	25.1	0.294	31.0	C	27.5	0.425	+ 0.130	31.8	+ 0.9	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	44.7	0.648	48.5	D	45.2	0.700	+ 0.052	49.3	+ 0.8	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	D+	37.6	0.419	32.1	D	43.9	0.632	+ 0.213	48.6	+ 16.4	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	E+	57.4	0.425	58.4	E	63.2	0.440	+ 0.015	59.7	+ 1.3	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	D+	36.7	0.562	38.3	D	42.5	0.601	+ 0.039	45.6	+ 7.3	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	28.9	0.838	32.6	C-	32.1	0.902	+ 0.065	37.0	+ 4.4	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C-	34.6	0.538	36.1	D+	37.1	0.587	+ 0.049	38.9	+ 2.8	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	E	71.5	0.678	81.8	E	72.8	0.690	+ 0.012	83.6	+ 1.8	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D	44.0	0.865	47.1	D	44.1	0.876	+ 0.011	47.6	+ 0.5	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	31.6	0.653	34.6	C-	33.0	0.718	+ 0.065	36.3	+ 1.7	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	C-	32.8	0.297	23.3	C-	34.7	0.307	+ 0.011	25.7	+ 2.4	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	C	23.1	0.228	11.9	C	23.5	0.231	+ 0.004	11.8	- 0.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1776

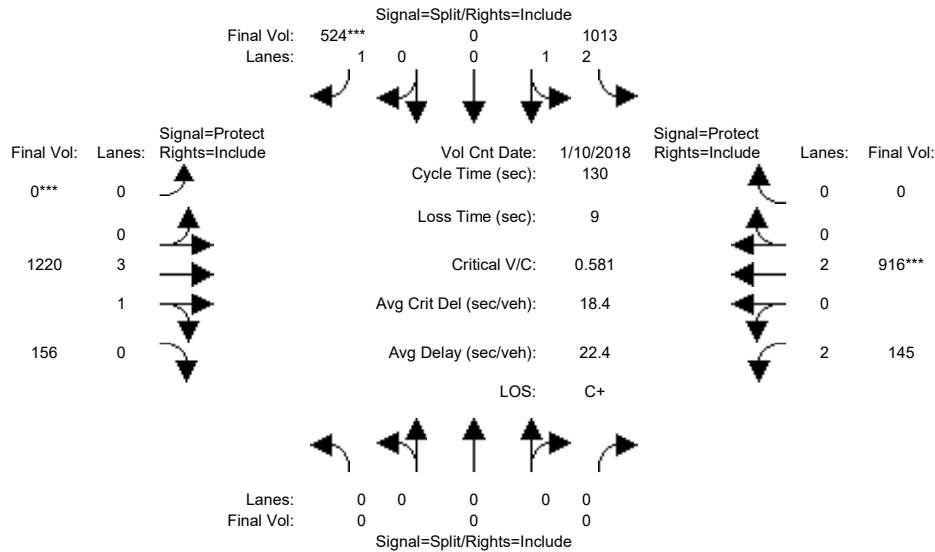
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	E	60.3	0.638	75.1	E	65.2	0.663	+ 0.025	83.8	+ 8.7	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	43.2	0.507	86.4	D	43.2	0.515	+ 0.008	87.3	+ 0.9	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	E+	58.3	0.688	83.4	E+	58.4	0.694	+ 0.005	83.0	- 0.4	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	44.0	0.565	51.1	D	49.7	0.619	+ 0.054	61.5	+ 10.4	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	45.1	0.817	52.2	D	45.2	0.822	+ 0.005	52.5	+ 0.3	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	B-	19.1	0.610	24.0	B-	19.9	0.630	+ 0.020	24.6	+ 0.7	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	16.8	0.671	21.3	B	16.9	0.675	+ 0.004	21.5	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	47.0	0.345	39.5	D	50.5	0.354	+ 0.009	39.8	+ 0.2	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	27.4	0.288	28.8	C	27.7	0.299	+ 0.011	29.0	+ 0.2	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.8	0.179	19.4	B-	19.7	0.193	+ 0.014	20.1	+ 0.6	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	41.6	0.516	46.9	D	41.8	0.526	+ 0.010	47.1	+ 0.3	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	11.6	0.151	8.8	C+	21.8	0.483	+ 0.332	22.2	+ 13.4	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	D+	36.2	0.408	49.6	D+	36.5	0.417	+ 0.008	49.5	- 0.1	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E+	56.1	0.958	61.4	E+	57.0	0.968	+ 0.010	62.5	+ 1.2	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C-	32.7	0.448	35.9	C-	33.4	0.468	+ 0.020	36.7	+ 0.8	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1776

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

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



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	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 1.00 0.92 0.92 0.99 0.95 0.83 1.00 0.92
Lanes:	0.00 0.00 0.00 3.00 0.00 1.00 0.00 3.53 0.47 2.00 2.00 0.00
Final Sat.:	0 0 0 4950 0 1750 0 6648 850 3150 3800 0

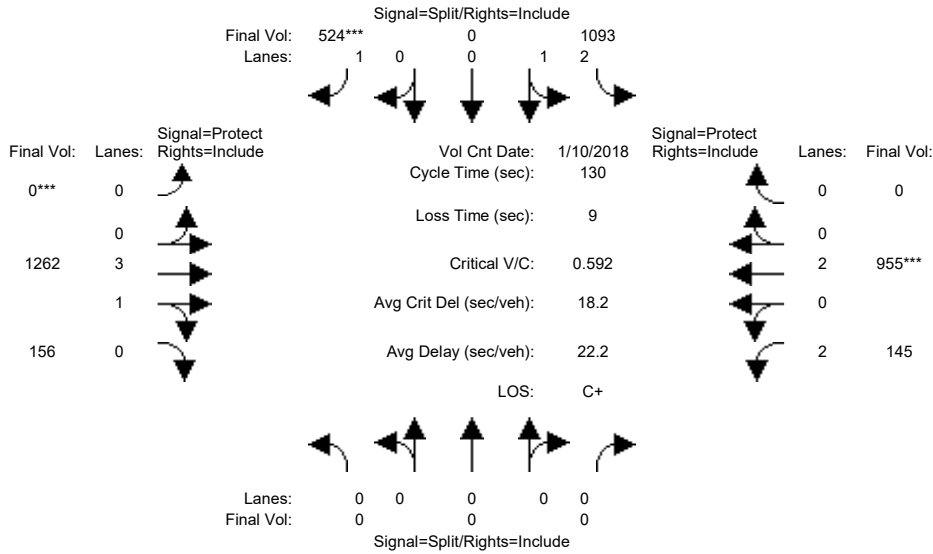
Capacity Analysis Module:	
Vol/Sat:	0.00 0.00 0.00 0.20 0.00 0.30 0.00 0.18 0.18 0.05 0.24 0.00
Crit Moves:	**** **** ****
Green Time:	0.0 0.0 0.0 67.0 0.0 67.0 0.0 41.7 41.7 12.2 54.0 0.0
Volume/Cap:	0.00 0.00 0.00 0.40 0.00 0.58 0.00 0.57 0.57 0.49 0.58 0.00
Delay/Veh:	0.0 0.0 0.0 19.3 0.0 22.7 0.0 25.5 25.5 53.3 16.0 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 0.0 0.0 19.3 0.0 22.7 0.0 25.5 25.5 53.3 16.0 0.0
LOS by Move:	A A A B- A C+ A C C D- B A
HCM2k95thQ:	0 0 0 17 0 27 0 18 18 6 17 0

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

Vallco Special Area Specific Plan
SJ17-1776

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

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



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	80	0	0	0	42	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1093	0	524	0	1262	156	145	955	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	1093	0	524	0	1262	156	145	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1093	0	524	0	1262	156	145	955	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
Final Volume:	0	0	0	1093	0	524	0	1262	156	145	955	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	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.54	0.46	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6674	825	3150	3800	0

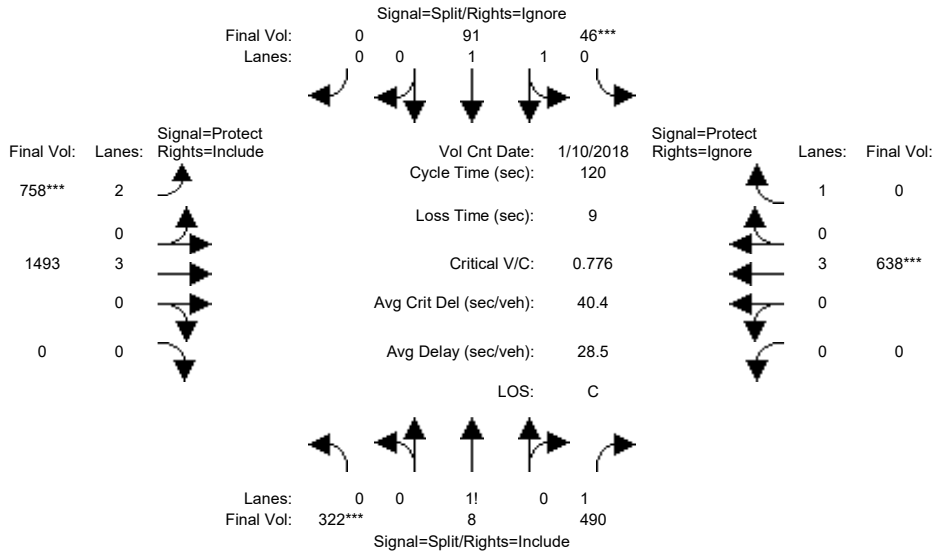
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.30	0.00	0.19	0.19	0.05	0.25	0.00
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	65.8	0.0	65.8	0.0	43.0	43.0	12.2	55.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.59	0.00	0.57	0.57	0.49	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	0.0	23.7	0.0	24.4	24.4	53.3	15.2	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	20.5	0.0	23.7	0.0	24.4	24.4	53.3	15.2	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2k95thQ:	0	0	0	19	0	28	0	18	18	6	17	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	8	490	46	91	0	758	1493	0	0	638	576
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	322	8	490	46	91	0	758	1493	0	0	638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	490	46	91	0	758	1493	0	0	638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	322	8	490	46	91	0	758	1493	0	0	638	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	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750

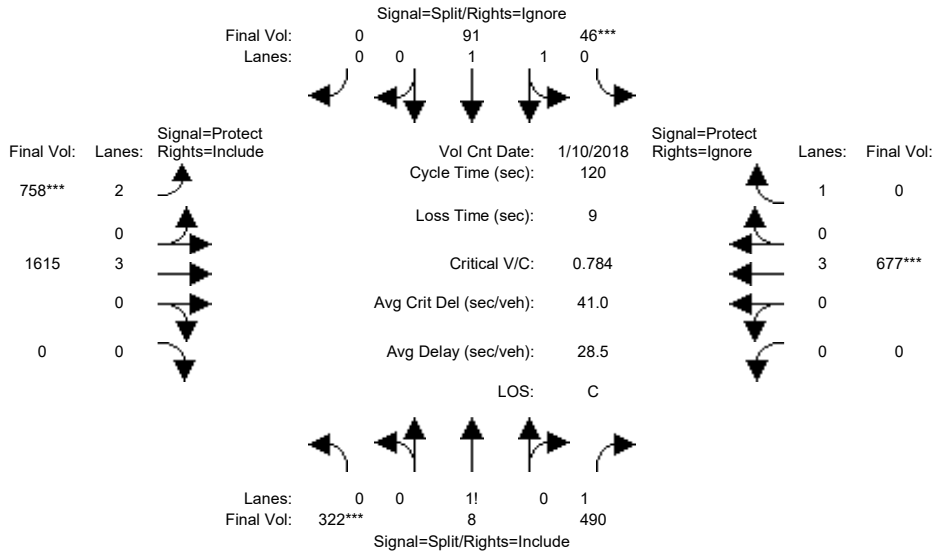
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.26	0.00	0.00	0.11	0.00
Crit Moves:	***			***			***			***		
Green Time:	48.7	48.7	48.7	10.0	10.0	0.0	35.7	52.3	0.0	0.0	16.6	0.0
Volume/Cap:	0.81	0.81	0.48	0.44	0.44	0.00	0.81	0.60	0.00	0.00	0.81	0.00
Delay/Veh:	36.5	36.5	26.6	53.4	53.4	0.0	33.3	13.0	0.0	0.0	51.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	36.5	26.6	53.4	53.4	0.0	33.3	13.0	0.0	0.0	51.1	0.0
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D-	A
HCM2k95thQ:	37	37	19	6	6	0	26	17	0	0	14	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576						
Added Vol:	0	0	0	0	0	0	0	122	0	0	39	49						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	322	8	490	46	91	0	758	1615	0	0	677	625						
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Volume:	322	8	490	46	91	0	758	1615	0	0	677	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	322	8	490	46	91	0	758	1615	0	0	677	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
Final Volume:	322	8	490	46	91	0	758	1615	0	0	677	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	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92		
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00		
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750		

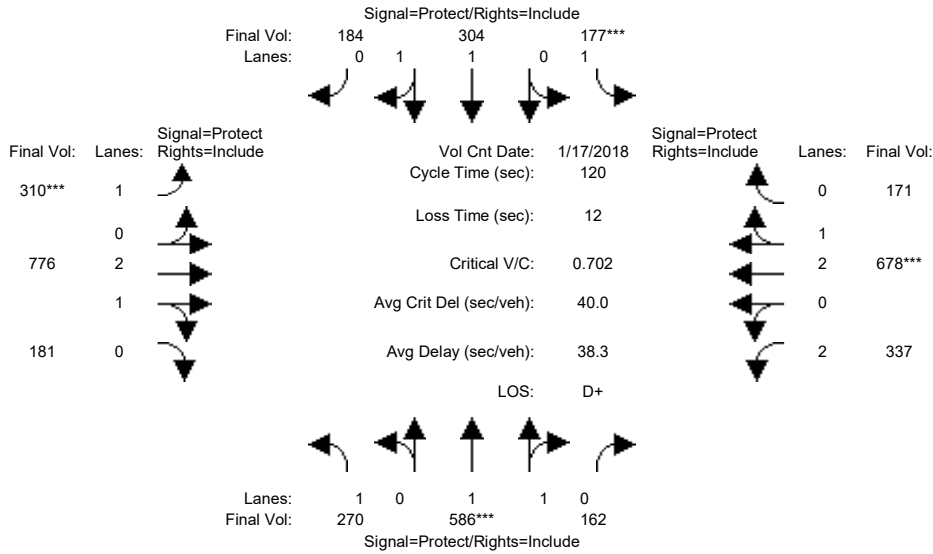
Capacity Analysis Module:														
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.28	0.00	0.00	0.12	0.00		
Crit Moves:	***			***			***				***			
Green Time:	48.2	48.2	48.2	10.0	10.0	0.0	35.3	52.8	0.0	0.0	17.4	0.0		
Volume/Cap:	0.82	0.82	0.49	0.44	0.44	0.00	0.82	0.64	0.00	0.00	0.82	0.00		
Delay/Veh:	37.3	37.3	26.9	53.4	53.4	0.0	34.1	13.1	0.0	0.0	50.5	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:	37.3	37.3	26.9	53.4	53.4	0.0	34.1	13.1	0.0	0.0	50.5	0.0		
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D	A		
HCM2k95thQ:	37	37	19	6	6	0	26	19	0	0	15	0		

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	586	162	177	304	184	310	776	181	337	678	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	586	162	177	304	184	310	776	181	337	678	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	586	162	177	304	184	310	776	181	337	678	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	586	162	177	304	184	310	776	181	337	678	171

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	1.55	0.45	1.00	1.23	0.77	1.00	2.41	0.59	2.00	2.37	0.63
Final Sat.:	1750	2898	801	1750	2304	1394	1750	4539	1059	3150	4471	1128

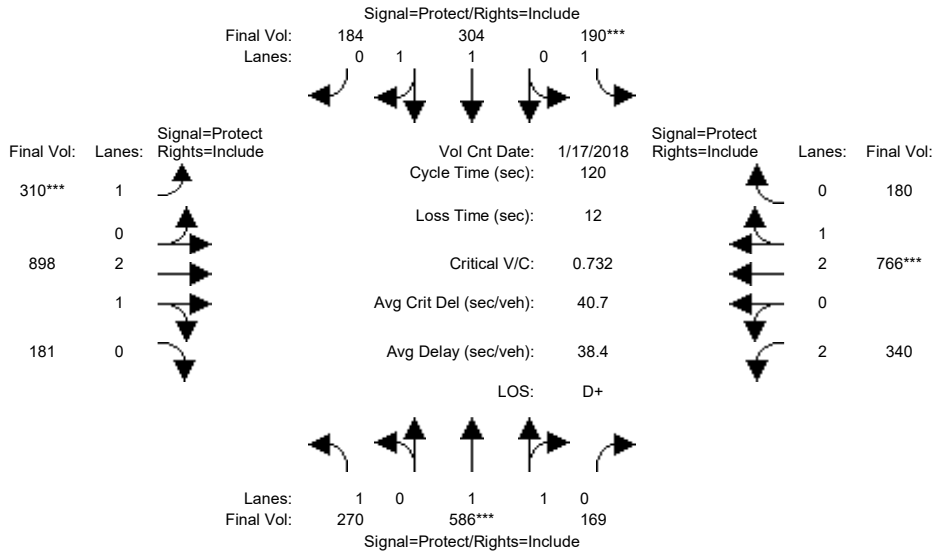
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.10	0.13	0.13	0.18	0.17	0.17	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	27.9	34.5	34.5	17.3	23.9	23.9	30.3	34.6	34.6	21.6	25.9	25.9
Volume/Cap:	0.66	0.70	0.70	0.70	0.66	0.66	0.70	0.59	0.59	0.59	0.70	0.70
Delay/Veh:	45.8	40.3	40.3	57.5	46.6	46.6	36.6	27.4	27.4	40.2	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	40.3	40.3	57.5	46.6	46.6	36.6	27.4	27.4	40.2	37.4	37.4
LOS by Move:	D	D	D	E+	D	D	D+	C	C	D	D+	D+
HCM2k95thQ:	20	24	24	15	18	18	19	16	16	12	17	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	7	13	0	0	0	122	0	3	88	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	586	169	190	304	184	310	898	181	340	766	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	586	169	190	304	184	310	898	181	340	766	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	586	169	190	304	184	310	898	181	340	766	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	586	169	190	304	184	310	898	181	340	766	180

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	1.54	0.46	1.00	1.23	0.77	1.00	2.48	0.52	2.00	2.41	0.59
Final Sat.:	1750	2871	828	1750	2304	1394	1750	4659	939	3150	4533	1065

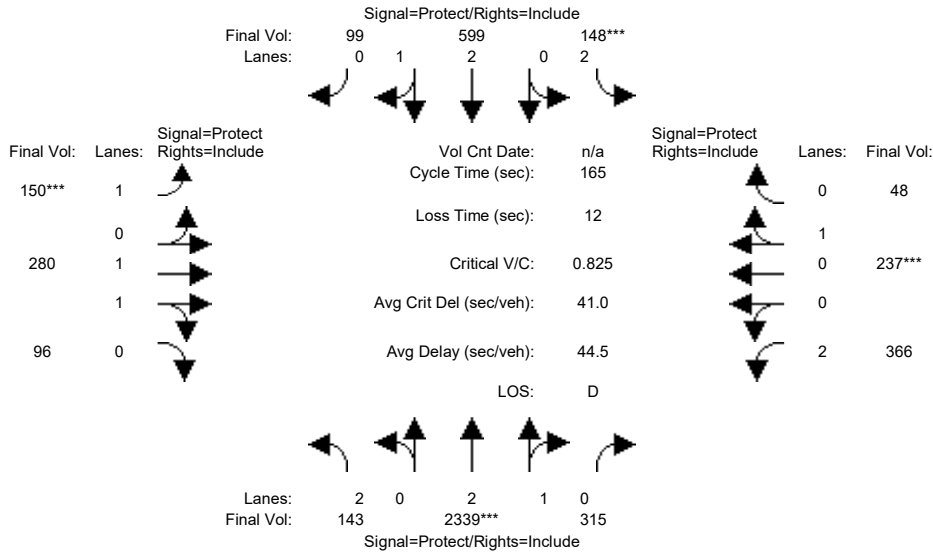
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.11	0.13	0.13	0.18	0.19	0.19	0.11	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.6	33.5	33.5	17.8	23.6	23.6	29.0	36.4	36.4	20.4	27.7	27.7
Volume/Cap:	0.67	0.73	0.73	0.73	0.67	0.67	0.73	0.64	0.64	0.64	0.73	0.73
Delay/Veh:	46.4	41.9	41.9	59.0	47.0	47.0	39.4	26.4	26.4	42.6	36.4	36.4
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:	46.4	41.9	41.9	59.0	47.0	47.0	39.4	26.4	26.4	42.6	36.4	36.4
LOS by Move:	D	D	D	E+	D	D	D	C	C	D	D+	D+
HCM2k95thQ:	20	25	25	16	18	18	19	18	18	12	18	18

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	143	2339	315	148	599	99	150	280	96	366	237	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:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2339	315	148	599	99	150	280	96	366	237	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:	143	2339	315	148	599	99	150	280	96	366	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2339	315	148	599	99	150	280	96	366	237	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
Final Volume:	143	2339	315	148	599	99	150	280	96	366	237	48

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	2.63	0.37	2.00	2.56	0.44	1.00	1.48	0.52	2.00	0.83	0.17
Final Sat.:	3150	4934	665	3150	4805	794	1750	2755	944	3150	1497	303

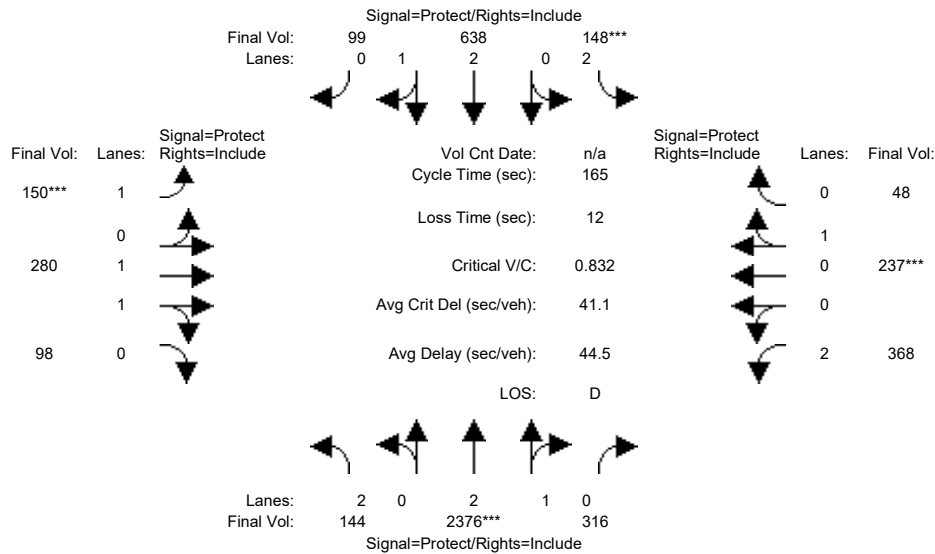
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.05	0.12	0.12	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	27.8	94.8	94.8	9.4	76.4	76.4	17.1	22.8	22.8	26.0	31.7	31.7
Volume/Cap:	0.27	0.83	0.83	0.83	0.27	0.27	0.83	0.74	0.74	0.74	0.83	0.83
Delay/Veh:	60.0	30.3	30.3	102.7	27.2	27.2	97.9	73.8	73.8	71.9	78.9	78.9
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:	60.0	30.3	30.3	102.7	27.2	27.2	97.9	73.8	73.8	71.9	78.9	78.9
LOS by Move:	E	C	C	F	C	C	F	E	E	E	E-	E-
HCM2k95thQ:	7	57	57	10	13	13	19	20	20	22	29	29

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	143	2339	315	148	599	99	150	280	96	366	237	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:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	1	37	1	0	39	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	2376	316	148	638	99	150	280	98	368	237	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:	144	2376	316	148	638	99	150	280	98	368	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2376	316	148	638	99	150	280	98	368	237	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
Final Volume:	144	2376	316	148	638	99	150	280	98	368	237	48

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	2.63	0.37	2.00	2.58	0.42	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	4942	657	3150	4847	752	1750	2740	959	3150	1497	303

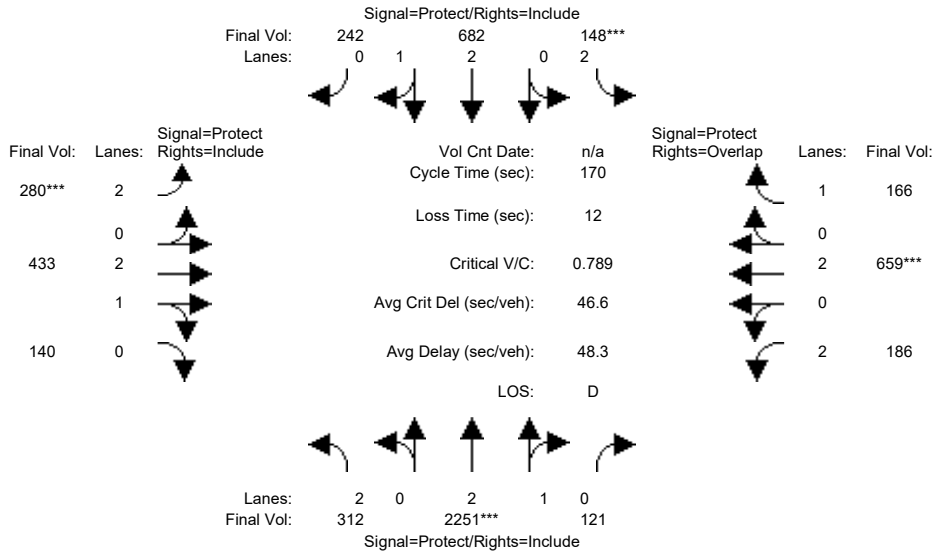
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.13	0.13	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	27.0	95.3	95.3	9.3	77.7	77.7	17.0	22.6	22.6	25.8	31.4	31.4
Volume/Cap:	0.28	0.83	0.83	0.83	0.28	0.28	0.83	0.75	0.75	0.75	0.83	0.83
Delay/Veh:	60.8	30.3	30.3	104.1	26.7	26.7	99.4	74.5	74.5	72.7	80.1	80.1
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:	60.8	30.3	30.3	104.1	26.7	26.7	99.4	74.5	74.5	72.7	80.1	80.1
LOS by Move:	E	C	C	F	C	C	F	E	E	E	F	F
HCM2k95thQ:	7	58	58	10	14	14	19	20	20	22	29	29

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	312	2251	121	148	682	242	280	433	140	186	659	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:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	2251	121	148	682	242	280	433	140	186	659	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:	312	2251	121	148	682	242	280	433	140	186	659	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	2251	121	148	682	242	280	433	140	186	659	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
Final Volume:	312	2251	121	148	682	242	280	433	140	186	659	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.19	0.81	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5314	286	3150	4131	1466	3150	4230	1368	3150	3800	1750

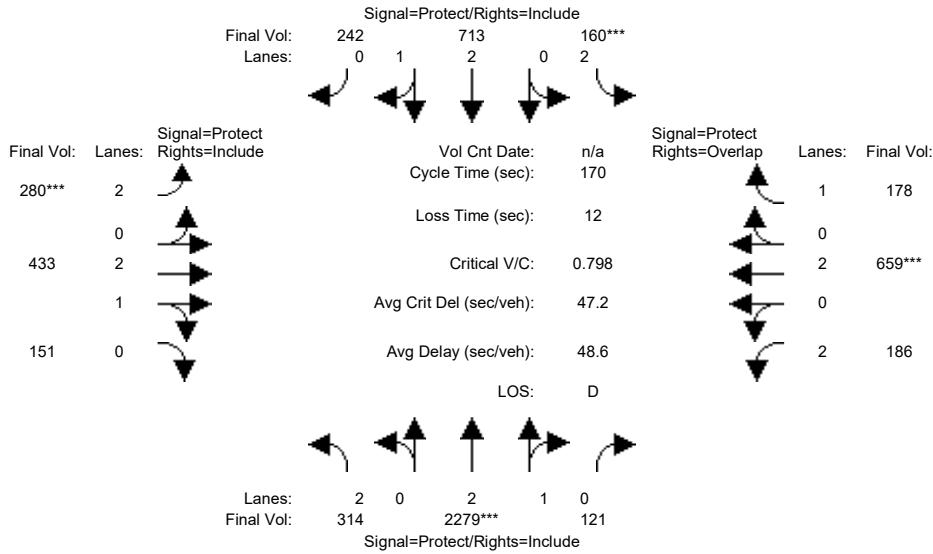
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.09
Crit Moves:	****			****			****			****		
Green Time:	38.0	91.3	91.3	10.1	63.4	63.4	19.2	35.9	35.9	20.7	37.4	47.5
Volume/Cap:	0.44	0.79	0.79	0.79	0.44	0.44	0.79	0.49	0.49	0.49	0.79	0.34
Delay/Veh:	57.3	33.0	33.0	98.6	40.2	40.2	84.7	59.3	59.3	70.7	67.6	49.2
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:	57.3	33.0	33.0	98.6	40.2	40.2	84.7	59.3	59.3	70.7	67.6	49.2
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2k95thQ:	15	53	53	10	21	21	19	17	17	10	28	13

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	312	2251	121	148	682	242	280	433	140	186	659	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:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	2	28	0	12	31	0	0	0	11	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	2279	121	160	713	242	280	433	151	186	659	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	2279	121	160	713	242	280	433	151	186	659	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2279	121	160	713	242	280	433	151	186	659	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	2279	121	160	713	242	280	433	151	186	659	178

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.21	0.79	2.00	2.20	0.80	2.00	2.00	1.00
Final Sat.:	3150	5317	282	3150	4179	1418	3150	4150	1447	3150	3800	1750

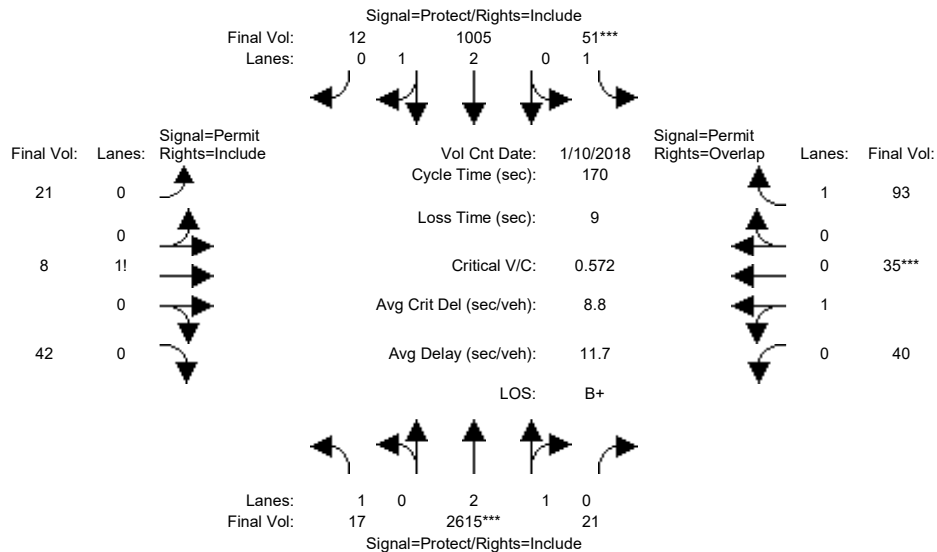
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.10
Crit Moves:	****			****			****			****		
Green Time:	37.7	91.3	91.3	10.8	64.5	64.5	18.9	35.7	35.7	20.2	36.9	47.8
Volume/Cap:	0.45	0.80	0.80	0.80	0.45	0.45	0.80	0.50	0.50	0.50	0.80	0.36
Delay/Veh:	57.7	33.5	33.5	98.3	39.7	39.7	85.8	59.6	59.6	71.2	68.5	49.4
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:	57.7	33.5	33.5	98.3	39.7	39.7	85.8	59.6	59.6	71.2	68.5	49.4
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2k95thQ:	15	54	54	10	22	22	19	17	17	10	28	14

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2615	21	51	1005	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2615	21	51	1005	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2615	21	51	1005	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5555	45	1750	5534	66	518	197	1035	960	840	1750

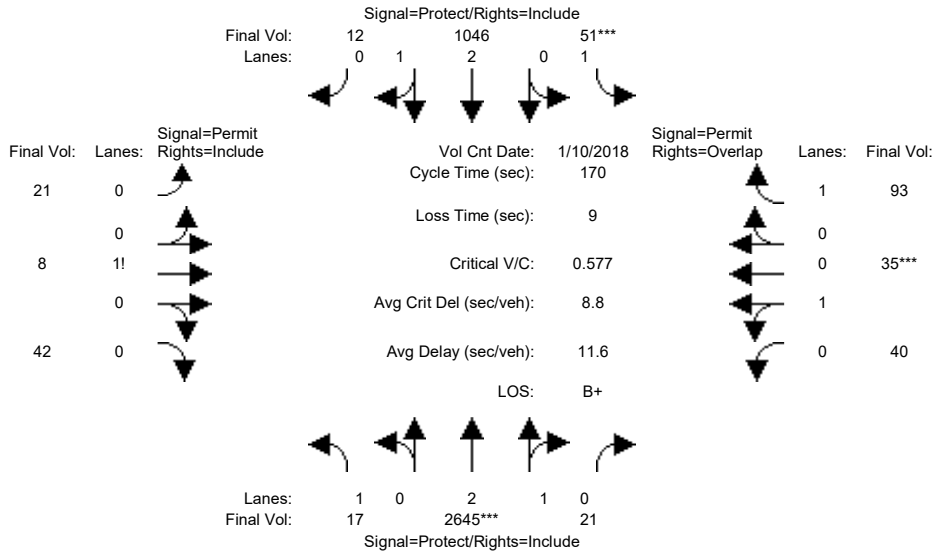
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.03	0.18	0.18	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	27.5	140	139.9	8.7	121	121.1	12.4	12.4	12.4	12.4	12.4	21.1
Volume/Cap:	0.06	0.57	0.57	0.57	0.25	0.25	0.56	0.56	0.56	0.57	0.57	0.43
Delay/Veh:	60.4	5.2	5.2	87.5	8.6	8.6	81.5	81.5	81.5	82.2	82.2	70.3
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:	60.4	5.2	5.2	87.5	8.6	8.6	81.5	81.5	81.5	82.2	82.2	70.3
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2k95thQ:	2	27	27	6	12	12	9	9	9	9	9	10

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	30	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2645	21	51	1046	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2645	21	51	1046	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2645	21	51	1046	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2645	21	51	1046	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5556	44	1750	5536	64	518	197	1035	960	840	1750

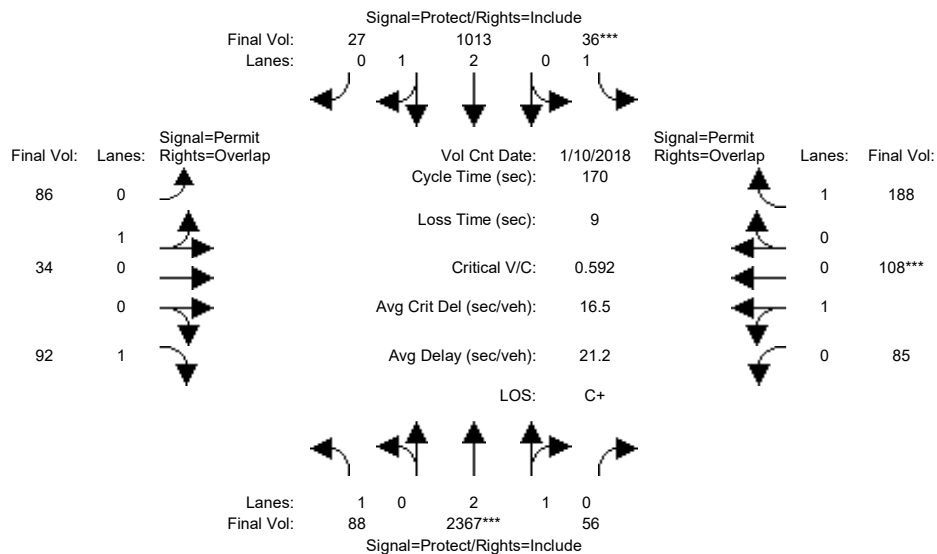
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.03	0.19	0.19	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	26.6	140	140.2	8.6	122	122.1	12.3	12.3	12.3	12.3	12.3	20.8
Volume/Cap:	0.06	0.58	0.58	0.58	0.26	0.26	0.56	0.56	0.56	0.58	0.58	0.43
Delay/Veh:	61.2	5.2	5.2	88.1	8.3	8.3	82.0	82.0	82.0	82.7	82.7	70.5
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:	61.2	5.2	5.2	88.1	8.3	8.3	82.0	82.0	82.0	82.7	82.7	70.5
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2k95thQ:	2	27	27	6	12	12	9	9	9	9	9	10

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2367	56	36	1013	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2367	56	36	1013	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2367	56	36	1013	27	86	34	92	85	108	188

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	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5470	129	1750	5454	145	1290	510	1750	793	1007	1750

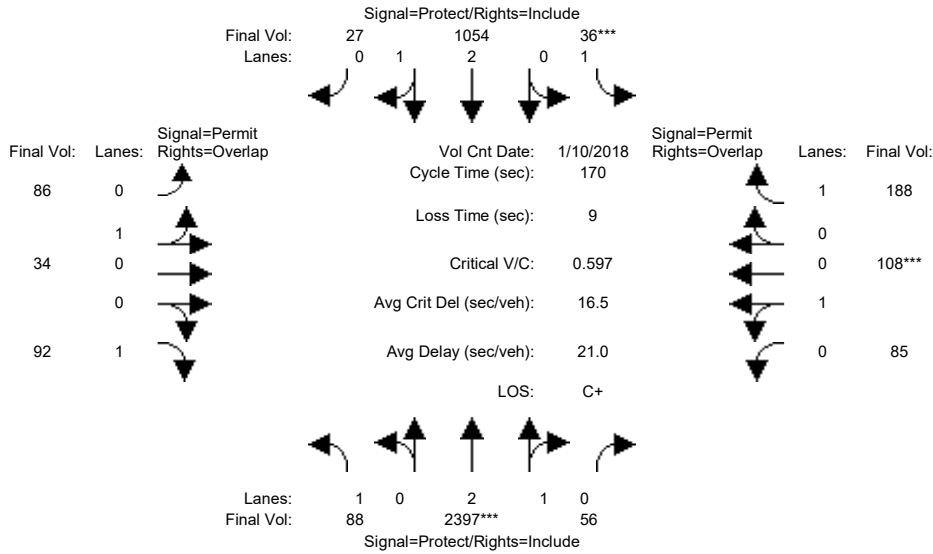
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	27.8	123	123.4	7.0	103	102.6	30.6	30.6	58.4	30.6	30.6	37.6
Volume/Cap:	0.31	0.60	0.60	0.50	0.31	0.31	0.37	0.37	0.15	0.60	0.60	0.49
Delay/Veh:	63.2	11.5	11.5	85.1	16.4	16.4	62.0	62.0	38.8	67.0	67.0	58.7
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:	63.2	11.5	11.5	85.1	16.4	16.4	62.0	62.0	38.8	67.0	67.0	58.7
LOS by Move:	E	B+	B+	F	B	B	E	E	D+	E	E	E+
HCM2k95thQ:	8	33	33	4	16	16	11	11	7	19	19	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	30	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2397	56	36	1054	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2397	56	36	1054	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2397	56	36	1054	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2397	56	36	1054	27	86	34	92	85	108	188

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	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5472	128	1750	5460	140	1290	510	1750	793	1007	1750

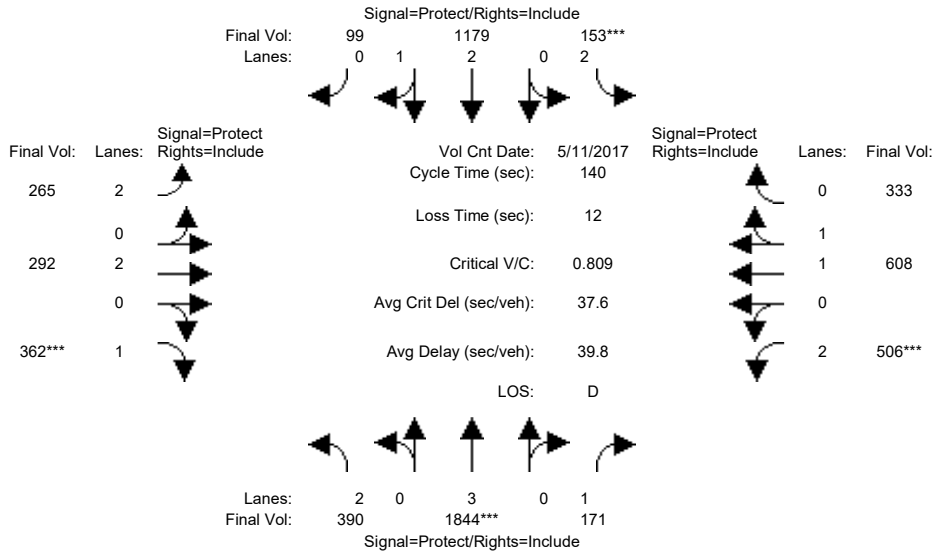
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	27.0	124	123.7	7.0	104	103.7	30.3	30.3	57.3	30.3	30.3	37.3
Volume/Cap:	0.32	0.60	0.60	0.50	0.32	0.32	0.37	0.37	0.16	0.60	0.60	0.49
Delay/Veh:	64.0	11.5	11.5	85.1	16.1	16.1	62.3	62.3	39.6	67.5	67.5	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:	64.0	11.5	11.5	85.1	16.1	16.1	62.3	62.3	39.6	67.5	67.5	59.0
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E	E	E+
HCM2k95thQ:	8	34	34	4	17	17	11	11	7	19	19	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	08:00:00 AM						
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1844	171	153	1179	99	265	292	362	506	608	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1844	171	153	1179	99	265	292	362	506	608	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	1844	171	153	1179	99	265	292	362	506	608	333

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5166	434	3150	3800	1750	3150	2390	1309

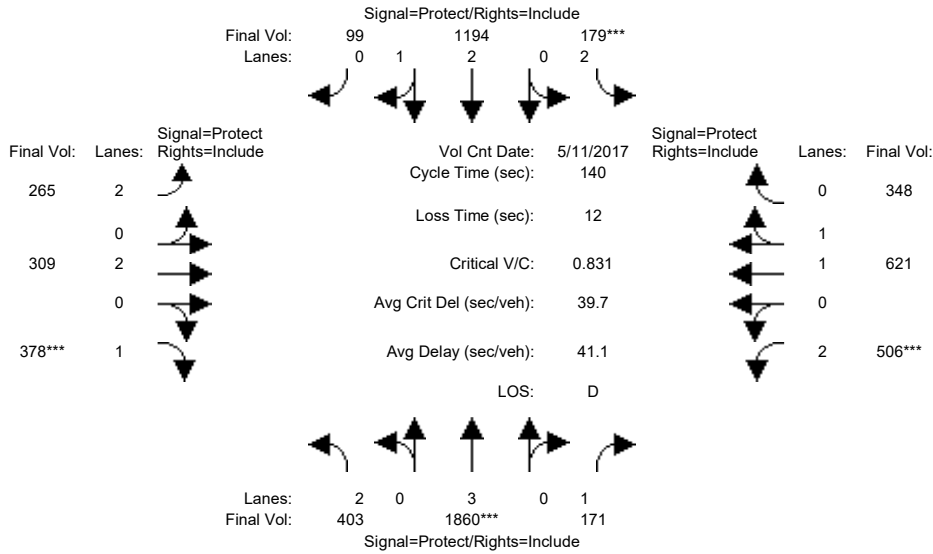
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.10	0.05	0.23	0.23	0.08	0.08	0.21	0.16	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	22.6	56.0	56.0	8.4	41.7	41.7	15.8	35.8	35.8	27.8	47.8	47.8
Volume/Cap:	0.77	0.81	0.24	0.81	0.77	0.77	0.75	0.30	0.81	0.81	0.75	0.75
Delay/Veh:	55.7	23.0	15.7	84.5	34.2	34.2	68.5	42.2	59.4	61.3	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	23.0	15.7	84.5	34.2	34.2	68.5	42.2	59.4	61.3	43.2	43.2
LOS by Move:	E+	C+	B	F	C-	C-	E	D	E+	E	D	D
HCM2k95thQ:	20	35	6	8	27	27	13	8	27	23	28	28

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	08:00:00 AM						
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	13	16	0	26	15	0	0	17	16	0	13	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	1860	171	179	1194	99	265	309	378	506	621	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	1860	171	179	1194	99	265	309	378	506	621	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	1860	171	179	1194	99	265	309	378	506	621	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	1860	171	179	1194	99	265	309	378	506	621	348

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5171	429	3150	3800	1750	3150	2370	1328

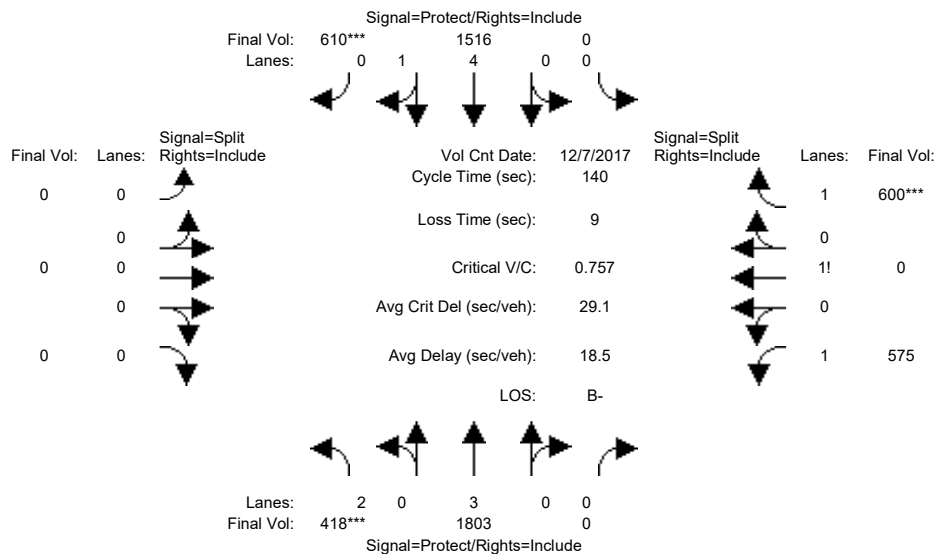
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.10	0.06	0.23	0.23	0.08	0.08	0.22	0.16	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	23.0	55.0	55.0	9.6	41.5	41.5	15.4	36.4	36.4	27.1	48.0	48.0
Volume/Cap:	0.78	0.83	0.25	0.83	0.78	0.78	0.76	0.31	0.83	0.83	0.76	0.76
Delay/Veh:	56.1	24.6	16.5	84.3	34.8	34.8	70.2	41.9	61.1	63.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	24.6	16.5	84.3	34.8	34.8	70.2	41.9	61.1	63.7	43.7	43.7
LOS by Move:	E+	C	B	F	C-	C-	E	D	E	E	D	D
HCM2k95thQ:	21	37	7	10	28	28	13	8	29	23	29	29

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

Vallco Special Area Specific Plan
SJ17-1776

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	08:00:00 AM						
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1803	0	0	1516	610	0	0	0	575	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	1803	0	0	1516	610	0	0	0	575	0	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	418	1803	0	0	1516	610	0	0	0	575	0	600

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	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2606	0	2644

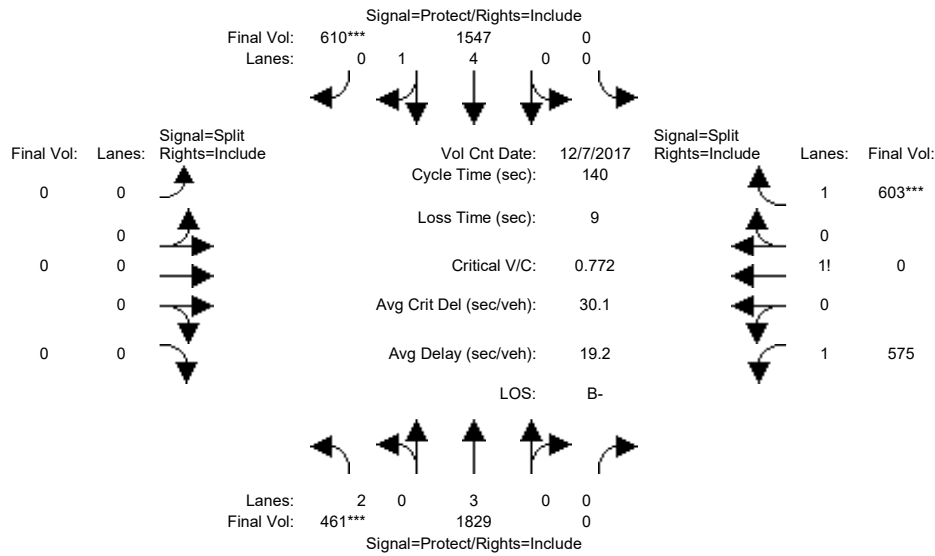
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***					***						***
Green Time:	24.5	89.0	0.0	0.0	64.5	64.5	0.0	0.0	0.0	42.0	0.0	42.0
Volume/Cap:	0.76	0.50	0.00	0.00	0.43	0.76	0.00	0.00	0.00	0.74	0.00	0.76
Delay/Veh:	53.1	0.1	0.0	0.0	11.0	14.7	0.0	0.0	0.0	45.8	0.0	46.6
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:	53.1	0.1	0.0	0.0	11.0	14.7	0.0	0.0	0.0	45.8	0.0	46.6
LOS by Move:	D-	A	A	A	B+	B	A	A	A	D	A	D
HCM2k95thQ:	18	2	0	0	11	30	0	0	0	30	0	31

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

Vallco Special Area Specific Plan
SJ17-1776

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

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



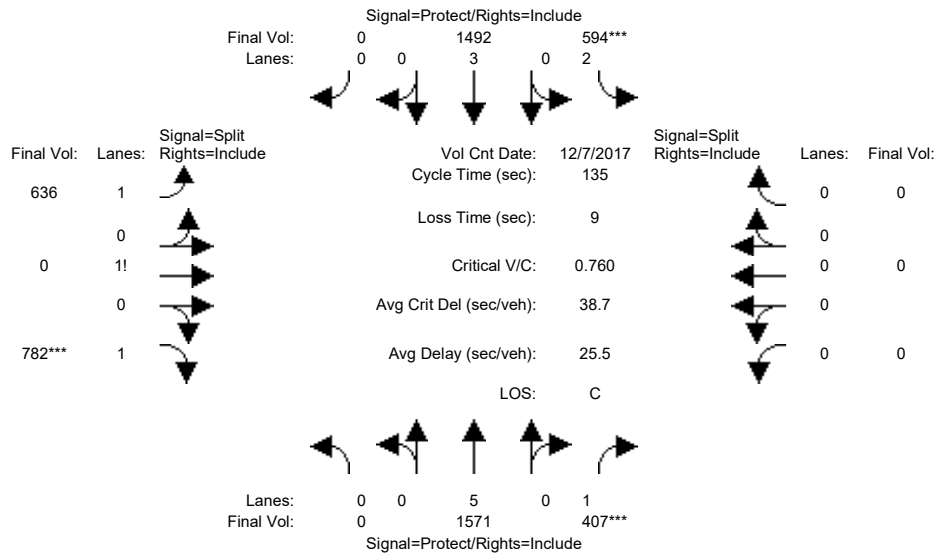
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	7 Dec 2017 << 08:00:00 AM											
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	43	26	0	0	31	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	1829	0	0	1547	610	0	0	0	575	0	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	1829	0	0	1547	610	0	0	0	575	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	1829	0	0	1547	610	0	0	0	575	0	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	461	1829	0	0	1547	610	0	0	0	575	0	603
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	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2604	0	2646
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***					***						***
Green Time:	26.5	89.7	0.0	0.0	63.2	63.2	0.0	0.0	0.0	41.3	0.0	41.3
Volume/Cap:	0.77	0.50	0.00	0.00	0.45	0.77	0.00	0.00	0.00	0.75	0.00	0.77
Delay/Veh:	51.7	0.1	0.0	0.0	12.0	16.0	0.0	0.0	0.0	46.7	0.0	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	0.1	0.0	0.0	12.0	16.0	0.0	0.0	0.0	46.7	0.0	47.6
LOS by Move:	D-	A	A	A	B	B	A	A	A	D	A	D
HCM2k95thQ:	20	2	0	0	12	31	0	0	0	30	0	31

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

Vallco Special Area Specific Plan
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2000 HCM Operations (Future Volume Alternative)
Existing 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	08:00:00 AM						
Base Vol:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1571	407	594	1492	0	636	0	782	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
Final Volume:	0	1571	407	594	1492	0	636	0	782	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	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2535	0	2715	0	0	0

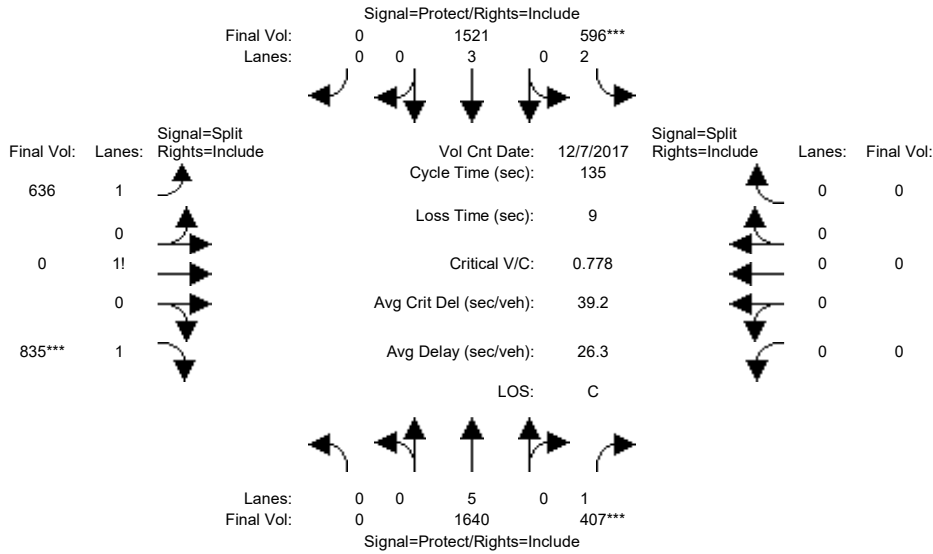
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.19	0.26	0.00	0.25	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	41.3	41.3	33.5	74.8	0.0	51.2	0.0	51.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.76	0.76	0.47	0.00	0.66	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	27.7	36.2	41.0	3.2	0.0	35.5	0.0	38.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	36.2	41.0	3.2	0.0	35.5	0.0	38.4	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	A	D+	A	A	A
HCM2k95thQ:	0	16	27	23	6	0	29	0	35	0	0	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Housing Rich Alternative

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



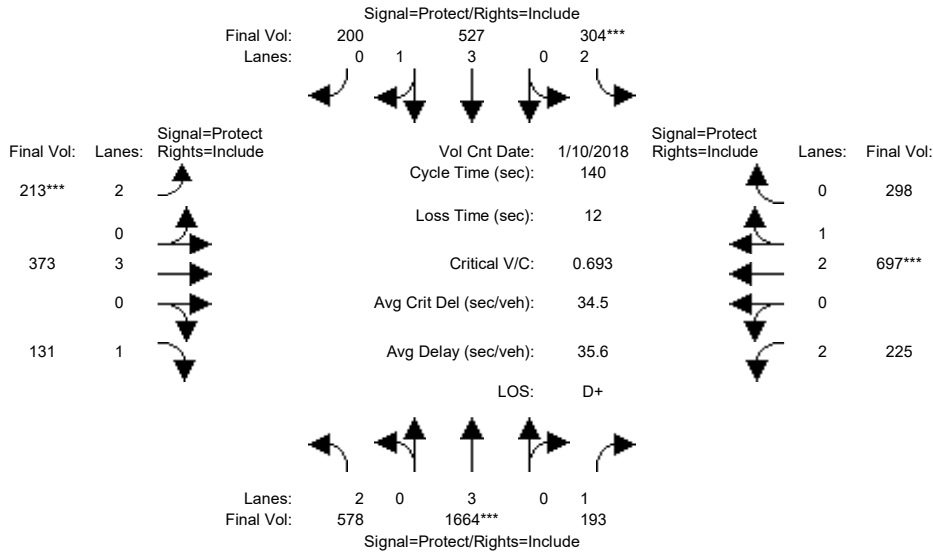
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	7 Dec 2017 << 08:00:00 AM											
Base Vol:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	69	0	2	29	0	0	0	53	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1640	407	596	1521	0	636	0	835	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	1640	407	596	1521	0	636	0	835	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1640	407	596	1521	0	636	0	835	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
Final Volume:	0	1640	407	596	1521	0	636	0	835	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	2507	0	2743	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.19	0.27	0.00	0.25	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	40.4	40.4	32.8	73.2	0.0	52.8	0.0	52.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.78	0.78	0.49	0.00	0.65	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	38.2	42.6	4.2	0.0	34.2	0.0	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	38.2	42.6	4.2	0.0	34.2	0.0	38.1	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	C-	A	D+	A	A	A
HCM2k95thQ:	0	18	27	24	8	0	29	0	37	0	0	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	1664	193	304	527	200	213	373	131	225	697	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	1664	193	304	527	200	213	373	131	225	697	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	578	1664	193	304	527	200	213	373	131	225	697	298

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	2.07	0.93
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3921	1676

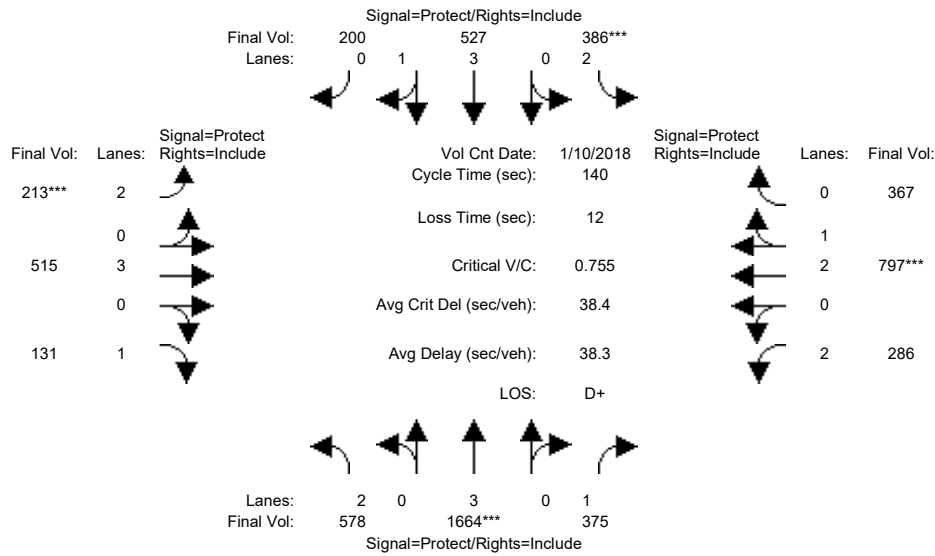
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.11	0.10	0.09	0.11	0.07	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.3	59.0	59.0	19.5	30.1	30.1	13.7	25.4	25.4	24.2	35.9	35.9
Volume/Cap:	0.53	0.69	0.26	0.69	0.43	0.53	0.69	0.36	0.41	0.41	0.69	0.69
Delay/Veh:	24.3	18.0	13.8	56.0	39.0	40.2	67.8	50.4	51.6	52.1	48.6	48.6
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:	24.3	18.0	13.8	56.0	39.0	40.2	67.8	50.4	51.6	52.1	48.6	48.6
LOS by Move:	C	B	B	E+	D	D	E	D	D-	D-	D	D
HCM2k95thQ:	16	24	6	14	11	14	10	8	10	9	22	22

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Housing Rich Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	0	0	182	82	0	0	0	142	0	61	100	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	1664	375	386	527	200	213	515	131	286	797	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	1664	375	386	527	200	213	515	131	286	797	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	1664	375	386	527	200	213	515	131	286	797	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	578	1664	375	386	527	200	213	515	131	286	797	367

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	2.02	0.98
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3832	1765

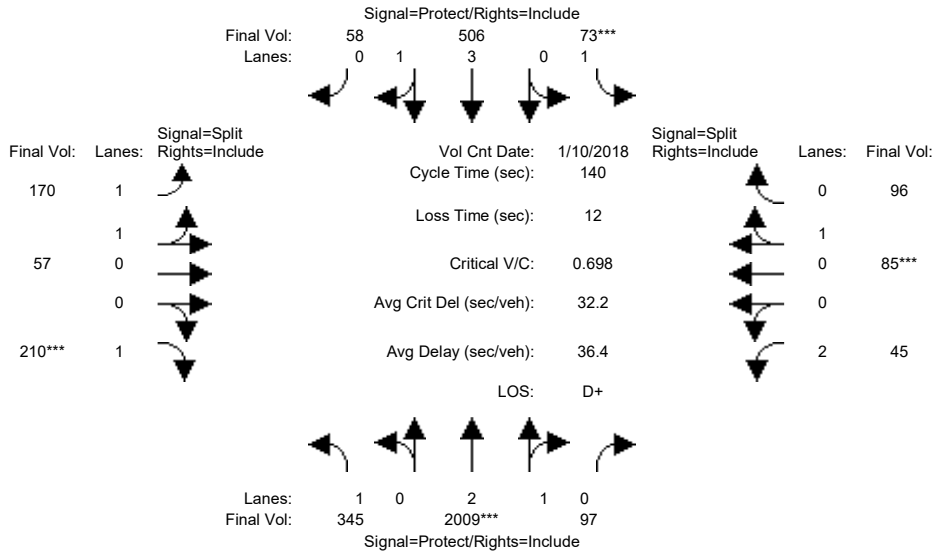
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.21	0.12	0.09	0.11	0.07	0.09	0.07	0.09	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	47.4	54.1	54.1	22.7	29.5	29.5	12.5	25.5	25.5	25.6	38.6	38.6
Volume/Cap:	0.54	0.75	0.55	0.75	0.44	0.54	0.75	0.50	0.41	0.50	0.75	0.75
Delay/Veh:	25.3	23.1	20.4	55.1	39.7	40.9	73.2	51.8	51.5	52.1	48.6	48.6
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:	25.3	23.1	20.4	55.1	39.7	40.9	73.2	51.8	51.5	52.1	48.6	48.6
LOS by Move:	C	C	C+	E+	D	D	E	D-	D-	D-	D	D
HCM2k95thQ:	17	28	17	18	11	14	11	12	10	12	26	26

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	2009	97	73	506	58	170	57	210	45	85	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2009	97	73	506	58	170	57	210	45	85	96

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	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	3.57	0.43	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5342	258	1750	6727	771	2658	891	1750	3150	845	955

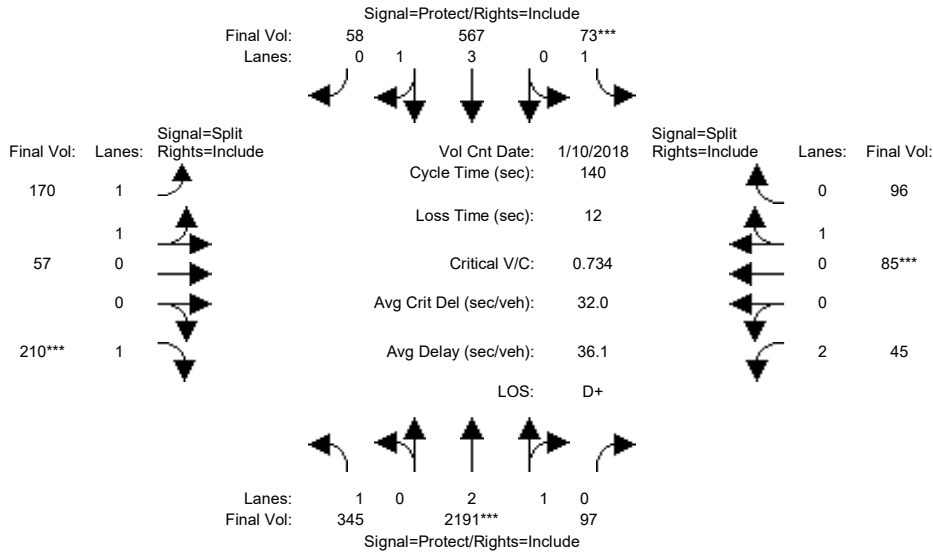
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.6	75.4	75.4	8.4	23.1	23.1	24.1	24.1	24.1	20.2	20.2	20.2
Volume/Cap:	0.46	0.70	0.70	0.70	0.46	0.46	0.37	0.37	0.70	0.10	0.70	0.70
Delay/Veh:	28.5	24.6	24.6	83.4	53.0	53.0	51.7	51.7	61.6	52.1	65.2	65.2
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:	28.5	24.6	24.6	83.4	53.0	53.0	51.7	51.7	61.6	52.1	65.2	65.2
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2k95thQ:	19	36	36	7	10	10	9	9	19	2	17	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	182	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	2191	97	73	567	58	170	57	210	45	85	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2191	97	73	567	58	170	57	210	45	85	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2191	97	73	567	58	170	57	210	45	85	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2191	97	73	567	58	170	57	210	45	85	96

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	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	3.61	0.39	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5362	237	1750	6803	696	2658	891	1750	3150	845	955

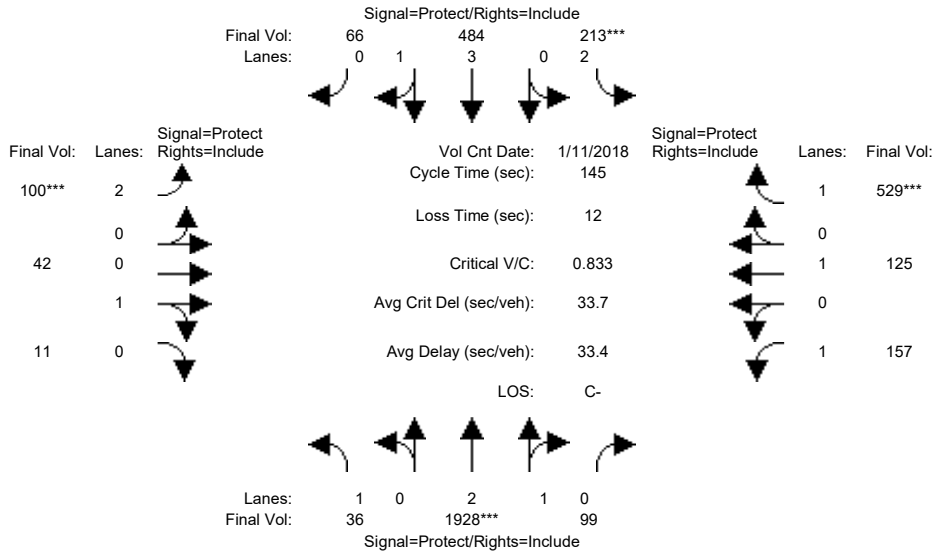
Capacity Analysis Module:												
Vol/Sat:	0.20	0.41	0.41	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.4	78.0	78.0	8.0	25.5	25.5	22.9	22.9	22.9	19.2	19.2	19.2
Volume/Cap:	0.46	0.73	0.73	0.73	0.46	0.46	0.39	0.39	0.73	0.10	0.73	0.73
Delay/Veh:	28.6	24.2	24.2	89.3	51.3	51.3	52.8	52.8	65.1	53.0	68.8	68.8
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:	28.6	24.2	24.2	89.3	51.3	51.3	52.8	52.8	65.1	53.0	68.8	68.8
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2k95thQ:	19	39	39	7	11	11	9	9	20	2	17	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1928	99	213	484	66	100	42	11	157	125	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1928	99	213	484	66	100	42	11	157	125	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	1928	99	213	484	66	100	42	11	157	125	529

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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	3.50	0.50	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5326	273	3150	6599	900	3150	1426	374	1750	1900	1750

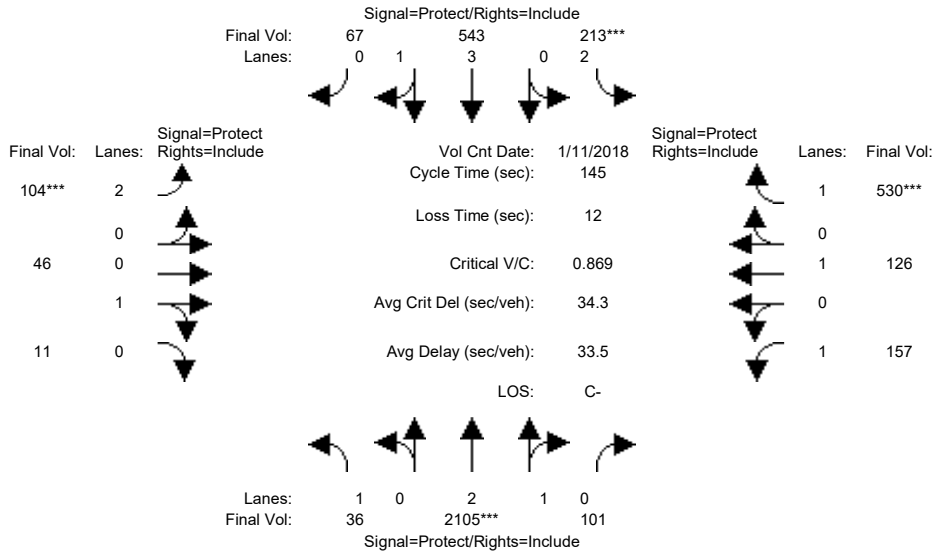
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.07	0.07	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	29.4	62.3	62.3	11.6	44.6	44.6	7.0	25.7	25.7	33.4	52.0	52.0
Volume/Cap:	0.10	0.84	0.84	0.84	0.24	0.24	0.66	0.17	0.17	0.39	0.18	0.84
Delay/Veh:	39.2	21.3	21.3	83.7	26.5	26.5	77.9	50.8	50.8	47.8	32.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	21.3	21.3	83.7	26.5	26.5	77.9	50.8	50.8	47.8	32.0	52.7
LOS by Move:	D	C+	C+	F	C	C	E-	D	D	D	C-	D-
HCM2k95thQ:	2	38	38	12	7	7	8	4	4	12	7	40

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	177	2	0	59	1	4	4	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2105	101	213	543	67	104	46	11	157	126	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2105	101	213	543	67	104	46	11	157	126	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2105	101	213	543	67	104	46	11	157	126	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2105	101	213	543	67	104	46	11	157	126	530

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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	2.00	3.54	0.46	2.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	5343	256	3150	6675	824	3150	1453	347	1750	1900	1750

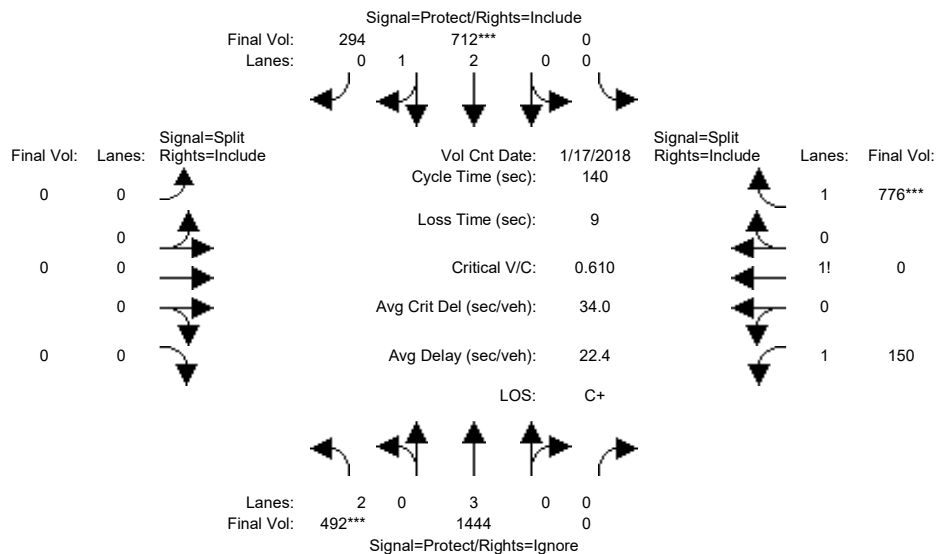
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.07	0.08	0.08	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	28.3	64.9	64.9	11.1	47.7	47.7	7.0	24.7	24.7	32.2	49.9	49.9
Volume/Cap:	0.11	0.88	0.88	0.88	0.25	0.25	0.68	0.19	0.19	0.40	0.19	0.88
Delay/Veh:	40.3	20.7	20.7	91.3	23.9	23.9	80.0	51.8	51.8	48.9	33.5	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	20.7	20.7	91.3	23.9	23.9	80.0	51.8	51.8	48.9	33.5	58.7
LOS by Move:	D	C+	C+	F	C	C	F	D-	D-	D	C-	E+
HCM2k95thQ:	2	43	43	12	7	7	8	5	5	12	7	42

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

Vallco Special Area Specific Plan
SJ17-1776

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1444	0	0	712	294	0	0	0	150	0	776
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:	492	1444	0	0	712	294	0	0	0	150	0	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
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
Final Volume:	492	1444	0	0	712	294	0	0	0	150	0	776

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	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.09	0.91	0.00	0.00	0.00	1.17	0.00	1.83
Final Sat.:	3150	5700	0	0	3961	1636	0	0	0	2040	0	3301

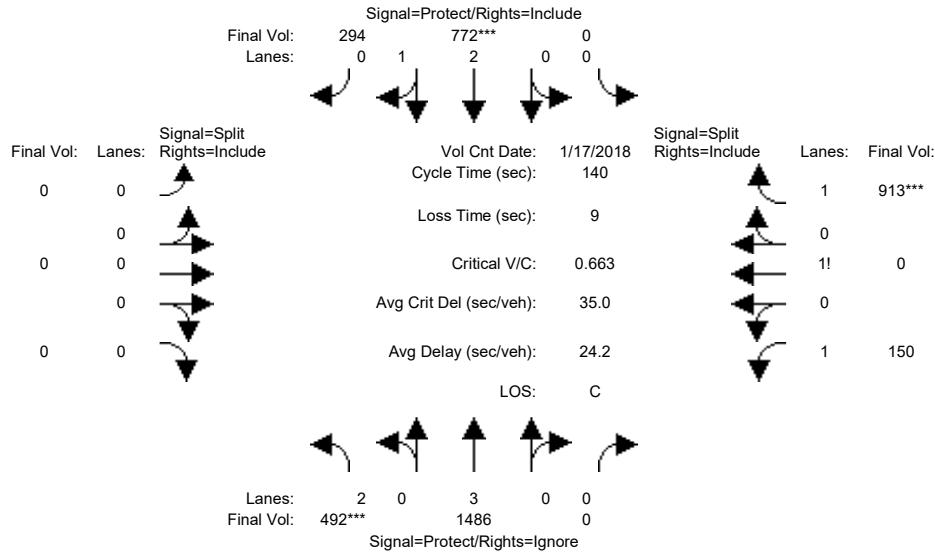
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:	****				****							****
Green Time:	35.8	77.1	0.0	0.0	41.2	41.2	0.0	0.0	0.0	53.9	0.0	53.9
Volume/Cap:	0.61	0.46	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.19	0.00	0.61
Delay/Veh:	36.8	3.6	0.0	0.0	31.3	31.3	0.0	0.0	0.0	28.6	0.0	35.3
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:	36.8	3.6	0.0	0.0	31.3	31.3	0.0	0.0	0.0	28.6	0.0	35.3
LOS by Move:	D+	A	A	A	C	C	A	A	A	C	A	D+
HCM2k95thQ:	18	7	0	0	19	19	0	0	0	8	0	27

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

Vallco Special Area Specific Plan
SJ17-1776

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

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



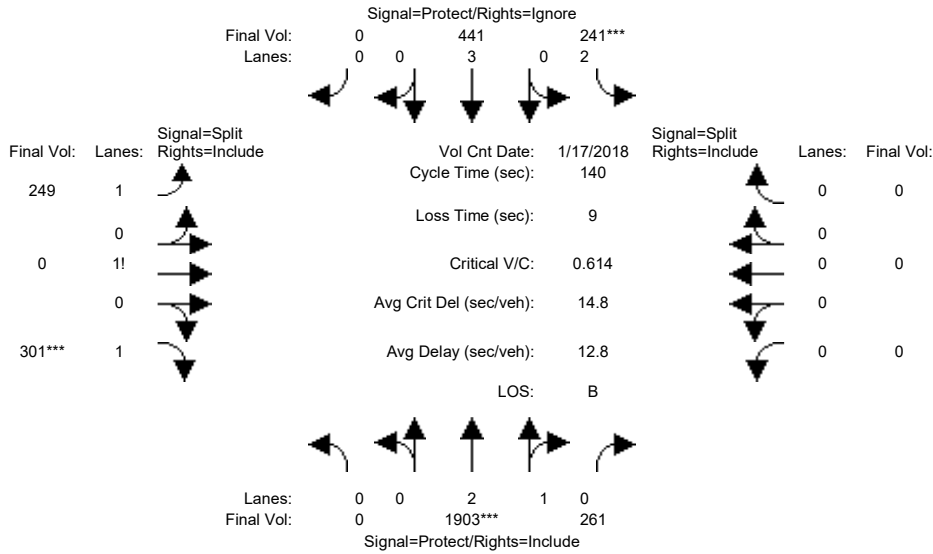
Street Name:	De Anza Boulevard						SR-85 Ramps (North)						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10	
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM												
Base Vol:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	42	0	0	0	60	0	0	0	0	0	0	137
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1486	0	0	0	772	294	0	0	0	150	0	913
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	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	1.00
PHF Volume:	492	1486	0	0	0	772	294	0	0	0	150	0	913
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1486	0	0	0	772	294	0	0	0	150	0	913
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	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	1.00
Final Volume:	492	1486	0	0	0	772	294	0	0	0	150	0	913
Saturation Flow Module:													
Sat/Lane:	1900	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	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.14	0.86	0.00	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4054	1544	0	0	0	0	2003	0	3340
Capacity Analysis Module:													
Vol/Sat:	0.16	0.26	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.27
Crit Moves:	***				***	***							***
Green Time:	33.0	73.2	0.0	0.0	40.2	40.2	0.0	0.0	0.0	0.0	57.8	0.0	57.8
Volume/Cap:	0.66	0.50	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00	0.18	0.00	0.66
Delay/Veh:	40.7	5.9	0.0	0.0	33.1	33.1	0.0	0.0	0.0	0.0	26.1	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	5.9	0.0	0.0	33.1	33.1	0.0	0.0	0.0	0.0	26.1	0.0	34.3
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-	
HCM2k95thQ:	19	10	0	0	22	22	0	0	0	7	0	31	

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

Vallco Special Area Specific Plan
SJ17-1776

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1903	261	241	441	0	249	0	301	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	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1903	261	241	441	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1903	261	241	441	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1903	261	241	441	0	249	0	301	0	0	0

Saturation Flow Module:	Sat/Lane:	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	0.92	1.00	0.92
Lanes:	0.00	2.62	0.38	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4924	675	3150	5700	0	2542	0	2708	0	0	0

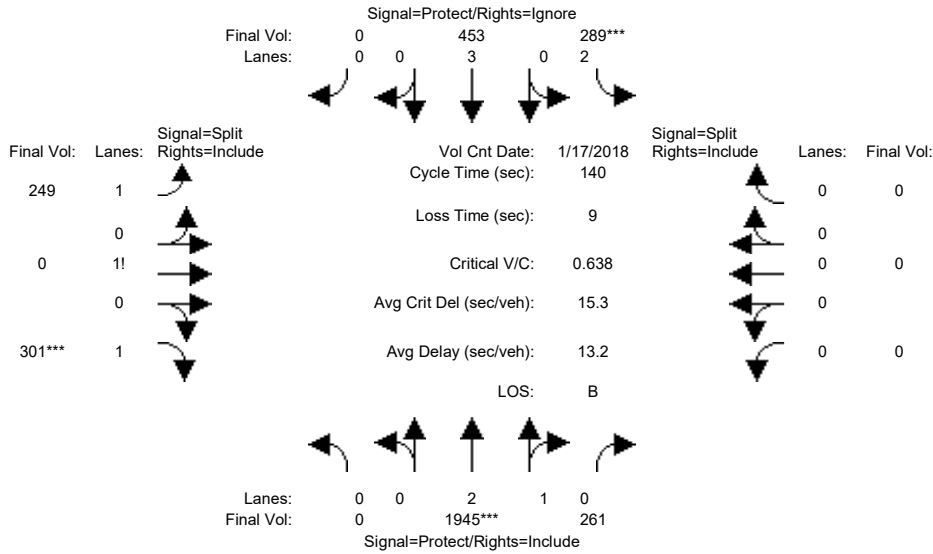
Capacity Analysis Module:	Vol/Sat:	0.00	0.39	0.39	0.08	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	88.2	88.2	17.5	106	0.0	25.4	0.0	25.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.61	0.61	0.10	0.00	0.54	0.00	0.61	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.3	55.4	0.0	0.0	52.6	0.0	54.1	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	1.00
AdjDel/Veh:	0.0	0.3	0.3	55.4	0.0	0.0	52.6	0.0	54.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	D-	A	D-	A	A	A	A
HCM2k95thQ:	0	2	2	11	0	0	15	0	17	0	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1903	261	241	441	0	249	0	301	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	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	42	0	48	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1945	261	289	453	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1945	261	289	453	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	261	289	453	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1945	261	289	453	0	249	0	301	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	0.92	0.92	1.00	0.92
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4937	662	3150	5700	0	2542	0	2708	0	0	0

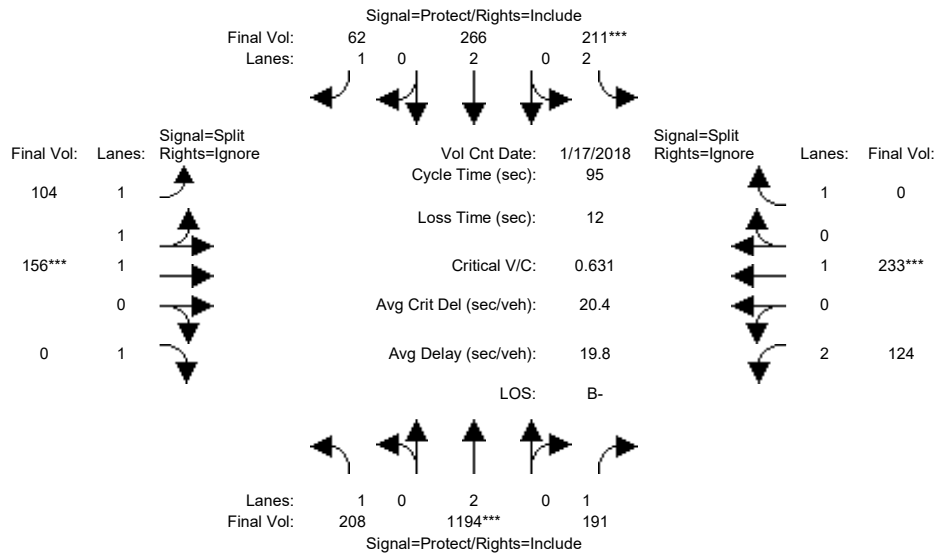
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	86.5	86.5	20.1	107	0.0	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.10	0.00	0.56	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	53.2	0.0	0.0	53.7	0.0	55.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	53.2	0.0	0.0	53.7	0.0	55.3	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D-	A	E+	A	A	A
HCM2k95thQ:	0	2	2	13	0	0	15	0	17	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1194	191	211	266	62	104	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1194	191	211	266	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1194	191	211	266	62	104	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1194	191	211	266	62	104	156	0	124	233	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	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.24	1.76	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2178	3268	1750	3150	1900	1750

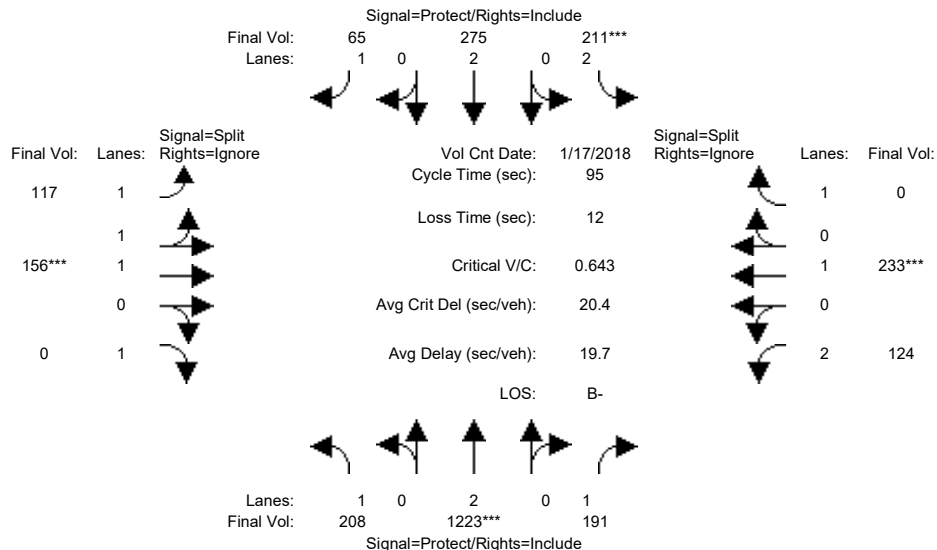
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.11	0.07	0.07	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.3	45.5	45.5	9.7	25.9	25.9	10.0	10.0	0.0	17.8	17.8	0.0
Volume/Cap:	0.39	0.66	0.23	0.66	0.26	0.13	0.45	0.45	0.00	0.21	0.66	0.00
Delay/Veh:	18.6	8.1	5.7	42.8	20.4	19.6	40.5	40.5	0.0	32.9	40.2	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:	18.6	8.1	5.7	42.8	20.4	19.6	40.5	40.5	0.0	32.9	40.2	0.0
LOS by Move:	B-	A	A	D	C+	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	16	3	7	5	2	6	6	0	4	12	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name:	De Anza Boulevard/Saratoga-Sunnyv						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	29	0	0	9	3	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1223	191	211	275	65	117	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1223	191	211	275	65	117	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1223	191	211	275	65	117	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1223	191	211	275	65	117	156	0	124	233	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	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.33	1.67	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2334	3112	1750	3150	1900	1750

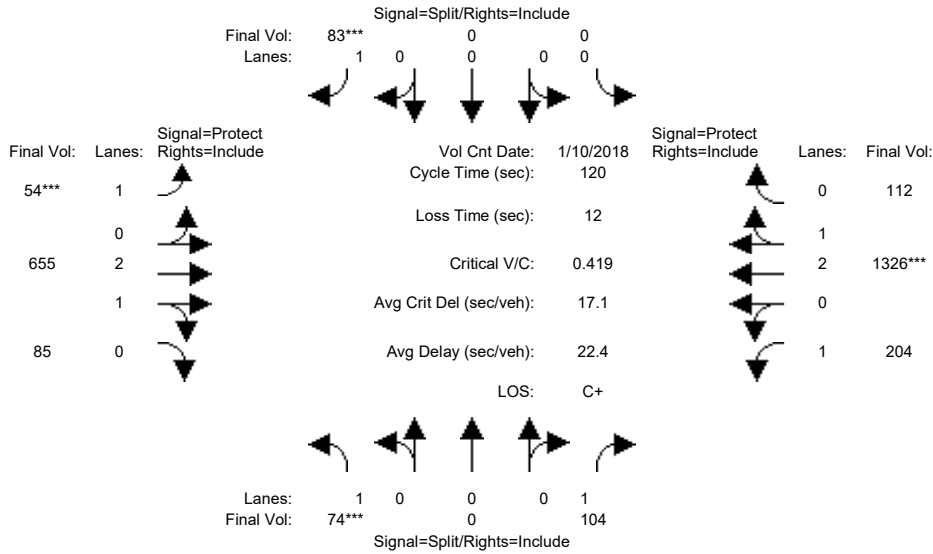
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.11	0.07	0.07	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.4	45.9	45.9	9.6	26.1	26.1	10.0	10.0	0.0	17.5	17.5	0.0
Volume/Cap:	0.38	0.67	0.23	0.67	0.26	0.14	0.48	0.48	0.00	0.21	0.67	0.00
Delay/Veh:	18.4	8.0	5.5	43.4	20.3	19.6	40.7	40.7	0.0	33.1	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	8.0	5.5	43.4	20.3	19.6	40.7	40.7	0.0	33.1	40.8	0.0
LOS by Move:	B-	A	A	D	C+	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	16	3	7	5	2	6	6	0	4	12	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	104	0	0	83	54	655	85	204	1326	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	655	85	204	1326	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	655	85	204	1326	112

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	0.99	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.64	0.36	1.00	2.76	0.24
Final Sat.:	1750	0	1750	0	0	1750	1750	4956	643	1750	5163	436

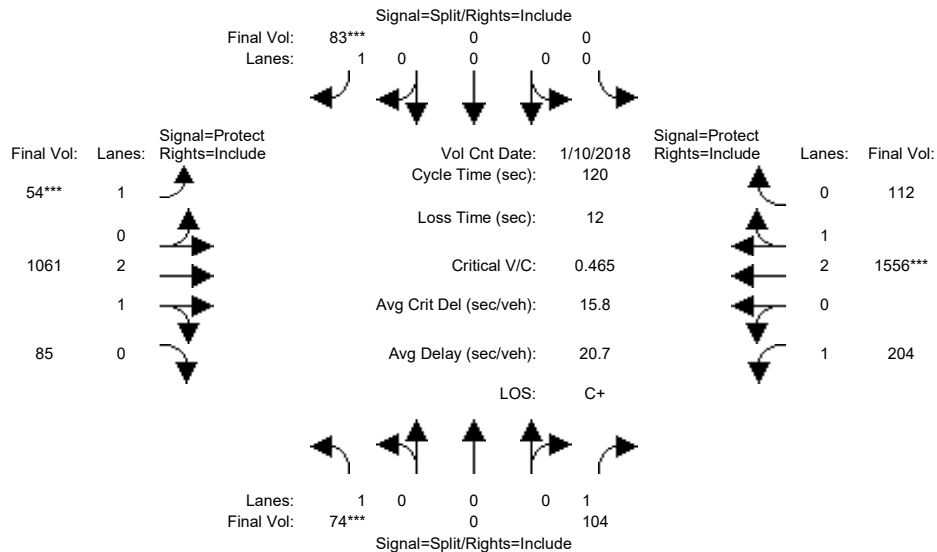
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.13	0.13	0.12	0.26	0.26
Crit Moves:	***					***	***				***	
Green Time:	17.0	0.0	17.0	0.0	0.0	13.6	8.8	43.7	43.7	38.6	73.5	73.5
Volume/Cap:	0.30	0.00	0.42	0.00	0.00	0.42	0.42	0.36	0.36	0.36	0.42	0.42
Delay/Veh:	46.8	0.0	48.1	0.0	0.0	51.0	55.3	28.0	28.0	31.7	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	48.1	0.0	0.0	51.0	55.3	28.0	28.0	31.7	12.2	12.2
LOS by Move:	D	A	D	A	A	D	E+	C	C	C	B	B
HCM2k95thQ:	6	0	8	0	0	7	4	12	12	11	17	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



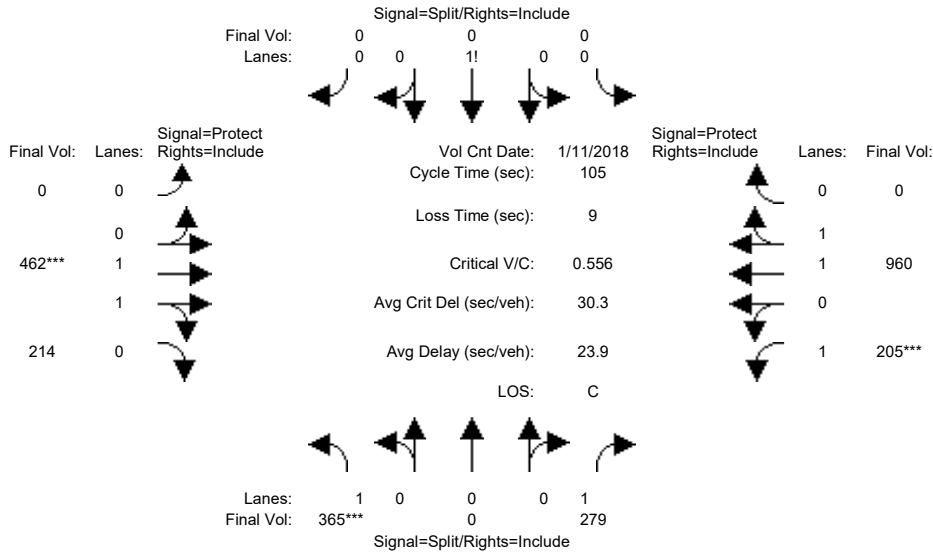
Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Jan 2018 << 08:00:00 AM											
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	406	0	0	230	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	104	0	0	83	54	1061	85	204	1556	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	1061	85	204	1556	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1061	85	204	1556	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	1061	85	204	1556	112
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	2.77	0.23	1.00	2.79	0.21
Final Sat.:	1750	0	1750	0	0	1750	1750	5184	415	1750	5223	376
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.20	0.20	0.12	0.30	0.30
Crit Moves:	***			****			****			****		
Green Time:	15.3	0.0	15.3	0.0	0.0	12.2	8.0	54.1	54.1	30.8	76.9	76.9
Volume/Cap:	0.33	0.00	0.46	0.00	0.00	0.46	0.46	0.45	0.45	0.45	0.46	0.46
Delay/Veh:	48.5	0.0	50.1	0.0	0.0	52.7	56.9	22.9	22.9	38.3	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:	48.5	0.0	50.1	0.0	0.0	52.7	56.9	22.9	22.9	38.3	11.1	11.1
LOS by Move:	D	A	D	A	A	D-	E+	C+	C+	D+	B+	B+
HCM2k95thQ:	6	0	9	0	0	7	4	18	18	12	19	19

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	279	0	0	0	0	462	214	205	960	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
Final Volume:	365	0	279	0	0	0	0	462	214	205	960	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2528	1171	1750	3700	0

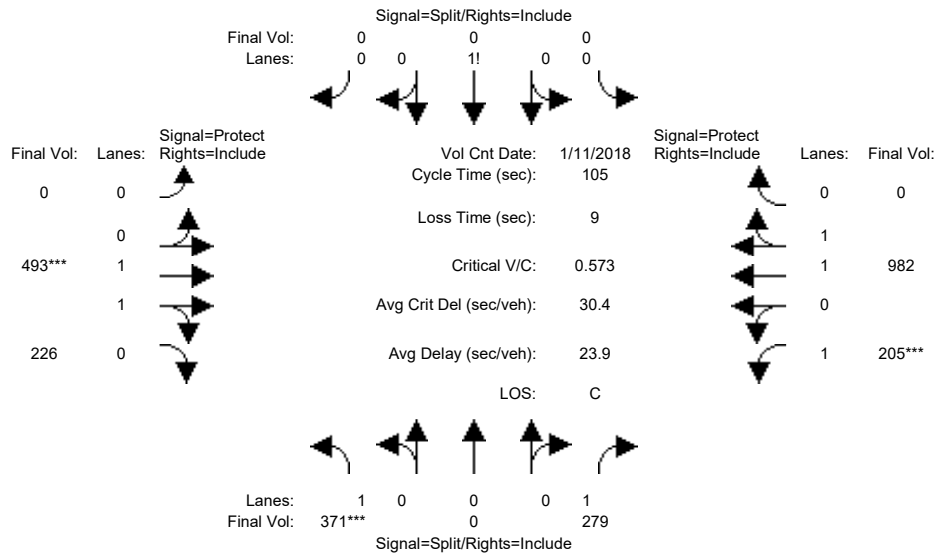
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.26	0.00
Crit Moves:	***							***		***		
Green Time:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	34.5	34.5	22.1	56.6	0.0
Volume/Cap:	0.56	0.00	0.43	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.48	0.00
Delay/Veh:	27.0	0.0	24.8	0.0	0.0	0.0	0.0	29.5	29.5	38.9	15.2	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:	27.0	0.0	24.8	0.0	0.0	0.0	0.0	29.5	29.5	38.9	15.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D+	B	A
HCM2k95thQ:	19	0	14	0	0	0	0	17	17	12	17	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #18: Blaney Avenue / Homestead Road



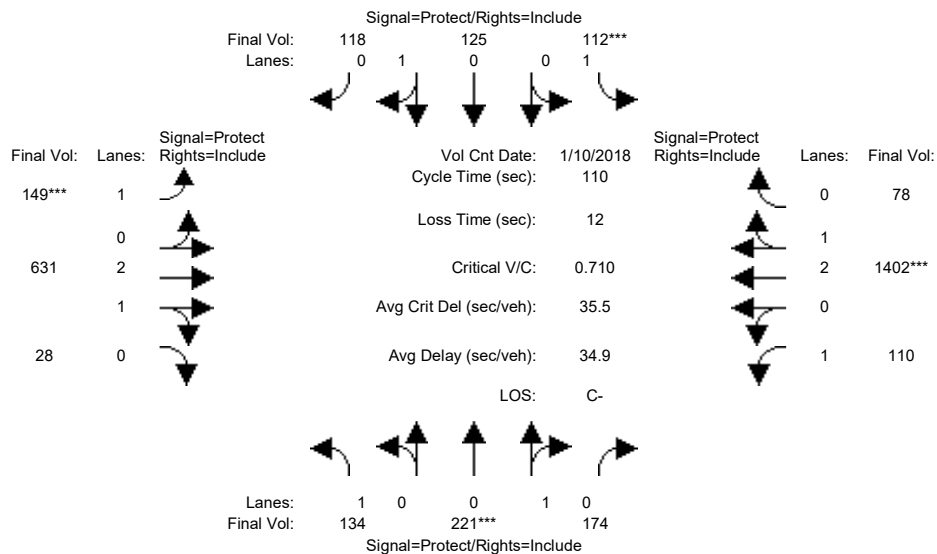
Street Name:	Blaney Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	6	0	0	0	0	0	0	31	12	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	0	279	0	0	0	0	493	226	205	982	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:	371	0	279	0	0	0	0	493	226	205	982	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	279	0	0	0	0	493	226	205	982	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
Final Volume:	371	0	279	0	0	0	0	493	226	205	982	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2536	1163	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.19	0.12	0.27	0.00
Crit Moves:	***							***		***		
Green Time:	38.9	0.0	38.9	0.0	0.0	0.0	0.0	35.6	35.6	21.5	57.1	0.0
Volume/Cap:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.49	0.00
Delay/Veh:	27.7	0.0	25.2	0.0	0.0	0.0	0.0	29.1	29.1	39.9	15.0	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:	27.7	0.0	25.2	0.0	0.0	0.0	0.0	29.1	29.1	39.9	15.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	20	0	14	0	0	0	0	18	18	12	18	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	112	125	118	149	631	28	110	1402	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
Final Volume:	134	221	174	112	125	118	149	631	28	110	1402	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	0.56	0.44	1.00	0.51	0.49	1.00	2.87	0.13	1.00	2.84	0.16
Final Sat.:	1750	1007	793	1750	926	874	1750	5362	238	1750	5304	295

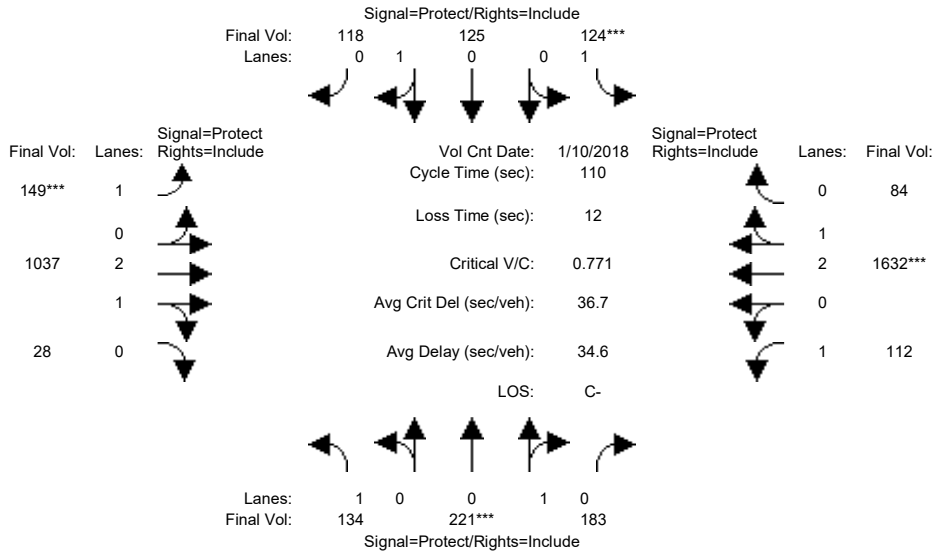
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.06	0.14	0.14	0.09	0.12	0.12	0.06	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	15.9	34.0	34.0	9.9	28.0	28.0	13.2	35.1	35.1	19.0	40.9	40.9
Volume/Cap:	0.53	0.71	0.71	0.71	0.53	0.53	0.71	0.37	0.37	0.36	0.71	0.71
Delay/Veh:	45.7	37.9	37.9	62.7	36.5	36.5	57.4	29.0	29.0	40.9	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	37.9	37.9	62.7	36.5	36.5	57.4	29.0	29.0	40.9	30.6	30.6
LOS by Move:	D	D+	D+	E	D+	D+	E+	C	C	D	C	C
HCM2k95thQ:	9	23	23	11	15	15	11	11	11	7	25	25

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	9	12	0	0	0	406	0	2	230	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	183	124	125	118	149	1037	28	112	1632	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	183	124	125	118	149	1037	28	112	1632	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	183	124	125	118	149	1037	28	112	1632	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	183	124	125	118	149	1037	28	112	1632	84

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	0.55	0.45	1.00	0.51	0.49	1.00	2.92	0.08	1.00	2.85	0.15
Final Sat.:	1750	985	815	1750	926	874	1750	5453	147	1750	5326	274

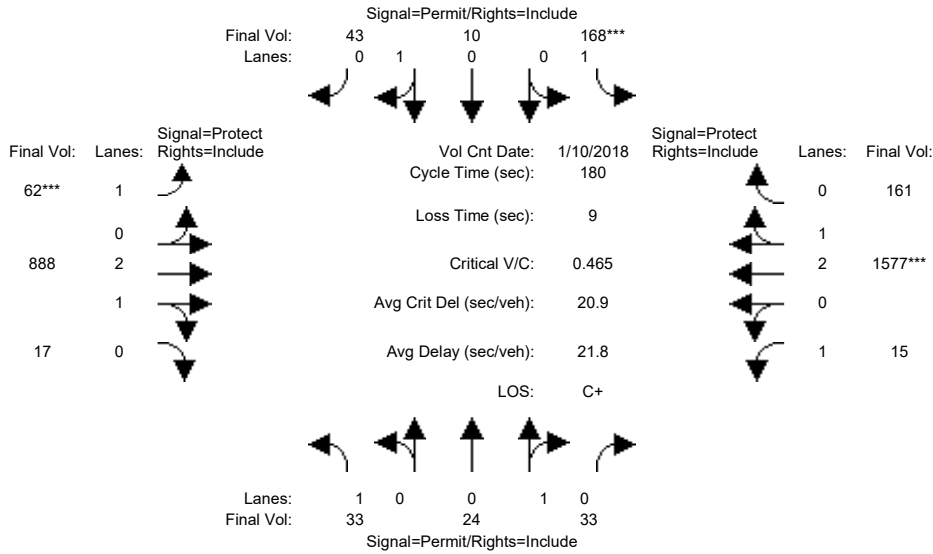
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.19	0.19	0.06	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.2	32.0	32.0	10.1	26.9	26.9	12.1	41.8	41.8	14.1	43.7	43.7
Volume/Cap:	0.55	0.77	0.77	0.77	0.55	0.55	0.77	0.50	0.50	0.50	0.77	0.77
Delay/Veh:	46.9	42.6	42.6	69.0	37.8	37.8	64.8	26.3	26.3	46.5	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	42.6	42.6	69.0	37.8	37.8	64.8	26.3	26.3	46.5	30.5	30.5
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D	C	C
HCM2k95thQ:	9	24	24	12	15	15	11	17	17	7	30	30

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	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	24	33	168	10	43	62	888	17	15	1577	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	888	17	15	1577	161

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	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.94	0.06	1.00	2.71	0.29
Final Sat.:	1750	758	1042	1750	340	1460	1750	5495	105	1750	5081	519

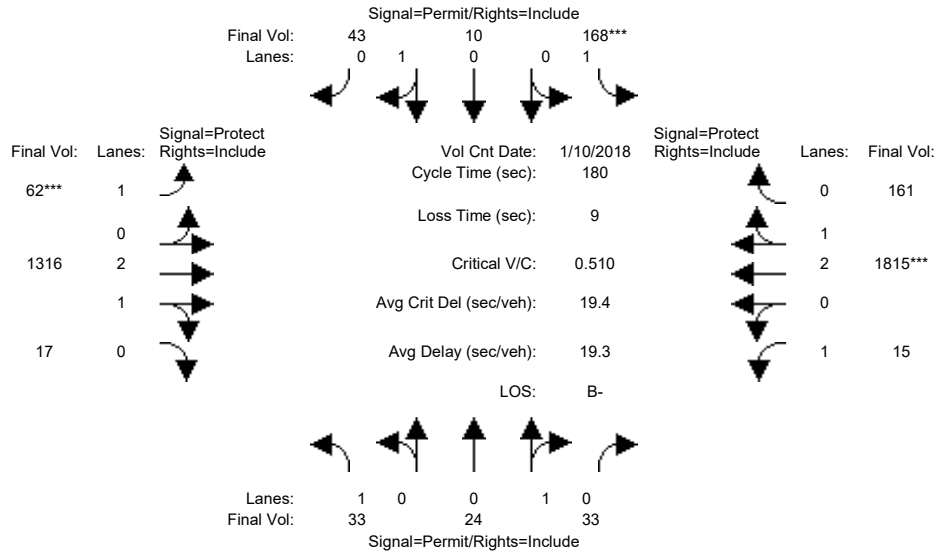
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.16	0.16	0.01	0.31	0.31	
Crit Moves:				****				****					
Green Time:	37.2	37.2	37.2	37.2	37.2	37.2	13.7	108	107.9	26.0	120	120.1	
Volume/Cap:	0.09	0.15	0.15	0.47	0.14	0.14	0.47	0.27	0.27	0.06	0.47	0.47	
Delay/Veh:	57.9	58.7	58.7	63.6	58.6	58.6	82.2	17.3	17.3	66.6	14.5	14.5	
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:	57.9	58.7	58.7	63.6	58.6	58.6	82.2	17.3	17.3	66.6	14.5	14.5	
LOS by Move:	E+	E+	E+	E	E+	E+	F	B	B	E	B	B	
HCM2k95thQ:	3	5	5	17	5	5	7	15	15	2	27	27	

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	428	0	0	238	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	24	33	168	10	43	62	1316	17	15	1815	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	24	33	168	10	43	62	1316	17	15	1815	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1316	17	15	1815	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1316	17	15	1815	161

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	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.96	0.04	1.00	2.75	0.25
Final Sat.:	1750	758	1042	1750	340	1460	1750	5528	71	1750	5143	456

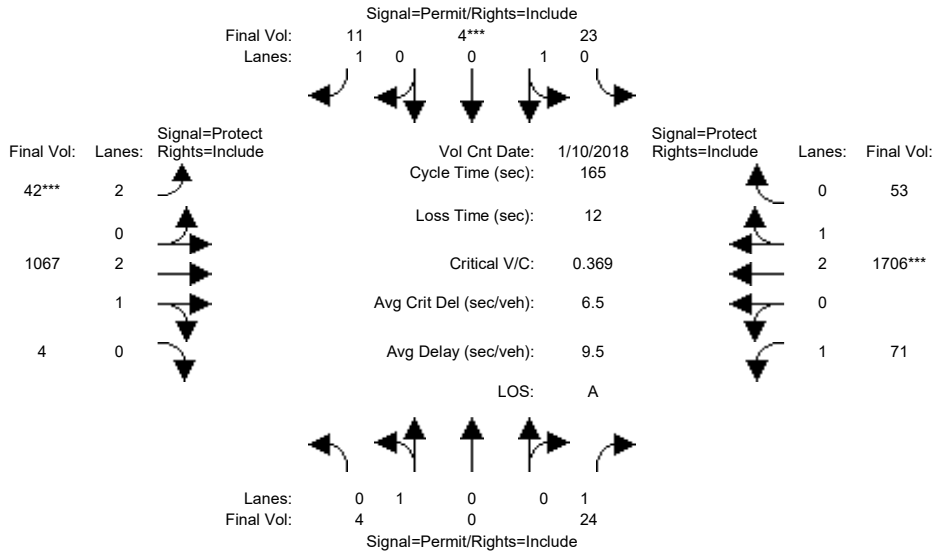
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.24	0.24	0.01	0.35	0.35	
Crit Moves:				****				****					
Green Time:	33.9	33.9	33.9	33.9	33.9	33.9	12.5	118	117.9	19.3	125	124.6	
Volume/Cap:	0.10	0.17	0.17	0.51	0.16	0.16	0.51	0.36	0.36	0.08	0.51	0.51	
Delay/Veh:	60.6	61.5	61.5	66.9	61.3	61.3	84.4	14.1	14.1	72.6	13.3	13.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	60.6	61.5	61.5	66.9	61.3	61.3	84.4	14.1	14.1	72.6	13.3	13.3	
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B	
HCM2k95thQ:	3	5	5	17	5	5	7	20	20	2	29	29	

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM												
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	4	0	24	23	4	11	42	1067	4	71	1706	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						
Final Volume:	4	0	24	23	4	11	42	1067	4	71	1706	53						

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:	1.00	0.00	1.00	0.85	0.15	1.00	2.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1800	0	1750	1533	267	1750	3150	5579	21	1750	5431	169

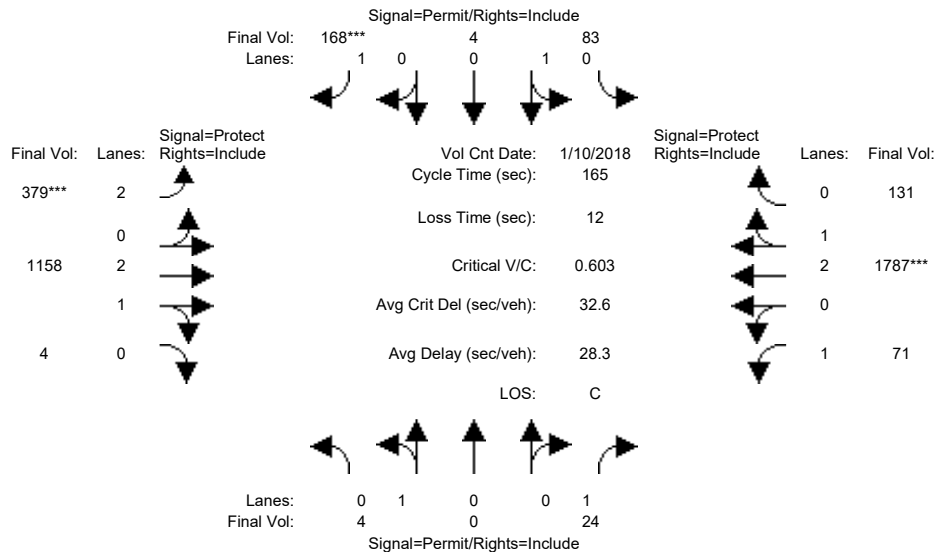
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.01	0.01	0.19	0.19	0.04	0.31	0.31	
Crit Moves:				****			****			****			
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	117	117.0	26.0	136	136.0	
Volume/Cap:	0.04	0.00	0.23	0.25	0.25	0.10	0.31	0.27	0.27	0.26	0.38	0.38	
Delay/Veh:	73.1	0.0	74.9	75.1	75.1	73.7	78.0	8.7	8.7	61.6	3.8	3.8	
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:	73.1	0.0	74.9	75.1	75.1	73.7	78.0	8.7	8.7	61.6	3.8	3.8	
LOS by Move:	E	A	E	E-	E-	E	E-	A	A	E	A	A	
HCM2k95thQ:	0	0	3	3	3	3	1	3	12	12	6	14	14

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	60	0	157	337	91	0	0	81	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	24	83	4	168	379	1158	4	71	1787	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	83	4	168	379	1158	4	71	1787	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	83	4	168	379	1158	4	71	1787	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	83	4	168	379	1158	4	71	1787	131

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	0.99	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	2.00	2.99	0.01	1.00	2.79	0.21
Final Sat.:	1800	0	1750	1717	83	1750	3150	5581	19	1750	5217	382

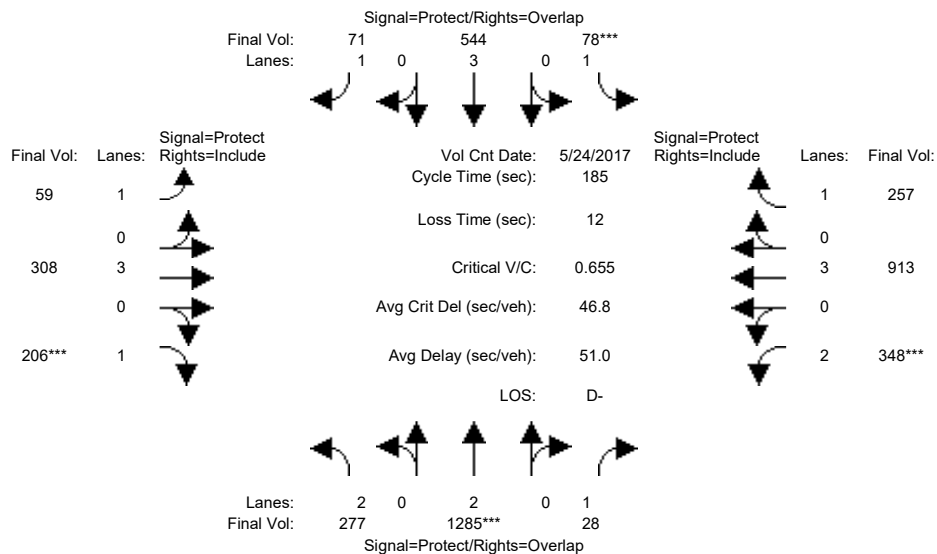
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.10	0.12	0.21	0.21	0.04	0.34	0.34
Crit Moves:						****	****				****	
Green Time:	26.3	0.0	26.3	26.3	26.3	26.3	32.9	105	105.2	21.5	93.8	93.8
Volume/Cap:	0.01	0.00	0.09	0.30	0.30	0.60	0.60	0.33	0.33	0.31	0.60	0.60
Delay/Veh:	58.5	0.0	59.3	61.9	61.9	68.2	61.7	13.7	13.7	65.8	23.7	23.7
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:	58.5	0.0	59.3	61.9	61.9	68.2	61.7	13.7	13.7	65.8	23.7	23.7
LOS by Move:	E+	A	E+	E	E	E	E	B	B	E	C	C
HCM2k95thQ:	0	0	2	8	8	17	19	16	16	7	35	35

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #22: Wolfe Road / El Camino Real



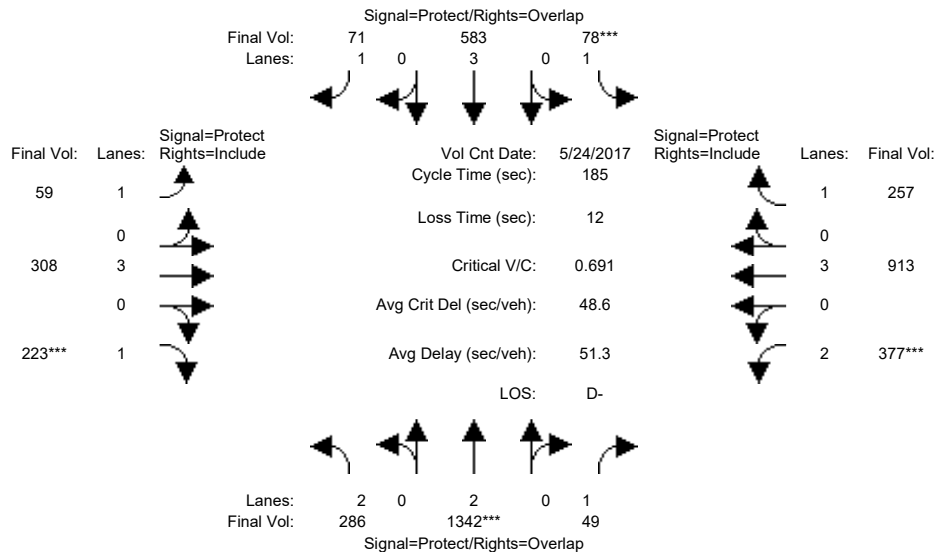
Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 May 2017 << 08:00:00 AM												
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	1285	28	78	544	71	59	308	206	348	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1285	28	78	544	71	59	308	206	348	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	1285	28	78	544	71	59	308	206	348	913	257
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:	0.09	0.34	0.02	0.04	0.10	0.04	0.03	0.05	0.12	0.11	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	51.9	95.6	126.8	12.6	56.3	68.9	12.6	33.3	33.3	31.2	51.9	51.9
Volume/Cap:	0.31	0.65	0.02	0.65	0.31	0.11	0.50	0.30	0.65	0.65	0.57	0.52
Delay/Veh:	51.3	32.6	9.1	94.2	48.3	37.0	84.1	64.2	73.5	72.8	56.0	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	32.6	9.1	94.2	48.3	37.0	84.1	64.2	73.5	72.8	56.0	55.6
LOS by Move:	D-	C-	A	F	D	D+	F	E	E	E	E+	E+
HCM2k95thQ:	13	41	1	11	14	5	8	10	22	19	25	22

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	9	57	21	0	39	0	0	0	17	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1342	49	78	583	71	59	308	223	377	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1342	49	78	583	71	59	308	223	377	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1342	49	78	583	71	59	308	223	377	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	1342	49	78	583	71	59	308	223	377	913	257

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

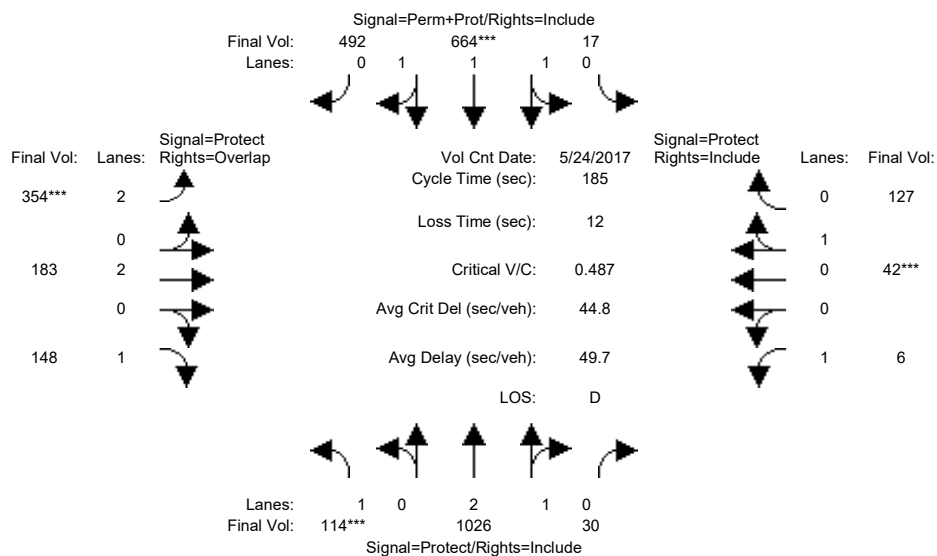
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.03	0.04	0.10	0.04	0.03	0.05	0.13	0.12	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	50.1	94.6	126.6	11.9	56.4	69.3	12.9	34.1	34.1	32.0	53.2	53.2
Volume/Cap:	0.34	0.69	0.04	0.69	0.34	0.11	0.48	0.29	0.69	0.69	0.56	0.51
Delay/Veh:	52.9	34.3	9.2	99.2	48.5	36.7	83.6	63.4	74.9	73.7	54.8	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	34.3	9.2	99.2	48.5	36.7	83.6	63.4	74.9	73.7	54.8	54.4
LOS by Move:	D-	C-	A	F	D	D+	F	E	E	E	D-	D-
HCM2k95thQ:	14	44	2	11	15	5	8	9	24	21	24	22

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	24 May 2017	<< 08:00:00 AM
Base Vol:	114 1026 30	17 664 492	354 183 148	6 42 127
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	114 1026 30	17 664 492	354 183 148	6 42 127
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	114 1026 30	17 664 492	354 183 148	6 42 127
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	114 1026 30	17 664 492	354 183 148	6 42 127
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	114 1026 30	17 664 492	354 183 148	6 42 127
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	114 1026 30	17 664 492	354 183 148	6 42 127

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 2.91 0.09	0.05 1.95 1.00	2.00 2.00 1.00	1.00 0.25 0.75								
Final Sat.:	1750 5441 159	93 3622 1800	3150 3800 1750	1750 447 1353								

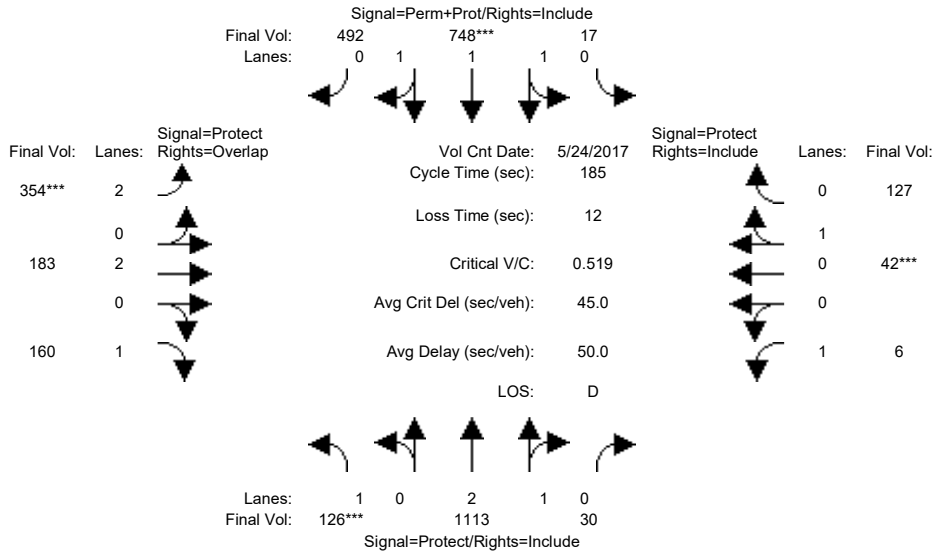
Capacity Analysis Module:												
Vol/Sat:	0.07 0.19 0.19	0.00 0.18 0.27	0.11 0.05 0.08	0.00 0.09 0.09								
Crit Moves:	***	****	****	****								
Green Time:	21.4 56.3 56.3	57.8 89.7 89.7	33.6 36.2 57.6	25.4 28.0 28.0								
Volume/Cap:	0.56 0.62 0.62	0.59 0.38 0.56	0.62 0.25 0.27	0.03 0.62 0.62								
Delay/Veh:	78.9 54.4 54.4	52.5 29.3 33.2	70.0 61.3 46.9	67.3 75.8 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:	78.9 54.4 54.4	52.5 29.3 33.2	70.0 61.3 46.9	67.3 75.8 75.8								
LOS by Move:	E- D- D-	D- C C-	E E D	E E- E-								
HCM2k95thQ:	12 28 28	27 21 33	19 8 12	1 18 18								

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	12	87	0	0	84	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1113	30	17	748	492	354	183	160	6	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1113	30	17	748	492	354	183	160	6	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1113	30	17	748	492	354	183	160	6	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1113	30	17	748	492	354	183	160	6	42	127

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	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5453	147	82	3627	1800	3150	3800	1750	1750	447	1353

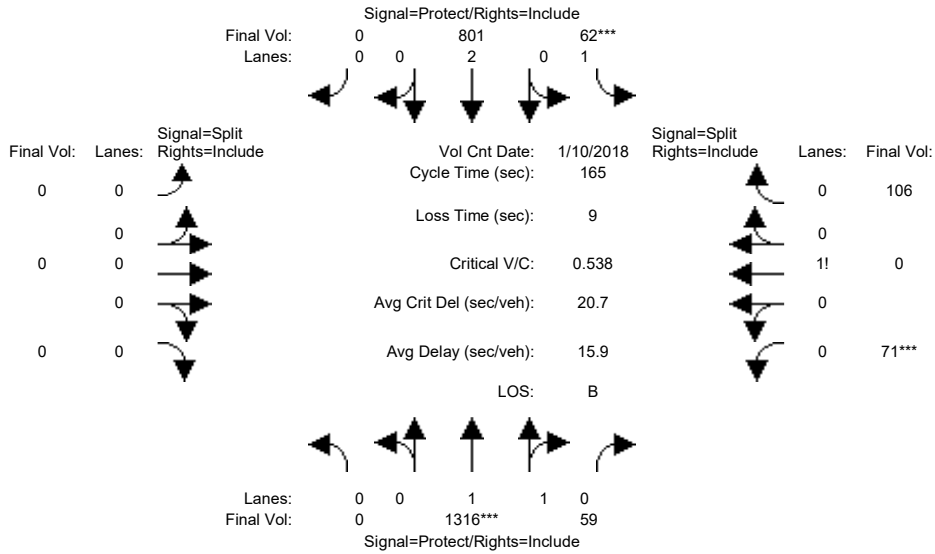
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.00	0.21	0.27	0.11	0.05	0.09	0.00	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	24.0	57.2	57.2	60.8	90.9	90.9	31.5	34.0	57.9	23.8	26.3	26.3
Volume/Cap:	0.56	0.66	0.66	0.63	0.42	0.56	0.66	0.26	0.29	0.03	0.66	0.66
Delay/Veh:	76.5	55.0	55.0	51.7	29.4	32.3	72.9	63.2	47.0	68.6	79.4	79.4
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:	76.5	55.0	55.0	51.7	29.4	32.3	72.9	63.2	47.0	68.6	79.4	79.4
LOS by Move:	E-	D-	D-	D-	C	C-	E	E	D	E	E-	E-
HCM2k95thQ:	13	31	31	31	24	33	20	8	13	1	19	19

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #24: Wolfe Road / Marion Way



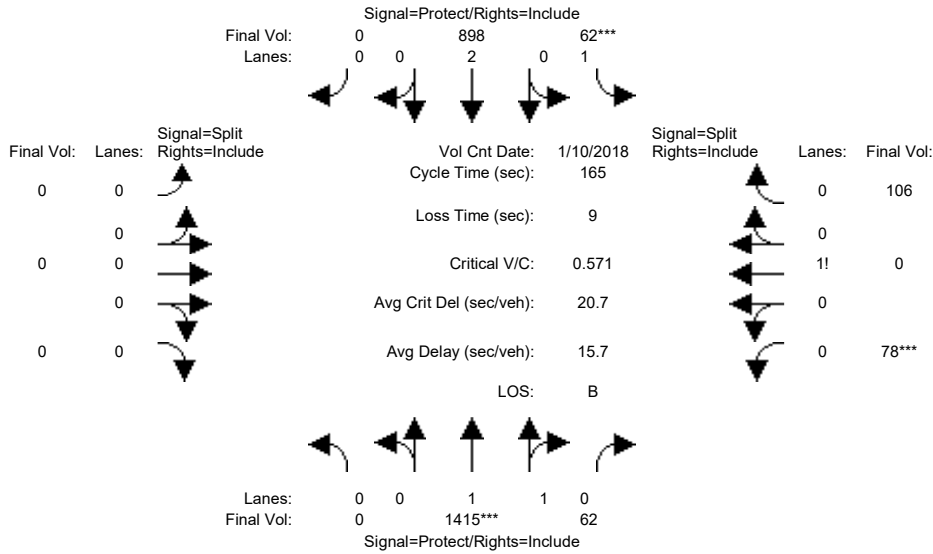
Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	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	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1316	59	62	801	0	0	0	0	71	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1316	59	62	801	0	0	0	0	71	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1316	59	62	801	0	0	0	0	71	0	106
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	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	3541	159	1750	3800	0	0	0	0	702	0	1048
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.04	0.21	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	114	114.1	10.9	125	0.0	0.0	0.0	0.0	31.0	0.0	31.0
Volume/Cap:	0.00	0.54	0.54	0.54	0.28	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	12.7	12.7	79.6	6.2	0.0	0.0	0.0	0.0	62.3	0.0	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	79.6	6.2	0.0	0.0	0.0	0.0	62.3	0.0	62.3
LOS by Move:	A	B	B	E-	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	30	30	7	12	0	0	0	0	17	0	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #24: Wolfe Road / Marion Way



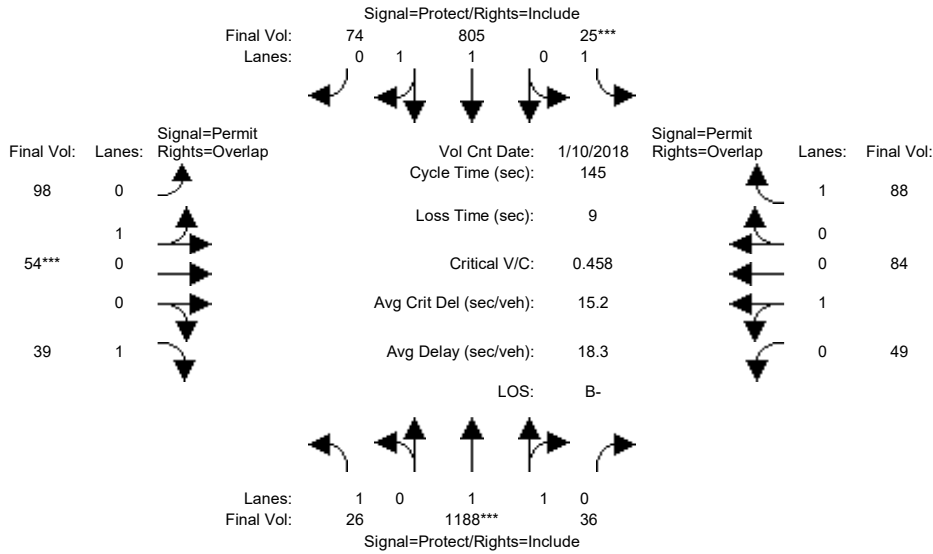
Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	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	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	99	3	0	97	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1415	62	62	898	0	0	0	0	78	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1415	62	62	898	0	0	0	0	78	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1415	62	62	898	0	0	0	0	78	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1415	62	62	898	0	0	0	0	78	0	106
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	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	3545	155	1750	3800	0	0	0	0	742	0	1008
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.04	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	115	115.4	10.2	126	0.0	0.0	0.0	0.0	30.4	0.0	30.4
Volume/Cap:	0.00	0.57	0.57	0.57	0.31	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Delay/Veh:	0.0	12.7	12.7	82.3	6.2	0.0	0.0	0.0	0.0	63.8	0.0	63.8
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:	0.0	12.7	12.7	82.3	6.2	0.0	0.0	0.0	0.0	63.8	0.0	63.8
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	32	32	7	13	0	0	0	0	18	0	18

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1188	36	25	805	74	98	54	39	49	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1188	36	25	805	74	98	54	39	49	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1188	36	25	805	74	98	54	39	49	84	88

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	1.83	0.17	0.64	0.36	1.00	0.37	0.63	1.00
Final Sat.:	1750	3591	109	1750	3388	311	1161	639	1750	663	1137	1750

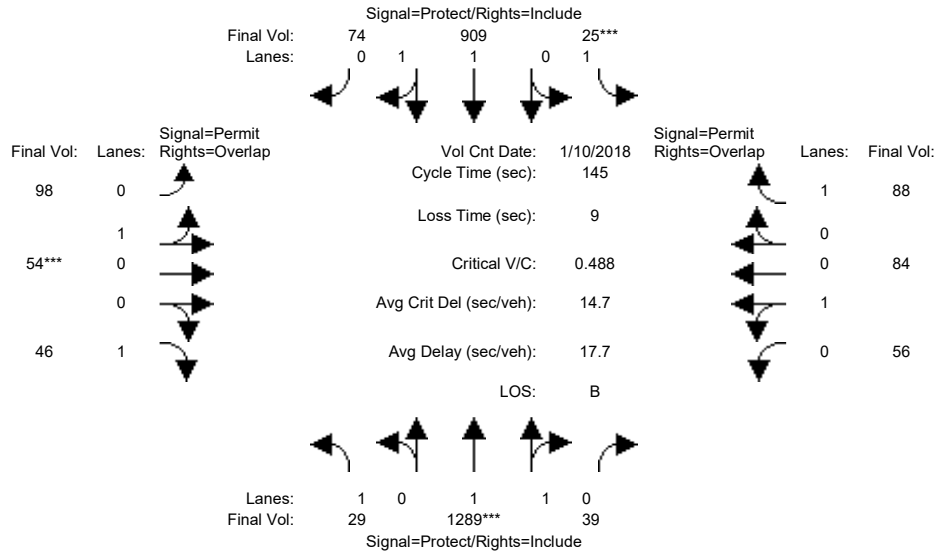
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.01	0.24	0.24	0.08	0.08	0.02	0.07	0.07	0.05
Crit Moves:	****			****			****					
Green Time:	18.5	103	102.8	7.0	91.2	91.2	26.2	26.2	44.8	26.2	26.2	33.2
Volume/Cap:	0.12	0.47	0.47	0.30	0.38	0.38	0.47	0.47	0.07	0.41	0.41	0.22
Delay/Veh:	56.2	9.3	9.3	68.6	13.2	13.2	54.2	54.2	35.5	53.4	53.4	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:	56.2	9.3	9.3	68.6	13.2	13.2	54.2	54.2	35.5	53.4	53.4	45.6
LOS by Move:	E+	A	A	E	B	B	D-	D-	D+	D-	D-	D
HCM2k95thQ:	2	21	21	2	18	18	13	13	3	11	11	7

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	3	101	3	0	104	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1289	39	25	909	74	98	54	46	56	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1289	39	25	909	74	98	54	46	56	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1289	39	25	909	74	98	54	46	56	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	1289	39	25	909	74	98	54	46	56	84	88

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	1.85	0.15	0.64	0.36	1.00	0.40	0.60	1.00
Final Sat.:	1750	3591	109	1750	3421	279	1161	639	1750	720	1080	1750

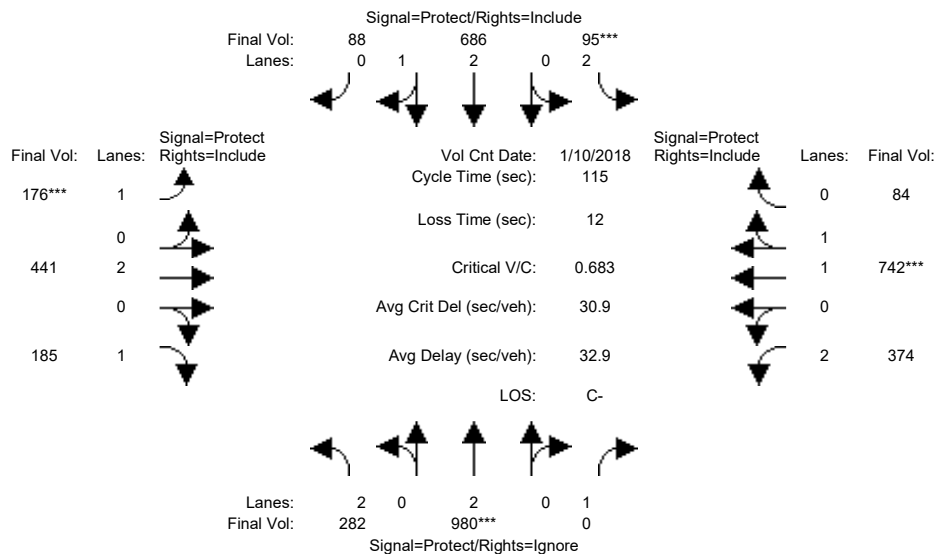
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.01	0.27	0.27	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****					
Green Time:	17.1	104	104.4	7.0	94.3	94.3	24.6	24.6	41.7	24.6	24.6	31.6
Volume/Cap:	0.14	0.50	0.50	0.30	0.41	0.41	0.50	0.50	0.09	0.46	0.46	0.23
Delay/Veh:	57.6	9.0	9.0	68.6	12.2	12.2	55.9	55.9	37.9	55.3	55.3	47.0
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:	57.6	9.0	9.0	68.6	12.2	12.2	55.9	55.9	37.9	55.3	55.3	47.0
LOS by Move:	E+	A	A	E	B	B	E+	E+	D+	E+	E+	D
HCM2k95thQ:	2	23	23	2	19	19	13	13	3	12	12	7

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	282	980	418	95	686	88	176	441	185	374	742	84					
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:	282	980	0	95	686	88	176	441	185	374	742	84					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	282	980	0	95	686	88	176	441	185	374	742	84					
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					
Final Volume:	282	980	0	95	686	88	176	441	185	374	742	84					

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	2.65	0.35	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	4962	637	1750	3800	1750	3150	3323	376

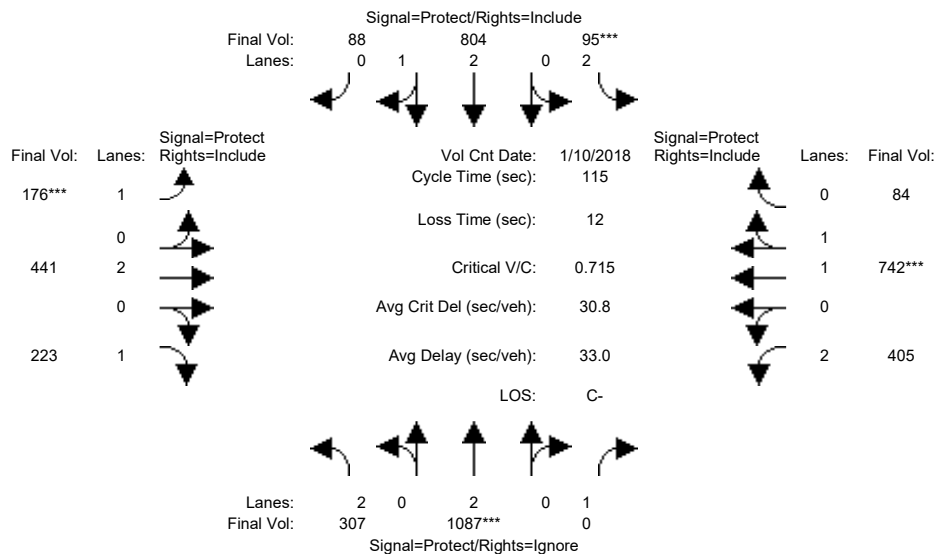
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.03	0.14	0.14	0.10	0.12	0.11	0.12	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	19.5	42.6	0.0	7.0	30.1	30.1	16.6	26.4	26.4	27.0	36.8	36.8
Volume/Cap:	0.53	0.70	0.00	0.50	0.53	0.53	0.70	0.51	0.46	0.51	0.70	0.70
Delay/Veh:	38.6	20.3	0.0	52.0	28.2	28.2	55.1	39.1	39.0	38.7	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	20.3	0.0	52.0	28.2	28.2	55.1	39.1	39.0	38.7	36.0	36.0
LOS by Move:	D+	C+	A	D-	C	C	E+	D	D+	D+	D+	D+
HCM2k95thQ:	10	21	0	4	13	13	12	12	11	12	22	22

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	25	107	21	0	118	0	0	0	38	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1087	439	95	804	88	176	441	223	405	742	84
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:	307	1087	0	95	804	88	176	441	223	405	742	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1087	0	95	804	88	176	441	223	405	742	84
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
Final Volume:	307	1087	0	95	804	88	176	441	223	405	742	84

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	2.69	0.31	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	5047	552	1750	3800	1750	3150	3323	376

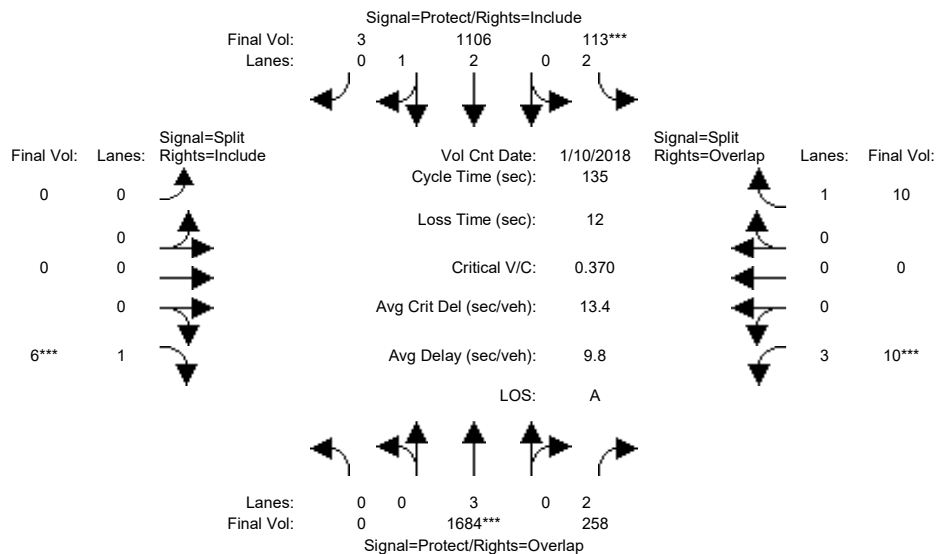
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.03	0.16	0.16	0.10	0.12	0.13	0.13	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	19.7	45.0	0.0	7.0	32.3	32.3	15.8	25.4	25.4	25.6	35.1	35.1
Volume/Cap:	0.57	0.73	0.00	0.50	0.57	0.57	0.73	0.53	0.58	0.58	0.73	0.73
Delay/Veh:	39.1	18.9	0.0	52.0	26.7	26.7	58.4	40.1	42.2	41.1	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	18.9	0.0	52.0	26.7	26.7	58.4	40.1	42.2	41.1	38.2	38.2
LOS by Move:	D	B-	A	D-	C	C	E+	D	D	D	D+	D+
HCM2k95thQ:	11	23	0	4	14	14	12	12	13	14	23	23

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1684	258	113	1106	3	0	0	6	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1684	258	113	1106	3	0	0	6	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1684	258	113	1106	3	0	0	6	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5585	15	0	0	1750	4551	0	1750

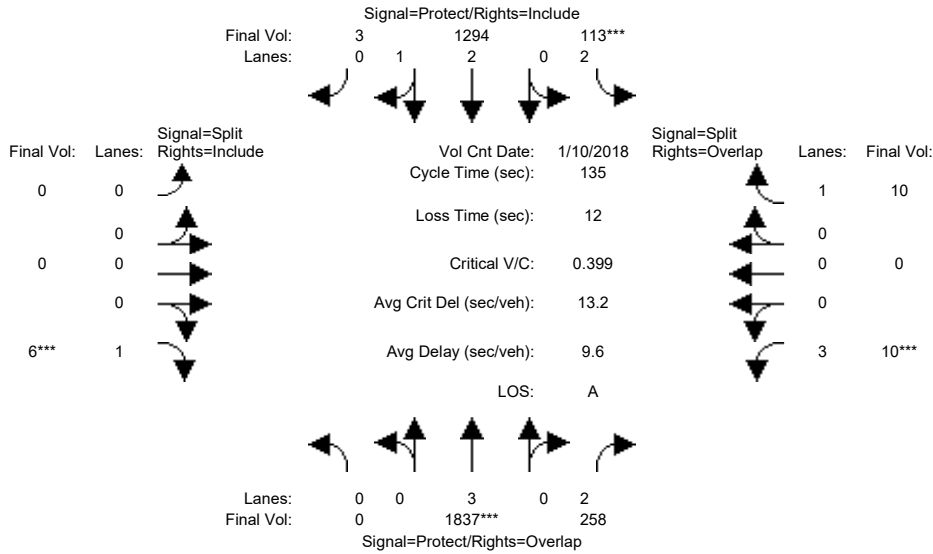
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.04	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	91.8	101.8	11.2	103	103.0	0.0	0.0	10.0	10.0	0.0	21.2
Volume/Cap:	0.00	0.43	0.11	0.43	0.26	0.26	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.5	60.1	4.8	4.8	0.0	0.0	58.2	58.0	0.0	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	4.5	60.1	4.8	4.8	0.0	0.0	58.2	58.0	0.0	48.3
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2k95thQ:	0	19	3	5	9	9	0	0	1	0	0	1

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Housing Rich Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	153	0	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1837	258	113	1294	3	0	0	6	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1837	258	113	1294	3	0	0	6	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1837	258	113	1294	3	0	0	6	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1837	258	113	1294	3	0	0	6	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5587	13	0	0	1750	4551	0	1750

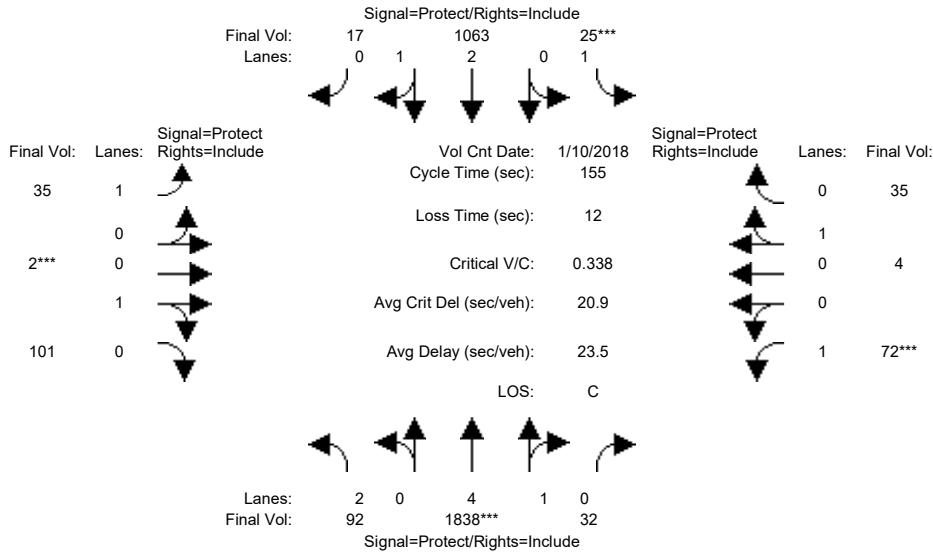
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.08	0.04	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	92.7	102.7	10.3	103	103.0	0.0	0.0	10.0	10.0	0.0	20.3
Volume/Cap:	0.00	0.47	0.11	0.47	0.30	0.30	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.2	61.2	5.0	5.0	0.0	0.0	58.2	58.0	0.0	49.1
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	9.9	4.2	61.2	5.0	5.0	0.0	0.0	58.2	58.0	0.0	49.1
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2k95thQ:	0	21	3	5	11	11	0	0	1	0	0	1

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #28: 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:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1838	32	25	1063	17	35	2	101	72	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1838	32	25	1063	17	35	2	101	72	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1838	32	25	1063	17	35	2	101	72	4	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.91	0.09	1.00	2.95	0.05	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9239	161	1750	5512	88	1750	35	1765	1750	185	1615

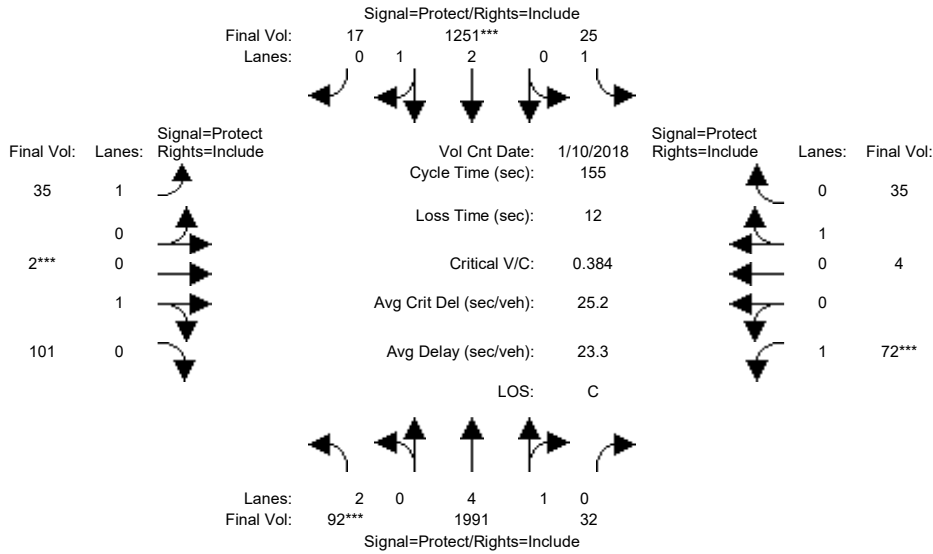
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.01	0.19	0.19	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.6	91.0	91.0	7.0	79.4	79.4	18.5	26.2	26.2	18.8	26.5	26.5
Volume/Cap:	0.24	0.34	0.34	0.32	0.38	0.38	0.17	0.34	0.34	0.34	0.13	0.13
Delay/Veh:	62.2	16.5	16.5	74.0	22.9	22.9	61.7	57.5	57.5	63.3	54.7	54.7
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:	62.2	16.5	16.5	74.0	22.9	22.9	61.7	57.5	57.5	63.3	54.7	54.7
LOS by Move:	E	B	B	E	C+	C+	E	E+	E+	E	D-	D-
HCM2k95thQ:	5	16	16	3	19	19	3	9	9	7	3	3

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	10 Jan 2018	<<	08:00:00 AM
Base Vol:	92 1838	32	25 1063	17	35 2 101 72 4 35
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	92 1838	32	25 1063	17	35 2 101 72 4 35
Added Vol:	0 153	0	0 188	0	0 0 0 0 0 0 0
PasserByVol:	0 0	0	0 0	0	0 0 0 0 0 0 0
Initial Fut:	92 1991	32	25 1251	17	35 2 101 72 4 35
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	92 1991	32	25 1251	17	35 2 101 72 4 35
Reduct Vol:	0 0	0	0 0	0	0 0 0 0 0 0 0
Reduced Vol:	92 1991	32	25 1251	17	35 2 101 72 4 35
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	92 1991	32	25 1251	17	35 2 101 72 4 35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.92	0.08	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9251	149	1750	5525	75	1750	35	1765	1750	185	1615

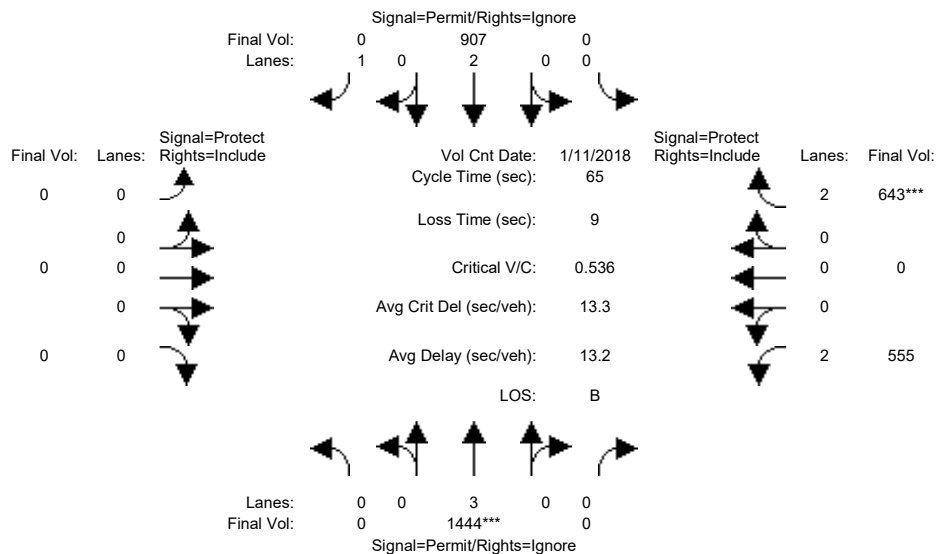
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.01	0.23	0.23	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	11.8	85.4	85.4	17.9	91.5	91.5	16.4	23.1	23.1	16.6	23.4	23.4
Volume/Cap:	0.38	0.39	0.39	0.12	0.38	0.38	0.19	0.38	0.38	0.38	0.14	0.14
Delay/Veh:	69.2	20.0	20.0	61.8	16.9	16.9	63.8	60.4	60.4	65.7	57.4	57.4
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:	69.2	20.0	20.0	61.8	16.9	16.9	63.8	60.4	60.4	65.7	57.4	57.4
LOS by Move:	E	B-	B-	E	B	B	E	E	E	E	E+	E+
HCM2k95thQ:	5	19	19	2	19	19	4	9	9	7	3	3

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #29: Wolfe Road / I-280 Ramp (North)



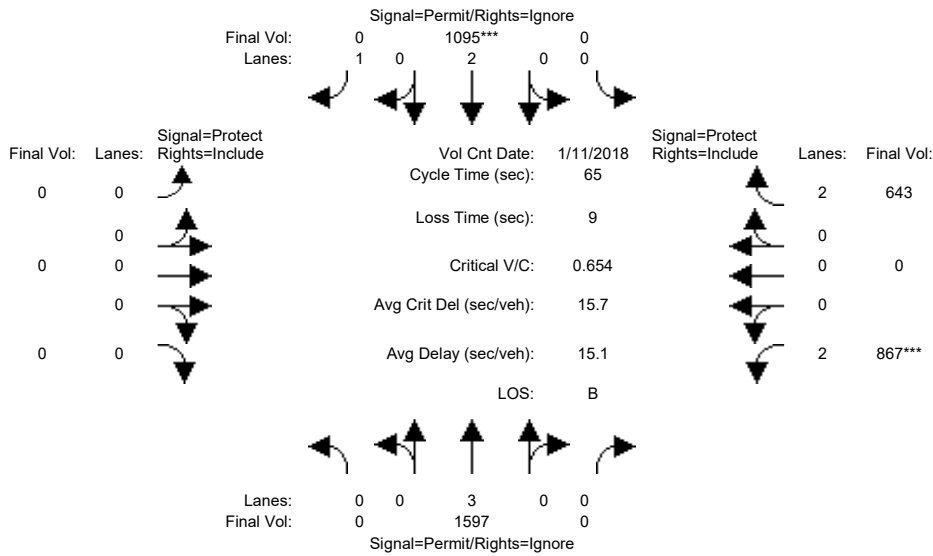
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	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	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1444	406	0	907	429	0	0	0	555	0	643
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1444	0	0	907	0	0	0	0	555	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1444	0	0	907	0	0	0	0	555	0	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1444	0	0	907	0	0	0	0	555	0	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.20
Crit Moves:	****											
Green Time:	0.0	31.3	0.0	0.0	31.3	0.0	0.0	0.0	0.0	24.7	0.0	24.7
Volume/Cap:	0.00	0.54	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Delay/Veh:	0.0	12.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0	15.4	0.0	16.1
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	12.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0	15.4	0.0	16.1
LOS by Move:	A	B	A	A	B+	A	A	A	A	B	A	B
HCM2k95thQ:	0	7	0	0	6	0	0	0	0	10	0	13

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #29: Wolfe Road / I-280 Ramp (North)



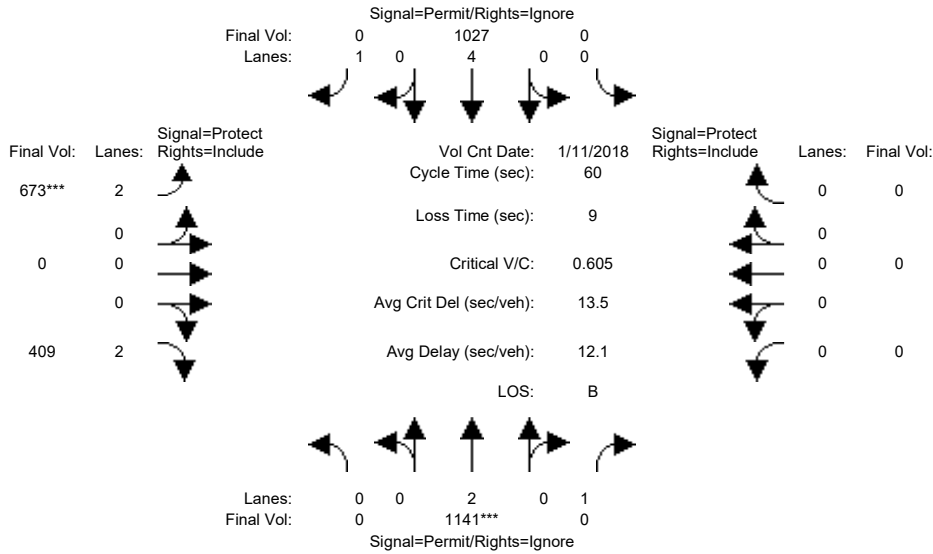
Street Name:	Wolfe Road						I-280 Ramp (North)						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10	
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM													
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643	
Growth Adj:	1.00	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	1444	406	0	907	429	0	0	0	555	0	643	
Added Vol:	0	153	169	0	188	0	0	0	0	312	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1597	575	0	1095	429	0	0	0	867	0	643	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	1597	0	0	1095	0	0	0	0	867	0	643	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1597	0	0	1095	0	0	0	0	867	0	643	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	1597	0	0	1095	0	0	0	0	867	0	643	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.29	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.28	0.00	0.20	
Crit Moves:							****						
Green Time:	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	27.4	0.0	27.4	
Volume/Cap:	0.00	0.65	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.48	
Delay/Veh:	0.0	14.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	16.2	0.0	14.0	
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	14.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	16.2	0.0	14.0	
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B	
HCM2k95thQ:	0	11	0	0	11	0	0	0	0	17	0	12	

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



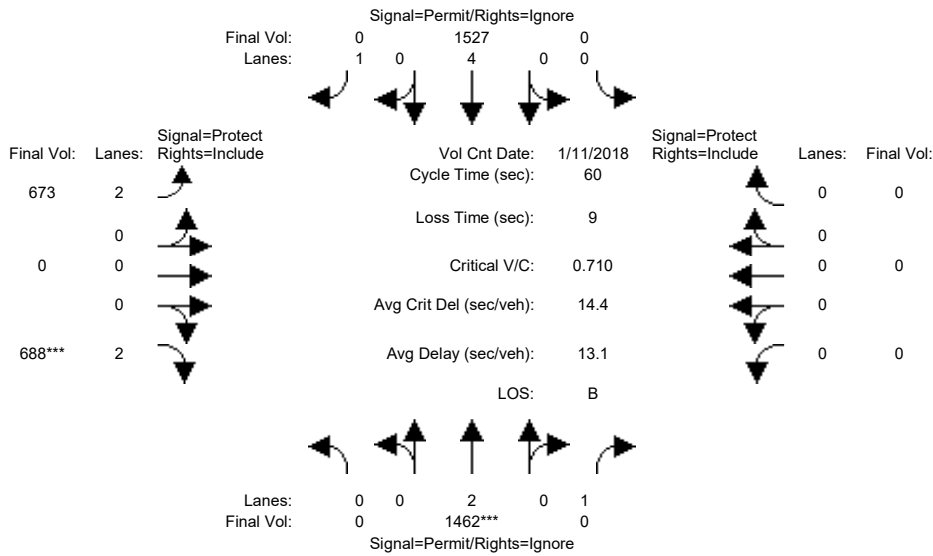
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1141	475	0	1027	394	673	0	409	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	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1141	475	0	1027	394	673	0	409	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1141	0	0	1027	0	673	0	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1141	0	0	1027	0	673	0	409	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1141	0	0	1027	0	673	0	409	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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.14	0.00	0.21	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	29.8	0.0	0.0	29.8	0.0	21.2	0.0	21.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.00	0.00	0.27	0.00	0.60	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	11.4	0.0	0.0	8.8	0.0	16.9	0.0	14.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	0.0	0.0	8.8	0.0	16.9	0.0	14.6	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	9	0	0	2	0	13	0	7	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



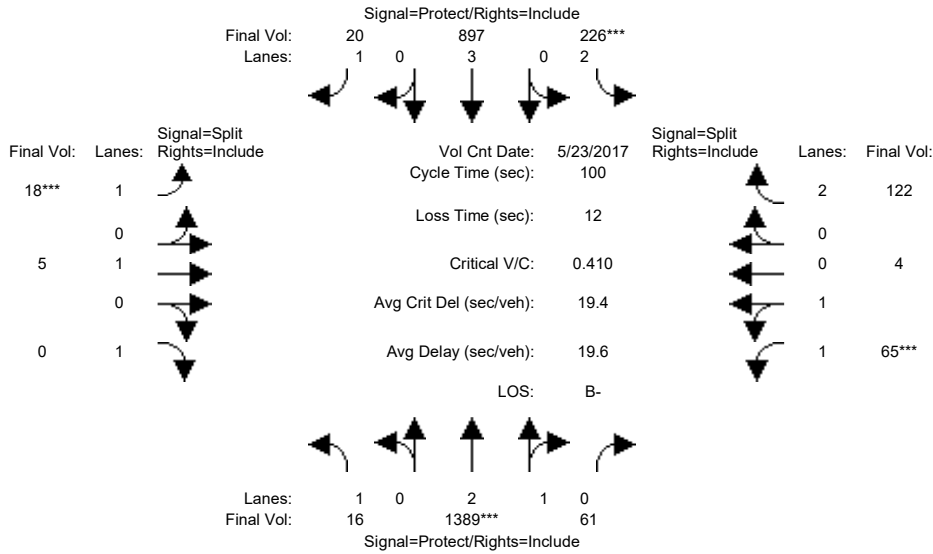
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1141	475	0	1027	394	673	0	409	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	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	321	158	0	500	0	0	0	279	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1462	633	0	1527	394	673	0	688	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1462	0	0	1527	0	673	0	688	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1462	0	0	1527	0	673	0	688	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1462	0	0	1527	0	673	0	688	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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.20	0.00	0.21	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	32.5	0.0	0.0	32.5	0.0	18.5	0.0	18.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.00	0.00	0.37	0.00	0.69	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	11.4	0.0	0.0	7.9	0.0	20.5	0.0	20.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	0.0	0.0	7.9	0.0	20.5	0.0	20.9	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	11	0	0	2	0	15	0	16	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1389	61	226	897	20	18	5	0	65	4	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1389	61	226	897	20	18	5	0	65	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1389	61	226	897	20	18	5	0	65	4	122

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	0.93	0.95	0.83
Lanes:	1.00	2.87	0.13	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5364	236	3150	5700	1750	1750	1900	1750	3344	206	3150

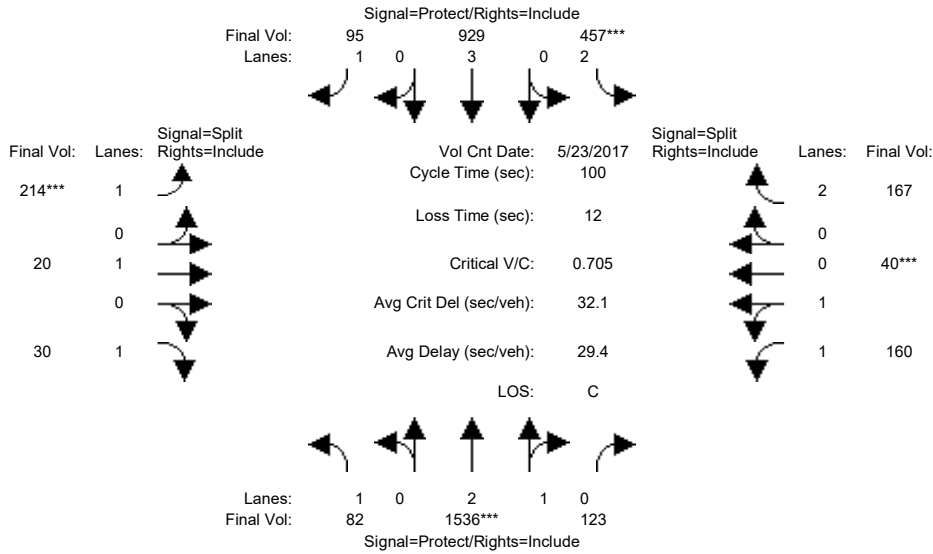
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.07	0.16	0.01	0.01	0.00	0.00	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	20.9	53.2	53.2	14.8	47.1	47.1	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.49	0.49	0.49	0.33	0.02	0.10	0.03	0.00	0.19	0.19	0.39
Delay/Veh:	31.6	14.9	14.9	39.9	16.7	14.2	41.2	40.7	0.0	41.6	41.6	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	14.9	14.9	39.9	16.7	14.2	41.2	40.7	0.0	41.6	41.6	42.9
LOS by Move:	C	B	B	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	1	18	18	8	11	1	1	0	0	2	2	4

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	66	147	62	231	32	75	196	15	30	95	36	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1536	123	457	929	95	214	20	30	160	40	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1536	123	457	929	95	214	20	30	160	40	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1536	123	457	929	95	214	20	30	160	40	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	1536	123	457	929	95	214	20	30	160	40	167

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	0.93	0.95	0.83
Lanes:	1.00	2.77	0.23	2.00	3.00	1.00	1.00	1.00	1.00	1.61	0.39	2.00
Final Sat.:	1750	5184	415	3150	5700	1750	1750	1900	1750	2840	710	3150

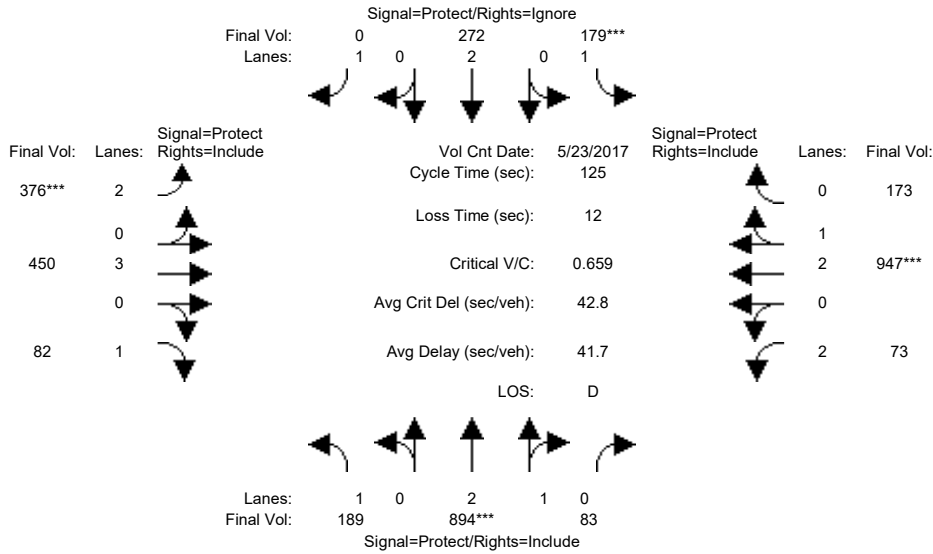
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.15	0.16	0.05	0.12	0.01	0.02	0.06	0.06	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.4	41.0	41.0	20.1	42.7	42.7	16.9	16.9	16.9	10.0	10.0	10.0
Volume/Cap:	0.26	0.72	0.72	0.72	0.38	0.13	0.72	0.06	0.10	0.56	0.56	0.53
Delay/Veh:	35.4	25.9	25.9	41.5	19.7	17.4	47.8	35.0	35.3	45.0	45.0	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	25.9	25.9	41.5	19.7	17.4	47.8	35.0	35.3	45.0	45.0	44.5
LOS by Move:	D+	C	C	D	B-	B	D	C-	D+	D	D	D
HCM2k95thQ:	5	27	27	15	12	4	16	1	2	6	6	6

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	894	83	179	272	475	376	450	82	73	947	173
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	894	83	179	272	0	376	450	82	73	947	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	894	83	179	272	0	376	450	82	73	947	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	894	83	179	272	0	376	450	82	73	947	173

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	2.74	0.26	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.52	0.48
Final Sat.:	1750	5124	476	1750	3800	1750	3150	5700	1750	3150	4734	865

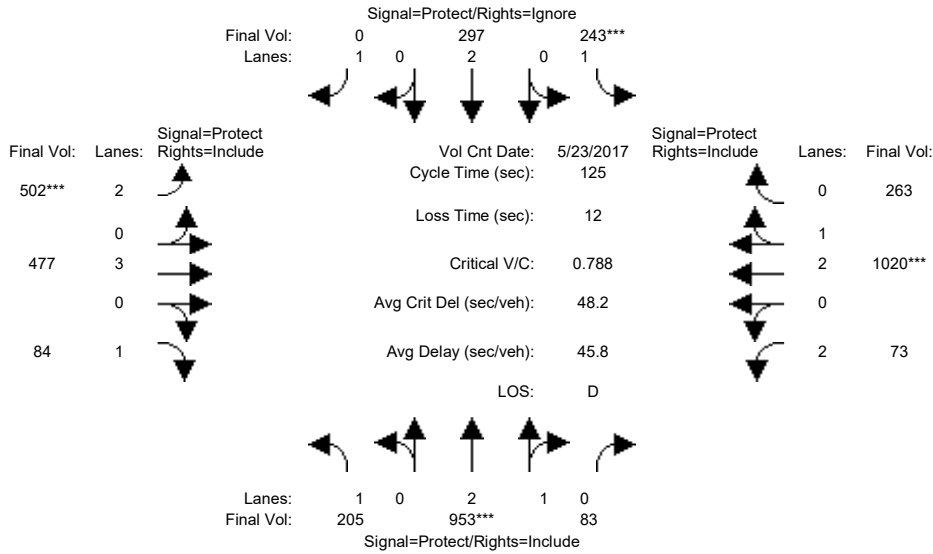
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.10	0.07	0.00	0.12	0.08	0.05	0.02	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	30.1	33.1	33.1	19.4	22.3	0.0	22.6	35.6	35.6	24.9	37.9	37.9
Volume/Cap:	0.45	0.66	0.66	0.66	0.40	0.00	0.66	0.28	0.16	0.12	0.66	0.66
Delay/Veh:	41.1	42.1	42.1	55.6	45.8	0.0	50.5	34.8	33.7	41.1	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:	41.1	42.1	42.1	55.6	45.8	0.0	50.5	34.8	33.7	41.1	38.9	38.9
LOS by Move:	D	D	D	E+	D	A	D	C-	C-	D	D+	D+
HCM2k95thQ:	12	19	19	15	9	0	14	7	4	2	20	20

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	16	59	0	64	25	59	126	27	2	0	73	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	953	83	243	297	534	502	477	84	73	1020	263
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	953	83	243	297	0	502	477	84	73	1020	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	953	83	243	297	0	502	477	84	73	1020	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	953	83	243	297	0	502	477	84	73	1020	263

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	2.75	0.25	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.36	0.64
Final Sat.:	1750	5151	449	1750	3800	1750	3150	5700	1750	3150	4451	1148

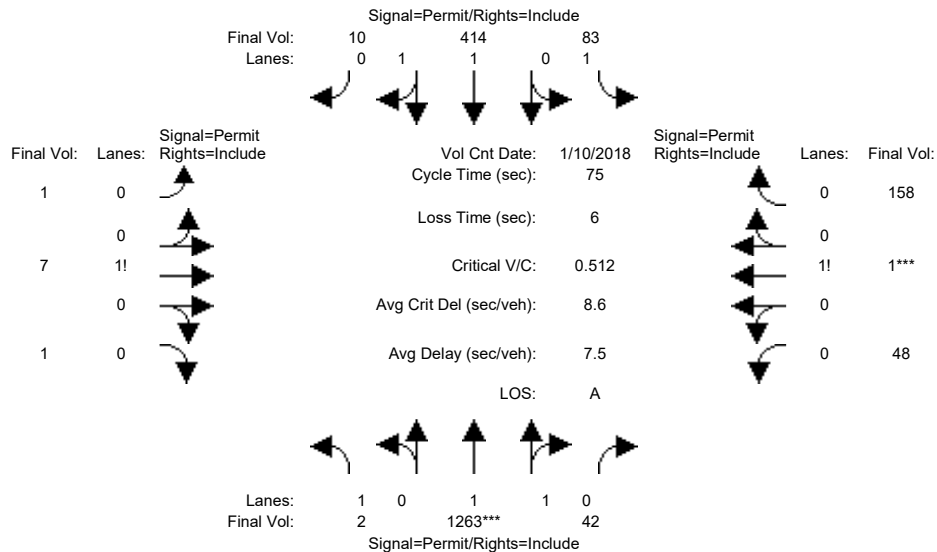
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.14	0.08	0.00	0.16	0.08	0.05	0.02	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	30.5	29.3	29.3	22.0	20.8	0.0	25.3	36.9	36.9	24.7	36.4	36.4
Volume/Cap:	0.48	0.79	0.79	0.79	0.47	0.00	0.79	0.28	0.16	0.12	0.79	0.79
Delay/Veh:	41.3	48.2	48.2	62.0	47.6	0.0	53.8	34.0	32.7	41.3	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	48.2	48.2	62.0	47.6	0.0	53.8	34.0	32.7	41.3	43.4	43.4
LOS by Move:	D	D	D	E	D	A	D-	C-	C-	D	D	D
HCM2k95thQ:	13	23	23	21	10	0	20	7	4	2	25	25

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1263	42	83	414	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1263	42	83	414	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1263	42	83	414	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.95	0.05	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3581	119	1750	3613	87	194	1361	194	406	8	1336

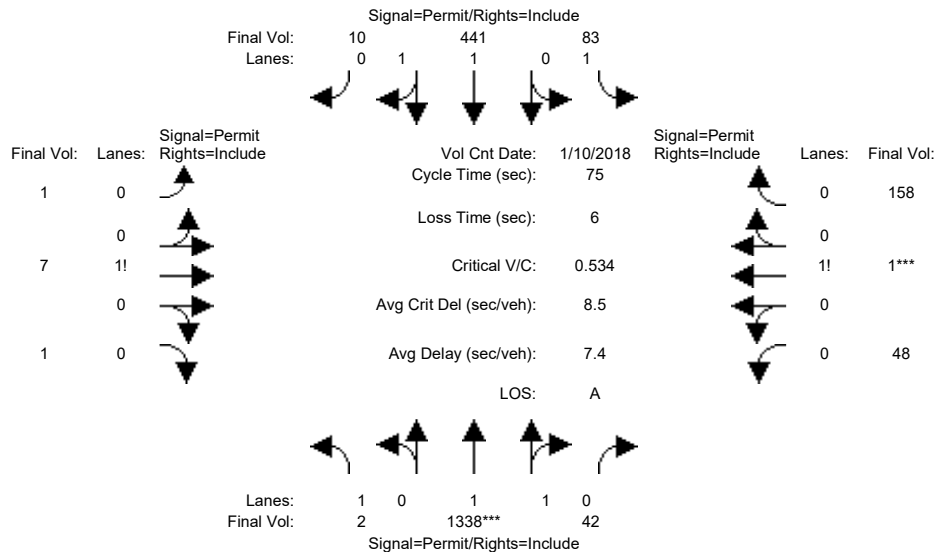
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.11	0.11	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	51.7	51.7	51.7	51.7	51.7	51.7	17.3	17.3	17.3	17.3	17.3	17.3
Volume/Cap:	0.00	0.51	0.51	0.07	0.17	0.17	0.02	0.02	0.02	0.51	0.51	0.51
Delay/Veh:	3.6	5.8	5.8	3.8	4.1	4.1	22.3	22.3	22.3	26.3	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	5.8	5.8	3.8	4.1	4.1	22.3	22.3	22.3	26.3	26.3	26.3
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2k95thQ:	0	14	14	1	4	4	0	0	0	10	10	10

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	75	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1338	42	83	441	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1338	42	83	441	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1338	42	83	441	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1338	42	83	441	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.95	0.05	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3587	113	1750	3618	82	194	1361	194	406	8	1336

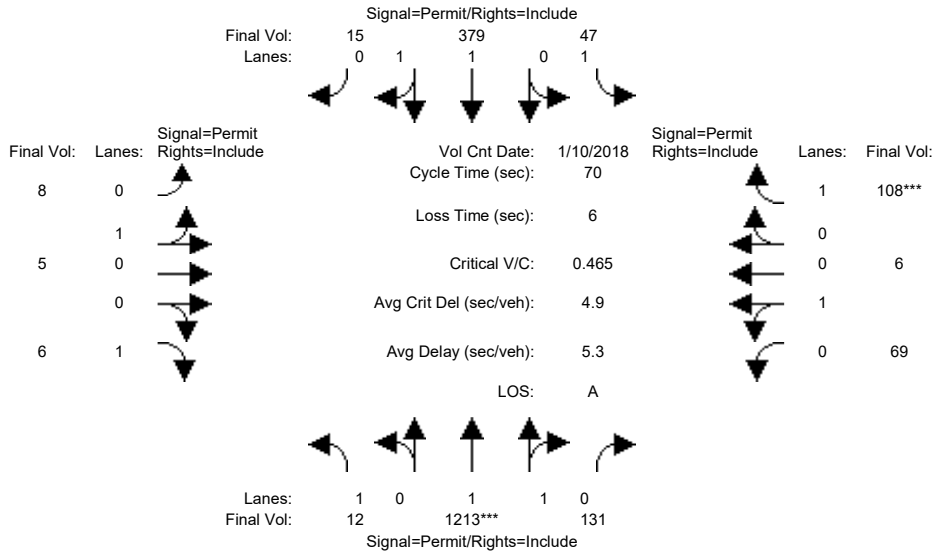
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.05	0.12	0.12	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	52.4	52.4	52.4	52.4	52.4	52.4	16.6	16.6	16.6	16.6	16.6	16.6
Volume/Cap:	0.00	0.53	0.53	0.07	0.17	0.17	0.02	0.02	0.02	0.53	0.53	0.53
Delay/Veh:	3.4	5.7	5.7	3.6	3.9	3.9	22.9	22.9	22.9	27.2	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	5.7	5.7	3.6	3.9	3.9	22.9	22.9	22.9	27.2	27.2	27.2
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2k95thQ:	0	15	15	1	4	4	0	0	0	10	10	10

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	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	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1213	131	47	379	15	8	5	6	69	6	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:	12	1213	131	47	379	15	8	5	6	69	6	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1213	131	47	379	15	8	5	6	69	6	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
Final Volume:	12	1213	131	47	379	15	8	5	6	69	6	108

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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3339	361	1750	3559	141	1108	692	1750	1656	144	1750

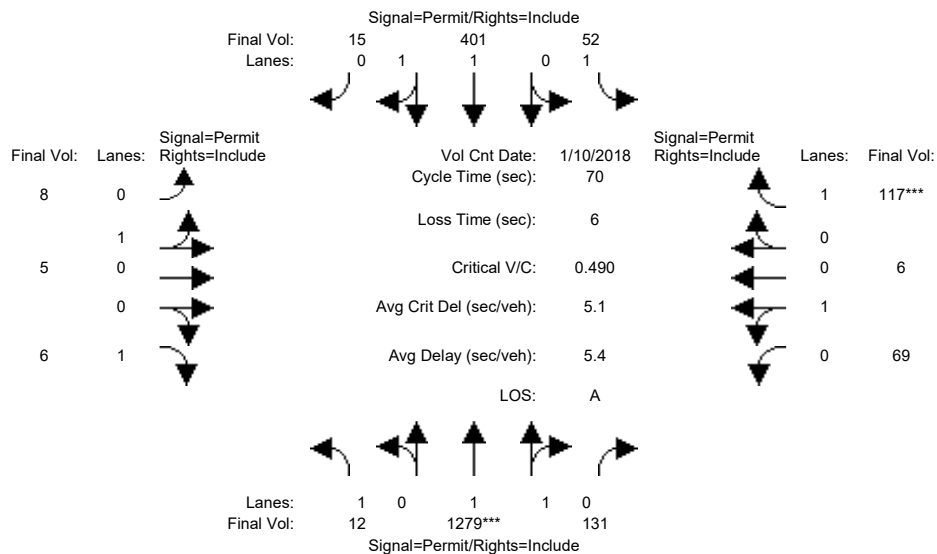
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.03	0.11	0.11	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											****
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.47	0.47	0.03	0.14	0.14	0.05	0.05	0.02	0.29	0.29	0.43
Delay/Veh:	1.8	3.0	3.0	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
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:	1.8	3.0	3.0	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	10	10	1	2	2	1	1	0	4	4	6

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	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	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	66	0	5	22	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1279	131	52	401	15	8	5	6	69	6	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1279	131	52	401	15	8	5	6	69	6	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1279	131	52	401	15	8	5	6	69	6	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1279	131	52	401	15	8	5	6	69	6	117

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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.81	0.19	1.00	1.93	0.07	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3356	344	1750	3566	133	1108	692	1750	1656	144	1750

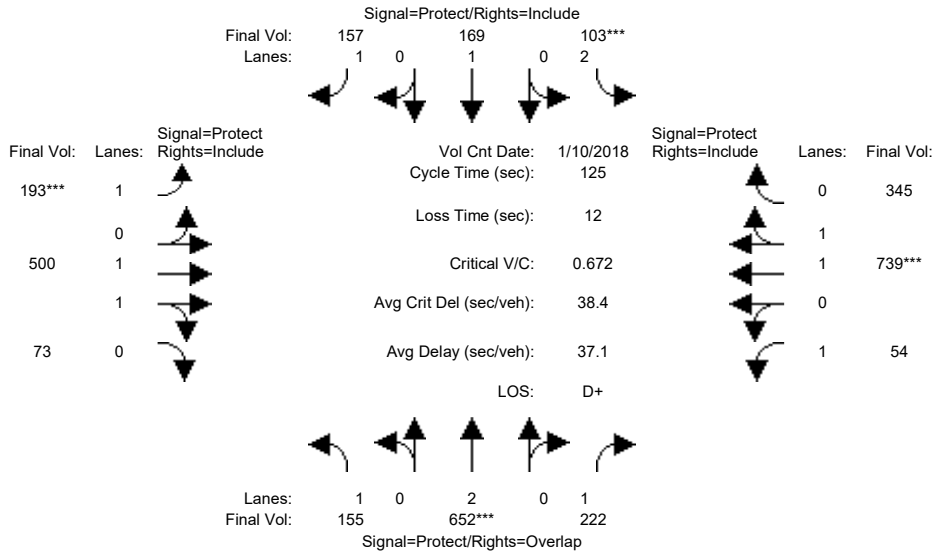
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.03	0.11	0.11	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****											****
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.49	0.49	0.04	0.15	0.15	0.05	0.05	0.02	0.29	0.29	0.47
Delay/Veh:	1.8	3.1	3.1	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
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:	1.8	3.1	3.1	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	11	11	1	2	2	1	1	0	4	4	6

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	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	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	652	222	103	169	157	193	500	73	54	739	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	652	222	103	169	157	193	500	73	54	739	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	652	222	103	169	157	193	500	73	54	739	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	652	222	103	169	157	193	500	73	54	739	345

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.35	0.65
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2522	1177

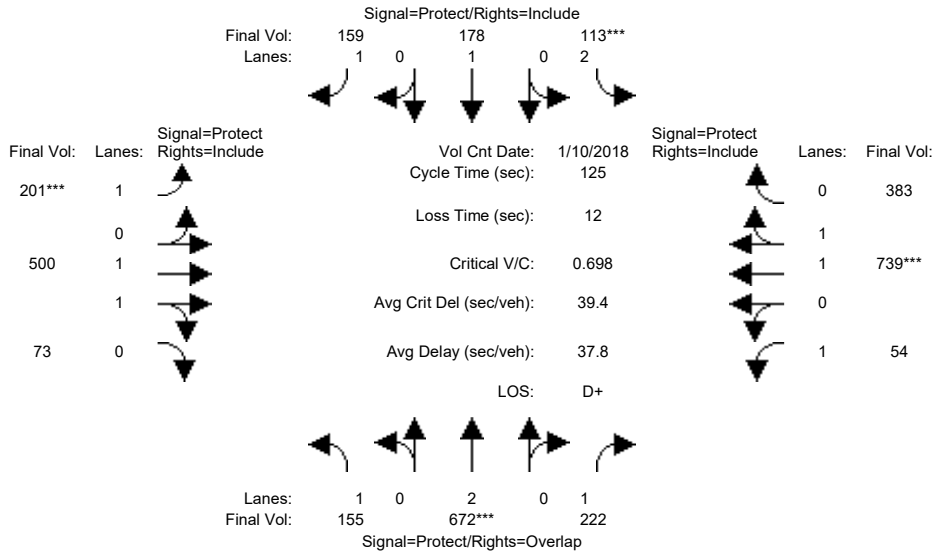
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.03	0.09	0.09	0.11	0.15	0.15	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	19.2	31.6	51.4	7.0	19.4	19.4	20.3	54.6	54.6	19.7	54.0	54.0
Volume/Cap:	0.58	0.68	0.31	0.58	0.57	0.58	0.68	0.35	0.35	0.20	0.68	0.68
Delay/Veh:	52.2	44.1	25.1	62.5	51.6	52.0	55.7	23.6	23.6	46.1	29.7	29.7
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:	52.2	44.1	25.1	62.5	51.6	52.0	55.7	23.6	23.6	46.1	29.7	29.7
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2k95thQ:	11	20	11	5	12	12	15	14	14	4	30	30

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	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	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	20	0	10	9	2	8	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	672	222	113	178	159	201	500	73	54	739	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	672	222	113	178	159	201	500	73	54	739	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	672	222	113	178	159	201	500	73	54	739	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	672	222	113	178	159	201	500	73	54	739	383

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.30	0.70
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2436	1263

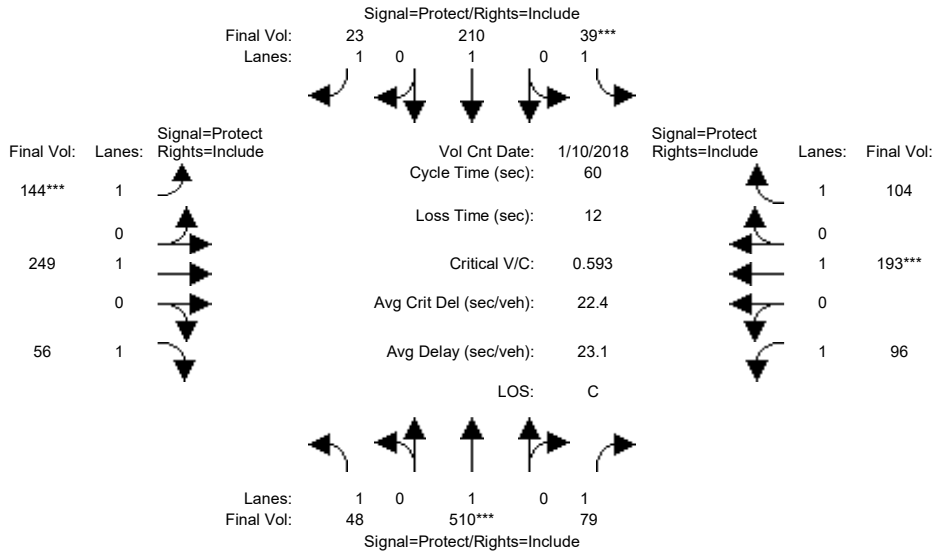
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.04	0.09	0.09	0.11	0.15	0.15	0.03	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	18.7	31.5	51.3	7.0	19.8	19.8	20.5	54.7	54.7	19.8	54.0	54.0
Volume/Cap:	0.59	0.70	0.31	0.64	0.59	0.57	0.70	0.35	0.35	0.19	0.70	0.70
Delay/Veh:	53.2	44.8	25.1	65.5	52.0	51.6	57.0	23.5	23.5	46.0	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	44.8	25.1	65.5	52.0	51.6	57.0	23.5	23.5	46.0	30.3	30.3
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2k95thQ:	11	21	11	5	12	12	15	14	14	4	31	31

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	510	79	39	210	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	510	79	39	210	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	510	79	39	210	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	510	79	39	210	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

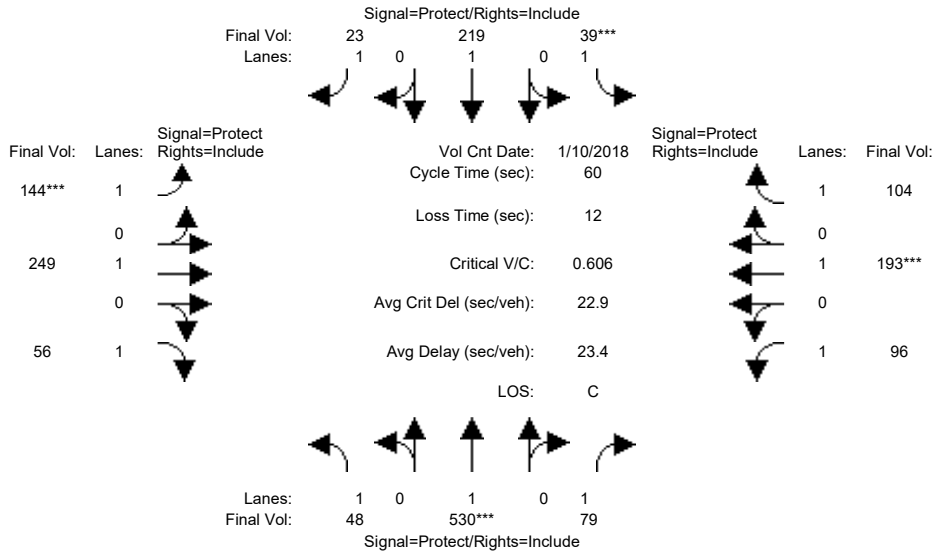
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.05	0.02	0.11	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	23.7	23.7	7.0	18.1	18.1	7.3	10.2	10.2	7.1	10.0	10.0
Volume/Cap:	0.13	0.68	0.11	0.19	0.37	0.04	0.68	0.77	0.19	0.46	0.61	0.36
Delay/Veh:	19.4	17.5	11.6	24.4	16.9	14.9	33.8	34.9	21.7	26.3	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	17.5	11.6	24.4	16.9	14.9	33.8	34.9	21.7	26.3	26.6	22.9
LOS by Move:	B-	B	B+	C	B	B	C-	C-	C+	C	C	C+
HCM2k95thQ:	2	15	2	1	6	1	8	13	2	5	9	4

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	20	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	530	79	39	219	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	530	79	39	219	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	530	79	39	219	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	530	79	39	219	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

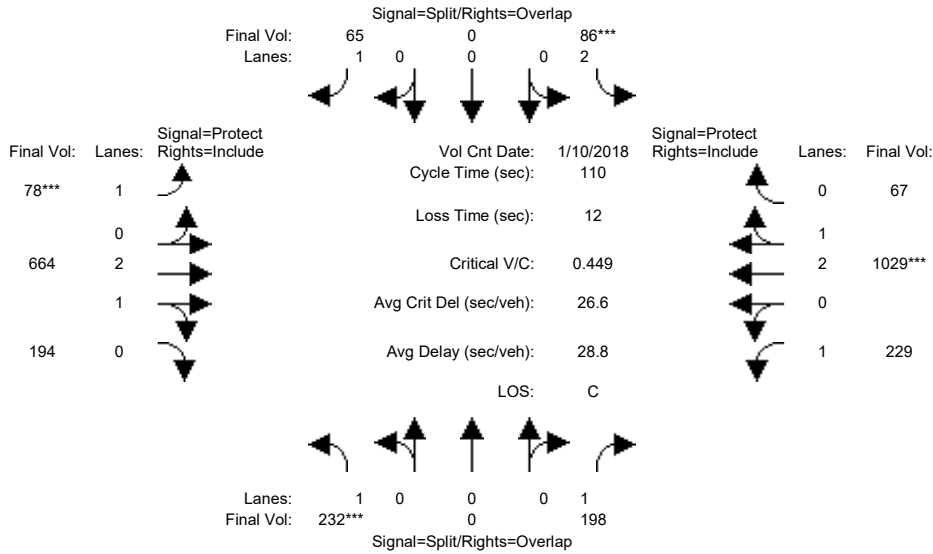
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.05	0.02	0.12	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	23.9	23.9	7.0	18.2	18.2	7.1	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.70	0.11	0.19	0.38	0.04	0.70	0.78	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	17.9	11.4	24.4	16.9	14.8	35.6	35.9	21.8	26.4	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	17.9	11.4	24.4	16.9	14.8	35.6	35.9	21.8	26.4	26.6	22.9
LOS by Move:	B-	B	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2k95thQ:	2	16	2	1	6	1	9	13	2	5	9	4

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	232	0	198	86	0	65	78	664	194	229	1029	67					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	232	0	198	86	0	65	78	664	194	229	1029	67					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	232	0	198	86	0	65	78	664	194	229	1029	67					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	232	0	198	86	0	65	78	664	194	229	1029	67					

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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.30	0.70	1.00	2.81	0.19
Final Sat.:	1750	0	1750	3150	0	1750	1750	4332	1266	1750	5257	342

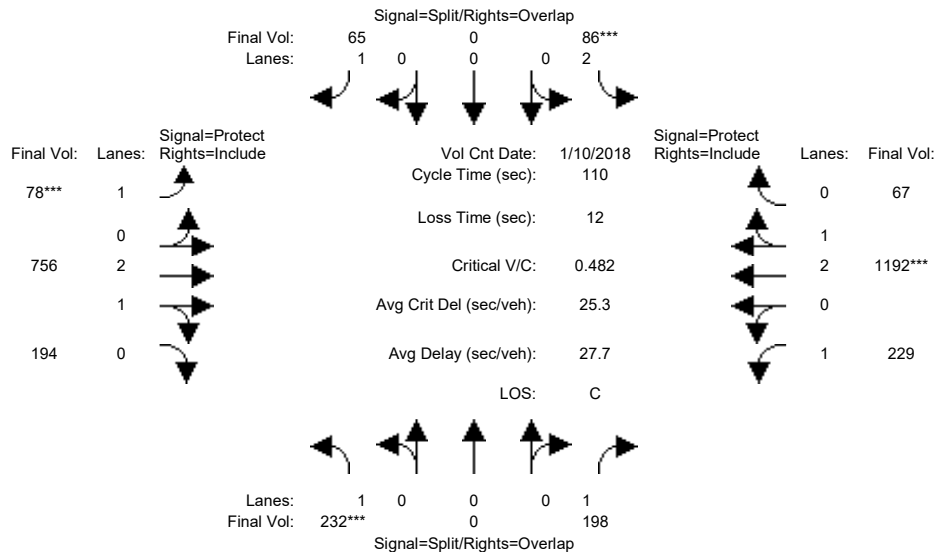
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.15	0.15	0.13	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	32.5	0.0	59.6	6.7	0.0	17.6	10.9	31.7	31.7	27.1	47.9	47.9
Volume/Cap:	0.45	0.00	0.21	0.45	0.00	0.23	0.45	0.53	0.53	0.53	0.45	0.45
Delay/Veh:	32.1	0.0	13.1	51.6	0.0	40.7	48.6	33.2	33.2	37.2	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	13.1	51.6	0.0	40.7	48.6	33.2	33.2	37.2	21.9	21.9
LOS by Move:	C-	A	B	D-	A	D	D	C-	C-	D+	C+	C+
HCM2k95thQ:	13	0	7	5	0	4	5	15	15	13	16	16

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67					
Added Vol:	0	0	0	0	0	0	0	92	0	0	163	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	232	0	198	86	0	65	78	756	194	229	1192	67					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	232	0	198	86	0	65	78	756	194	229	1192	67					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	232	0	198	86	0	65	78	756	194	229	1192	67					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	232	0	198	86	0	65	78	756	194	229	1192	67					

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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.36	0.64	1.00	2.83	0.17
Final Sat.:	1750	0	1750	3150	0	1750	1750	4455	1143	1750	5302	298

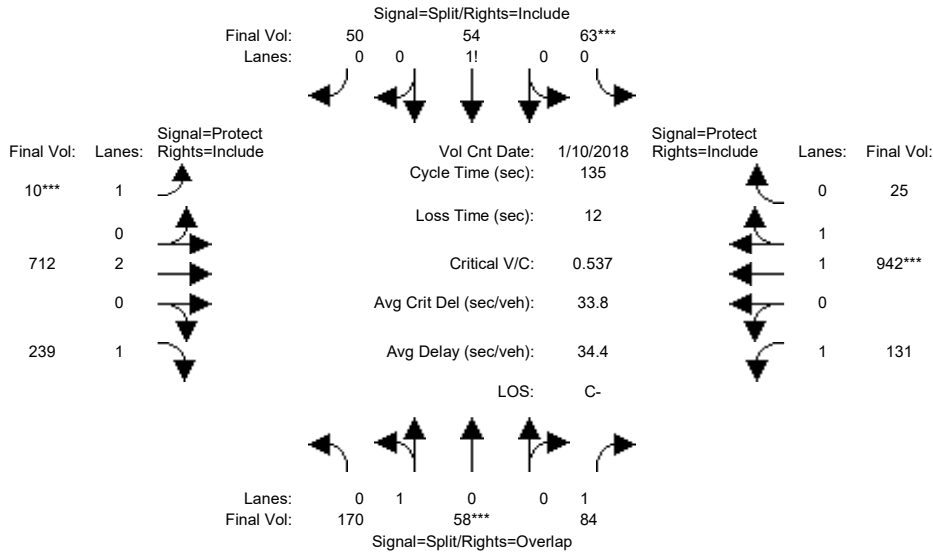
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.17	0.17	0.13	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	30.3	0.0	57.0	6.2	0.0	16.4	10.2	34.7	34.7	26.8	51.3	51.3
Volume/Cap:	0.48	0.00	0.22	0.48	0.00	0.25	0.48	0.54	0.54	0.54	0.48	0.48
Delay/Veh:	34.1	0.0	14.5	52.4	0.0	41.9	49.7	31.4	31.4	37.6	20.3	20.3
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:	34.1	0.0	14.5	52.4	0.0	41.9	49.7	31.4	31.4	37.6	20.3	20.3
LOS by Move:	C-	A	B	D-	A	D	D	C	C	D+	C+	C+
HCM2k95thQ:	14	0	8	5	0	5	5	16	16	13	17	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	84	63	54	50	10	712	239	131	942	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	84	63	54	50	10	712	239	131	942	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	84	63	54	50	10	712	239	131	942	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	84	63	54	50	10	712	239	131	942	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3604	96

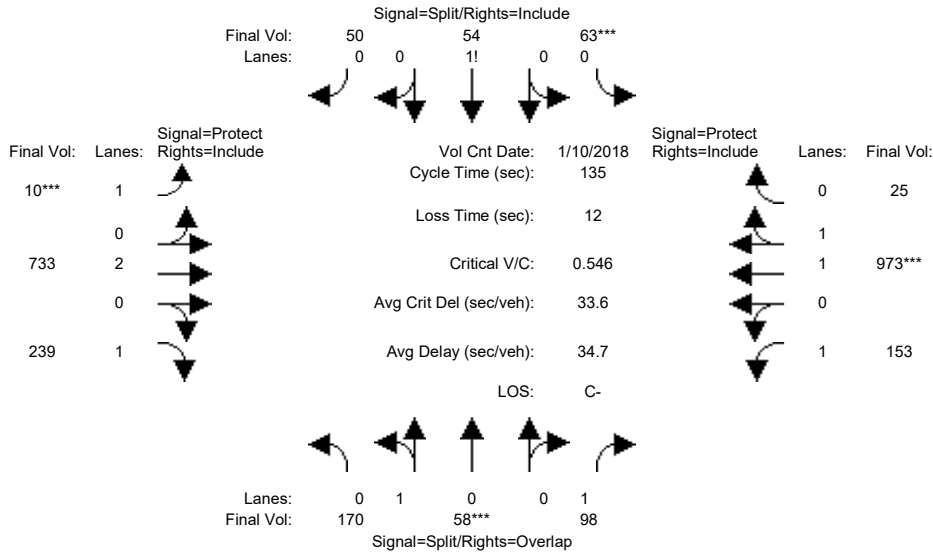
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.10	0.10	0.10	0.01	0.19	0.14	0.07	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.4	30.4	50.3	22.9	22.9	22.9	7.0	49.8	49.8	19.9	62.7	62.7
Volume/Cap:	0.56	0.56	0.13	0.56	0.56	0.56	0.11	0.51	0.37	0.51	0.56	0.56
Delay/Veh:	48.2	48.2	28.0	53.9	53.9	53.9	61.6	33.4	31.5	54.7	26.6	26.6
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	48.2	28.0	53.9	53.9	53.9	61.6	33.4	31.5	54.7	26.6	26.6
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C	D-	C	C
HCM2k95thQ:	16	16	5	14	14	14	1	20	14	10	24	24

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	14	0	0	0	0	21	0	22	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	98	63	54	50	10	733	239	153	973	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	98	63	54	50	10	733	239	153	973	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	98	63	54	50	10	733	239	153	973	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	98	63	54	50	10	733	239	153	973	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3607	93

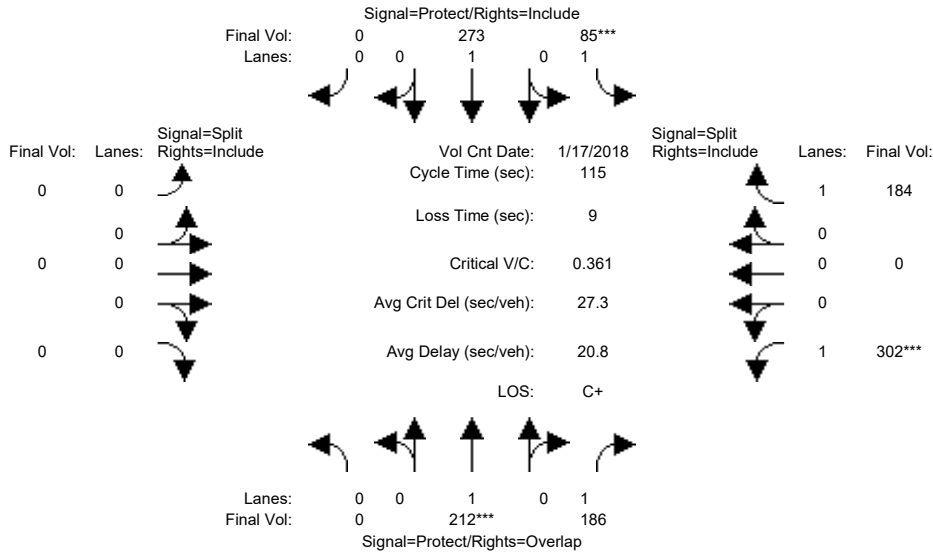
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.06	0.10	0.10	0.10	0.01	0.19	0.14	0.09	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	29.9	29.9	51.9	22.5	22.5	22.5	7.0	48.6	48.6	22.0	63.6	63.6
Volume/Cap:	0.57	0.57	0.15	0.57	0.57	0.57	0.11	0.54	0.38	0.54	0.57	0.57
Delay/Veh:	48.9	48.9	27.2	54.5	54.5	54.5	61.6	34.7	32.4	53.8	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	48.9	27.2	54.5	54.5	54.5	61.6	34.7	32.4	53.8	26.3	26.3
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C-	D-	C	C
HCM2k95thQ:	16	16	5	14	14	14	1	21	14	11	25	25

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212	186	85	273	0	0	0	0	302	0	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
Final Volume:	0	212	186	85	273	0	0	0	0	302	0	184

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

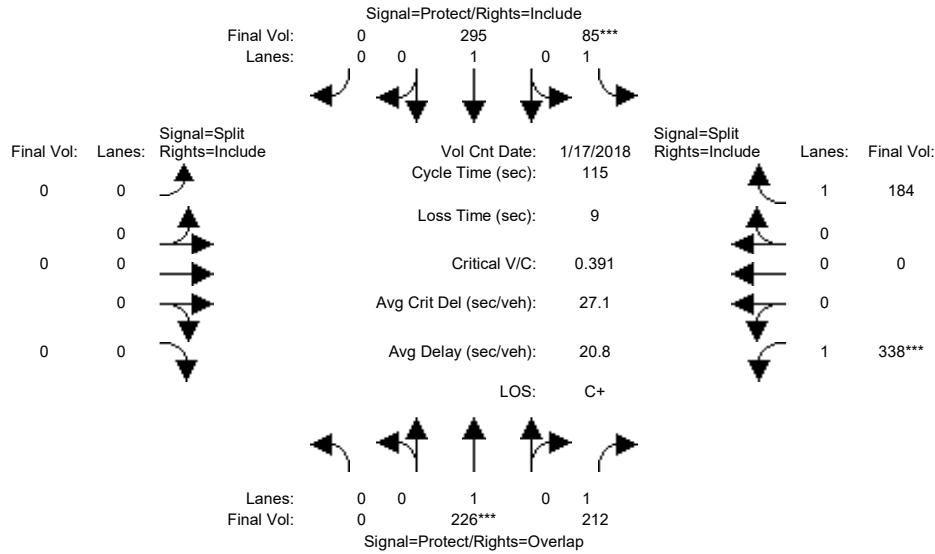
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.05	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	35.5	90.5	15.5	51.0	0.0	0.0	0.0	0.0	55.0	0.0	55.0
Volume/Cap:	0.00	0.36	0.14	0.36	0.32	0.00	0.00	0.00	0.00	0.36	0.00	0.22
Delay/Veh:	0.0	31.3	3.0	46.2	21.0	0.0	0.0	0.0	0.0	19.2	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.3	3.0	46.2	21.0	0.0	0.0	0.0	0.0	19.2	0.0	17.6
LOS by Move:	A	C	A	D	C+	A	A	A	A	B-	A	B
HCM2k95thQ:	0	11	3	6	11	0	0	0	0	13	0	8

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	14	26	0	22	0	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	226	212	85	295	0	0	0	0	338	0	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:	0	226	212	85	295	0	0	0	0	338	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	226	212	85	295	0	0	0	0	338	0	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
Final Volume:	0	226	212	85	295	0	0	0	0	338	0	184

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

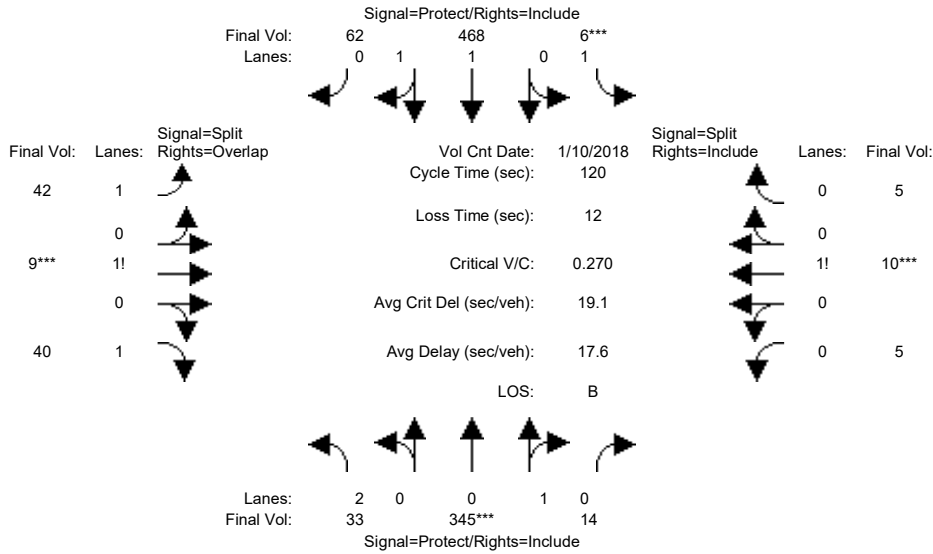
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.16	0.00	0.00	0.00	0.00	0.19	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	35.0	91.7	14.3	49.2	0.0	0.0	0.0	0.0	56.8	0.0	56.8
Volume/Cap:	0.00	0.39	0.15	0.39	0.36	0.00	0.00	0.00	0.00	0.39	0.00	0.21
Delay/Veh:	0.0	32.1	2.7	47.5	22.5	0.0	0.0	0.0	0.0	18.6	0.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.1	2.7	47.5	22.5	0.0	0.0	0.0	0.0	18.6	0.0	16.6
LOS by Move:	A	C-	A	D	C+	A	A	A	A	B-	A	B
HCM2k95thQ:	0	12	4	6	13	0	0	0	0	15	0	8

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	345	14	6	468	62	42	9	40	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	345	14	6	468	62	42	9	40	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	345	14	6	468	62	42	9	40	5	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	345	14	6	468	62	42	9	40	5	10	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.96	0.04	1.00	1.76	0.24	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1730	70	1750	3267	433	2485	315	2450	438	875	438

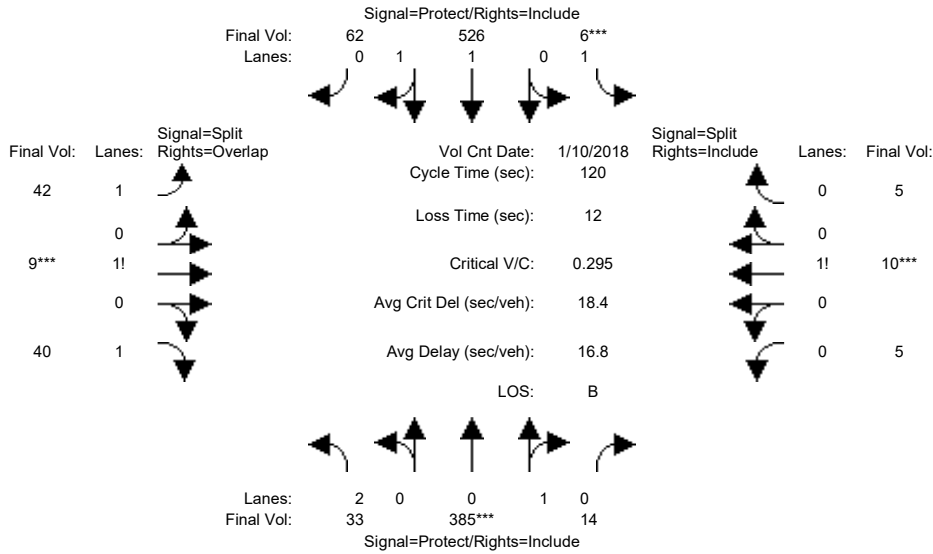
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.14	0.14	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	25.1	79.6	79.6	7.0	61.5	61.5	11.4	11.4	36.5	10.0	10.0	10.0
Volume/Cap:	0.05	0.30	0.30	0.06	0.28	0.28	0.18	0.30	0.05	0.14	0.14	0.14
Delay/Veh:	38.0	8.6	8.6	53.6	16.7	16.7	50.2	51.1	29.6	51.4	51.4	51.4
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:	38.0	8.6	8.6	53.6	16.7	16.7	50.2	51.1	29.6	51.4	51.4	51.4
LOS by Move:	D+	A	A	D-	B	B	D	D-	C	D-	D-	D-
HCM2k95thQ:	1	11	11	0	11	11	2	4	2	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	40	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	385	14	6	526	62	42	9	40	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	385	14	6	526	62	42	9	40	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	385	14	6	526	62	42	9	40	5	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	385	14	6	526	62	42	9	40	5	10	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.96	0.04	1.00	1.78	0.22	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1737	63	1750	3310	390	2485	315	2450	438	875	438

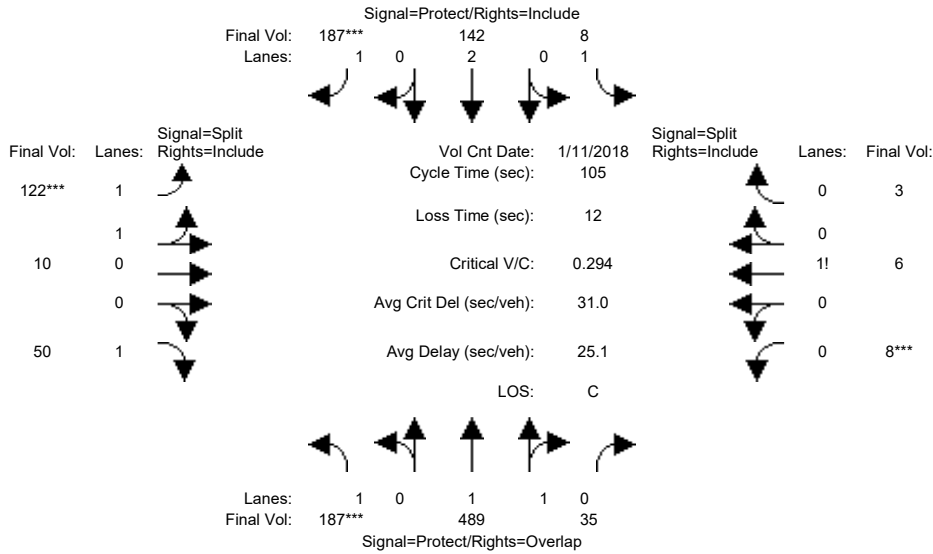
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.16	0.16	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	23.5	80.6	80.6	7.0	64.1	64.1	10.4	10.4	33.9	10.0	10.0	10.0
Volume/Cap:	0.05	0.33	0.33	0.06	0.30	0.30	0.20	0.33	0.06	0.14	0.14	0.14
Delay/Veh:	39.2	8.5	8.5	53.6	15.6	15.6	51.1	52.2	31.4	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	8.5	8.5	53.6	15.6	15.6	51.1	52.2	31.4	51.4	51.4	51.4
LOS by Move:	D	A	A	D-	B	B	D-	D-	C	D-	D-	D-
HCM2k95thQ:	1	12	12	0	11	11	3	4	2	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #41: Tantau Avenue / Vallco Parkway



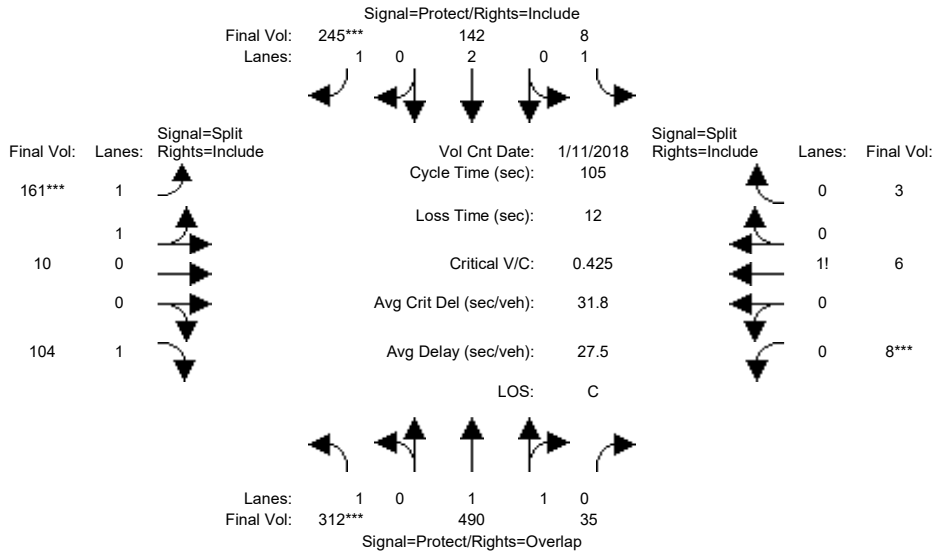
Street Name:	Tantau Avenue						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	489	35	8	142	187	122	10	50	8	6	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
Final Volume:	187	489	35	8	142	187	122	10	50	8	6	3
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.85	0.15	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3281	269	1750	824	618	309
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.00	0.04	0.11	0.04	0.04	0.03	0.01	0.01	0.01
Crit Moves:	***					***	***			***		
Green Time:	35.3	48.1	58.1	22.6	35.3	35.3	12.3	12.3	12.3	10.0	10.0	10.0
Volume/Cap:	0.32	0.31	0.26	0.02	0.11	0.32	0.32	0.32	0.24	0.10	0.10	0.10
Delay/Veh:	26.2	18.1	12.3	32.5	24.0	26.2	42.9	42.9	42.7	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	18.1	12.3	32.5	24.0	26.2	42.9	42.9	42.7	43.7	43.7	43.7
LOS by Move:	C	B-	B	C-	C	C	D	D	D	D	D	D
HCM2k95thQ:	9	10	8	0	3	9	4	4	3	1	1	1

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	125	1	0	0	0	58	39	0	54	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	490	35	8	142	245	161	10	104	8	6	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:	312	490	35	8	142	245	161	10	104	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	490	35	8	142	245	161	10	104	8	6	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
Final Volume:	312	490	35	8	142	245	161	10	104	8	6	3

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.88	0.12	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3342	208	1750	824	618	309

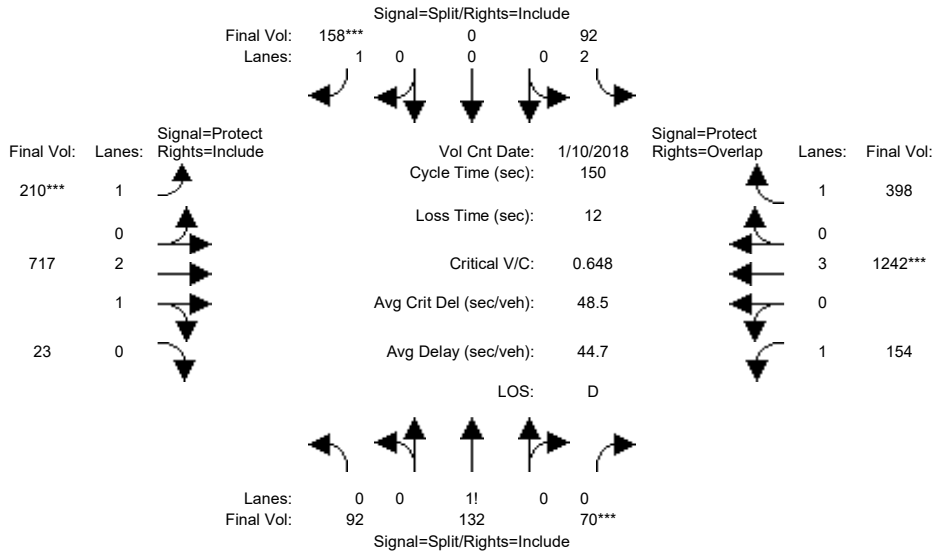
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.00	0.04	0.14	0.05	0.05	0.06	0.01	0.01	0.01
Crit Moves:	***					***	***			***		
Green Time:	39.2	47.6	57.6	22.4	30.8	30.8	13.1	13.1	13.1	10.0	10.0	10.0
Volume/Cap:	0.48	0.31	0.26	0.02	0.13	0.48	0.39	0.39	0.48	0.10	0.10	0.10
Delay/Veh:	25.7	18.4	12.5	32.7	27.3	31.2	42.9	42.9	44.4	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	18.4	12.5	32.7	27.3	31.2	42.9	42.9	44.4	43.7	43.7	43.7
LOS by Move:	C	B-	B	C-	C	C	D	D	D	D	D	D
HCM2k95thQ:	15	10	9	0	3	13	5	5	7	1	1	1

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



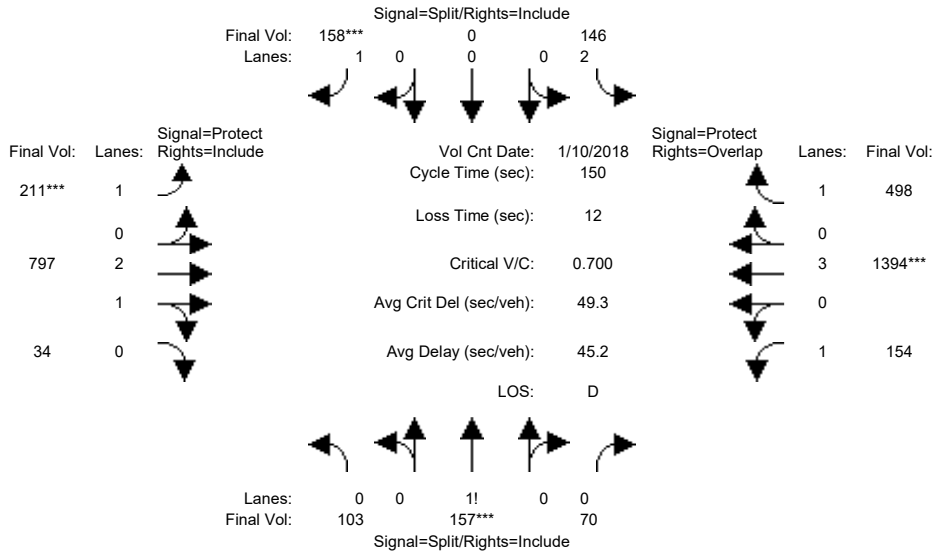
Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Jan 2018 << 08:00:00 AM											
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	132	70	92	0	158	210	717	23	154	1242	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	132	70	92	0	158	210	717	23	154	1242	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	132	70	92	0	158	210	717	23	154	1242	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.31	0.45	0.24	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	548	786	417	3150	0	1750	1750	5426	174	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.03	0.00	0.09	0.12	0.13	0.13	0.09	0.22	0.23
Crit Moves:	***			****			****			****		
Green Time:	38.9	38.9	38.9	20.9	0.0	20.9	27.8	46.9	46.9	31.3	50.4	71.3
Volume/Cap:	0.65	0.65	0.65	0.21	0.00	0.65	0.65	0.42	0.42	0.42	0.65	0.48
Delay/Veh:	52.7	52.7	52.7	57.5	0.0	67.1	61.1	41.0	41.0	52.3	43.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.7	52.7	57.5	0.0	67.1	61.1	41.0	41.0	52.3	43.0	27.1
LOS by Move:	D-	D-	D-	E+	A	E	E	D	D	D-	D	C
HCM2k95thQ:	24	24	24	4	0	14	18	16	16	12	27	22

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	11	25	0	54	0	0	1	80	11	0	152	100
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	157	70	146	0	158	211	797	34	154	1394	498
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	157	70	146	0	158	211	797	34	154	1394	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	157	70	146	0	158	211	797	34	154	1394	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	157	70	146	0	158	211	797	34	154	1394	498

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.31	0.48	0.21	2.00	0.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	546	833	371	3150	0	1750	1750	5371	229	1750	5700	1750

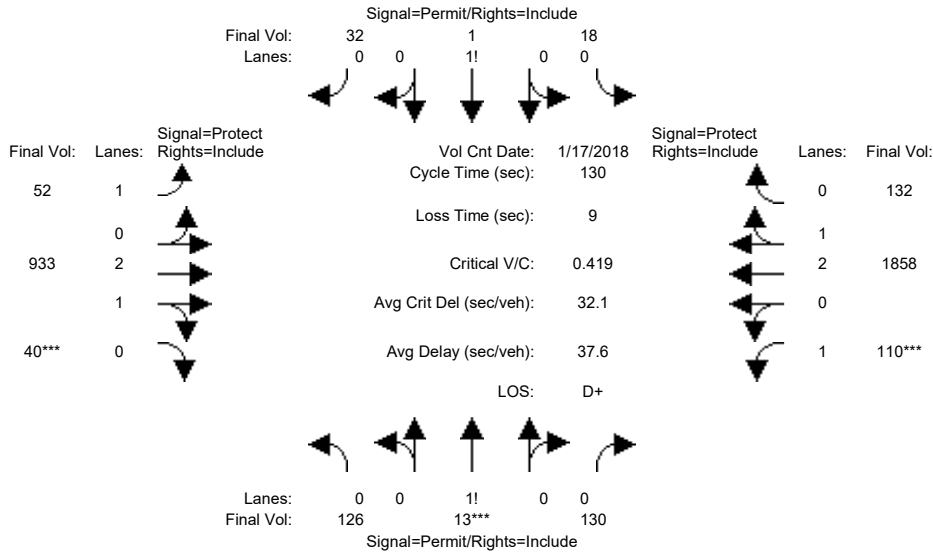
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.09	0.12	0.15	0.15	0.09	0.24	0.28
Crit Moves:	****			****			****			****		
Green Time:	40.4	40.4	40.4	19.3	0.0	19.3	25.8	49.1	49.1	29.1	52.4	71.8
Volume/Cap:	0.70	0.70	0.70	0.36	0.00	0.70	0.70	0.45	0.45	0.45	0.70	0.59
Delay/Veh:	54.0	54.0	54.0	60.2	0.0	71.9	65.6	40.0	40.0	54.4	43.2	29.7
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:	54.0	54.0	54.0	60.2	0.0	71.9	65.6	40.0	40.0	54.4	43.2	29.7
LOS by Move:	D-	D-	D-	E	A	E	E	D	D	D-	D	C
HCM2k95thQ:	27	27	27	7	0	15	18	18	18	12	29	29

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #43: Stern Avenue / Steven Creek Boulevard



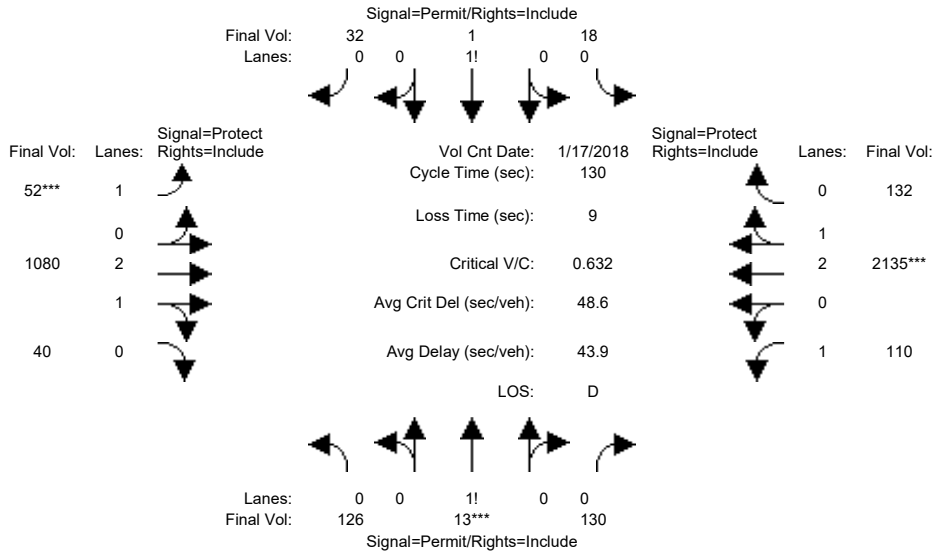
Street Name:	Stern Avenue						Steven Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	12	118	16	1	29	47	849	36	100	1691	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	13	130	18	1	32	52	933	40	110	1858	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	13	130	18	1	32	52	933	40	110	1858	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	13	130	18	1	32	52	933	40	110	1858	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.35	0.02	0.63	1.00	2.87	0.13	1.00	2.79	0.21
Final Sat.:	821	86	843	609	38	1103	1750	5372	228	1750	5228	371
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.03	0.03	0.03	0.17	0.17	0.06	0.36	0.36
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	22.1	49.0	49.0	25.0	51.9	51.9
Volume/Cap:	0.43	0.43	0.43	0.08	0.08	0.08	0.17	0.46	0.46	0.33	0.89	0.89
Delay/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	46.4	30.7	30.7	45.8	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	46.4	30.7	30.7	45.8	41.3	41.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	D	D
HCM2k95thQ:	16	16	16	3	3	3	4	18	18	8	41	41

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	134	0	0	252	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	12	118	16	1	29	47	983	36	100	1943	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	13	130	18	1	32	52	1080	40	110	2135	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	13	130	18	1	32	52	1080	40	110	2135	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	13	130	18	1	32	52	1080	40	110	2135	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.35	0.02	0.63	1.00	2.89	0.11	1.00	2.82	0.18
Final Sat.:	821	86	843	609	38	1103	1750	5402	198	1750	5274	326

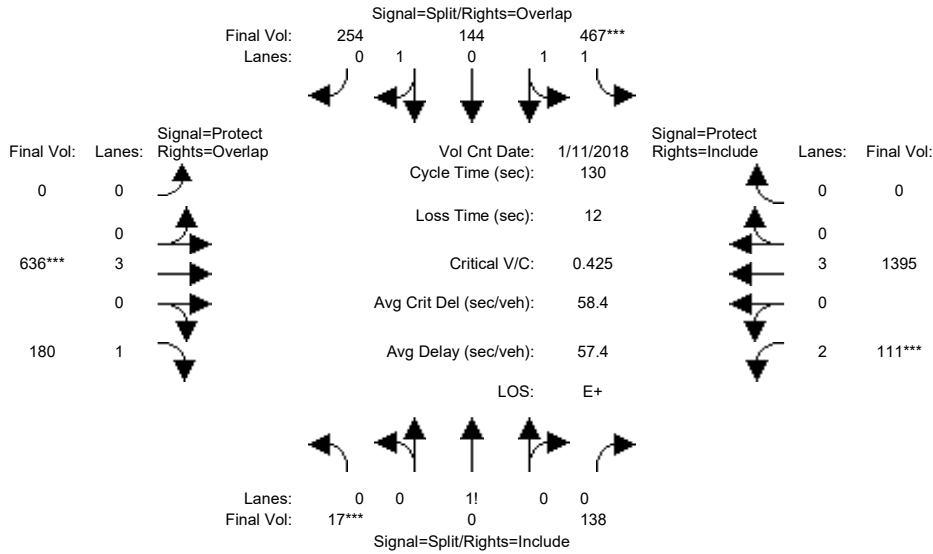
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.03	0.03	0.03	0.20	0.20	0.06	0.40	0.40
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.43	0.43	0.43	0.08	0.08	0.08	0.19	0.56	0.56	0.30	0.97	0.97
Delay/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	48.3	34.0	34.0	43.5	50.6	50.6
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:	31.8	31.8	31.8	27.3	27.3	27.3	48.3	34.0	34.0	43.5	50.6	50.6
LOS by Move:	C	C	C	C	C	C	D	C-	C-	D	D	D
HCM2k95thQ:	16	16	16	3	3	3	4	21	21	7	49	49

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	636	180	111	1395	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
Final Volume:	17	0	138	467	144	254	0	636	180	111	1395	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

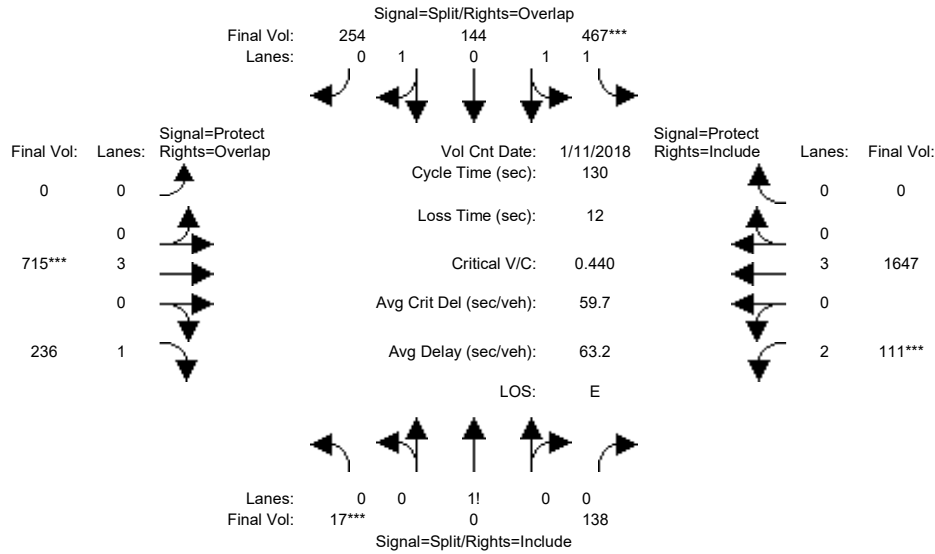
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.11	0.10	0.04	0.24	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.63	0.21	0.28	0.80	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	69.7	26.3	71.3	60.2	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:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	69.7	26.3	71.3	60.2	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	E	A
HCM2k95thQ:	13	0	13	24	24	24	0	19	11	6	37	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	0	0	0	79	56	0	252	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	138	467	144	254	0	715	236	111	1647	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:	17	0	138	467	144	254	0	715	236	111	1647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	715	236	111	1647	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
Final Volume:	17	0	138	467	144	254	0	715	236	111	1647	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

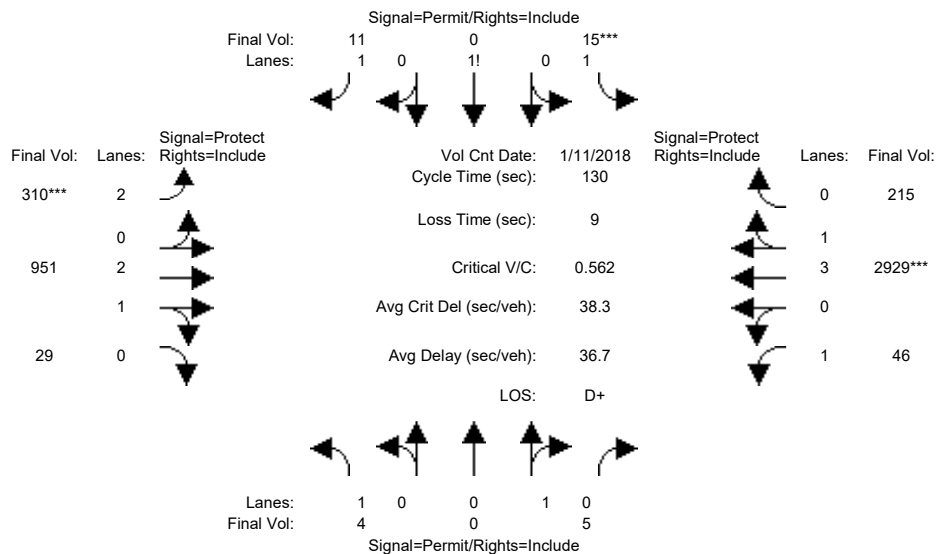
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.13	0.13	0.04	0.29	0.00
Crit Moves:	***			***			***			***		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.71	0.28	0.28	0.95	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	71.9	27.4	71.3	72.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	71.9	27.4	71.3	72.3	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	E	A
HCM2k95thQ:	13	0	13	24	24	24	0	22	15	6	46	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	14	0	10	285	875	27	42	2695	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	310	951	29	46	2929	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	310	951	29	46	2929	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	310	951	29	46	2929	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.71	0.29
Final Sat.:	1750	0	1800	2771	0	2479	3150	5432	168	1750	6986	513

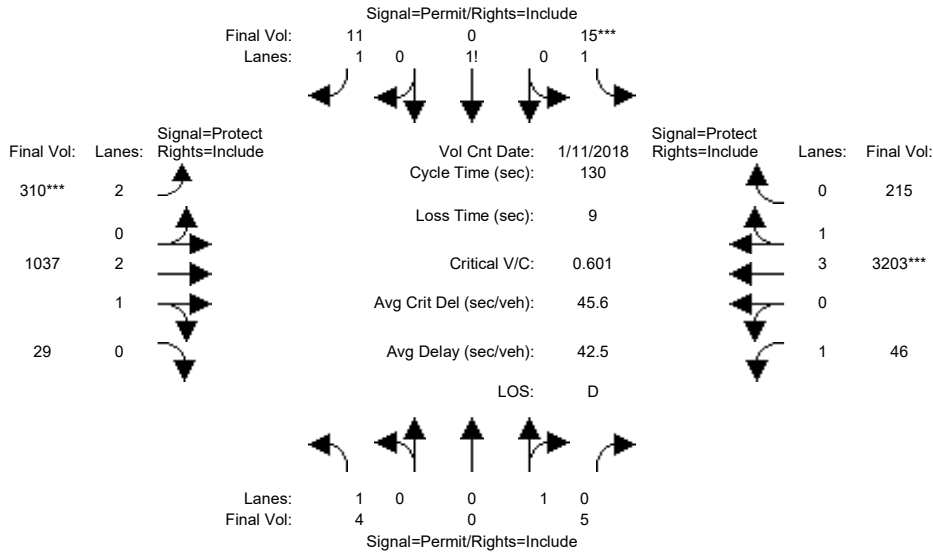
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.18	0.18	0.03	0.42	0.42
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.47	0.47	0.12	0.89	0.89
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.2	31.2	41.6	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.2	31.2	41.6	34.9	34.9
LOS by Move:	C	A	C	C	A	C	E	C	C	D	C-	C-
HCM2k95thQ:	0	0	0	1	0	0	15	18	18	3	47	47

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	79	0	0	252	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	14	0	10	285	954	27	42	2947	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	310	1037	29	46	3203	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	310	1037	29	46	3203	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	310	1037	29	46	3203	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.74	0.26
Final Sat.:	1750	0	1800	2771	0	2479	3150	5446	154	1750	7027	472

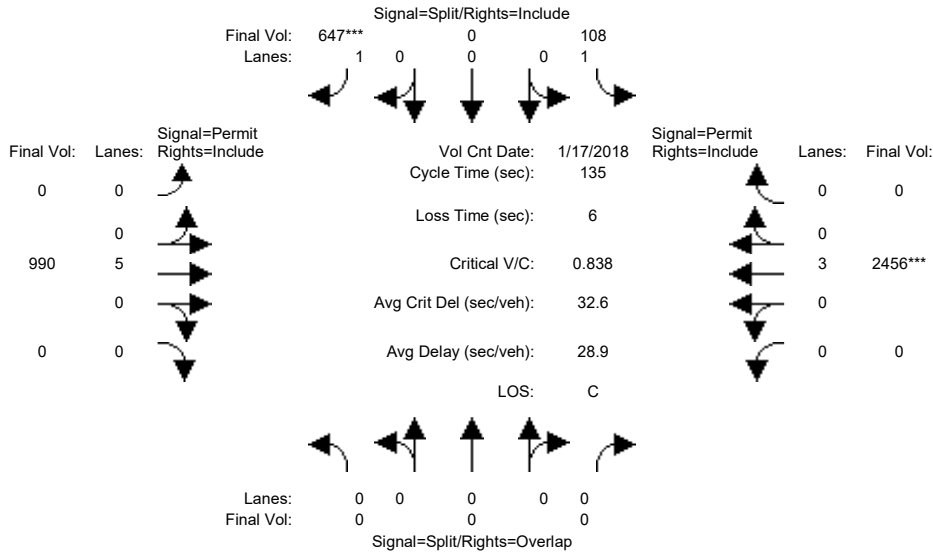
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.19	0.19	0.03	0.46	0.46
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.51	0.51	0.12	0.97	0.97
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.8	31.8	41.6	43.2	43.2
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:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.8	31.8	41.6	43.2	43.2
LOS by Move:	C	A	C	C	A	C	E	C	C	D	D	D
HCM2k95thQ:	0	0	0	1	0	0	14	19	19	3	55	55

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



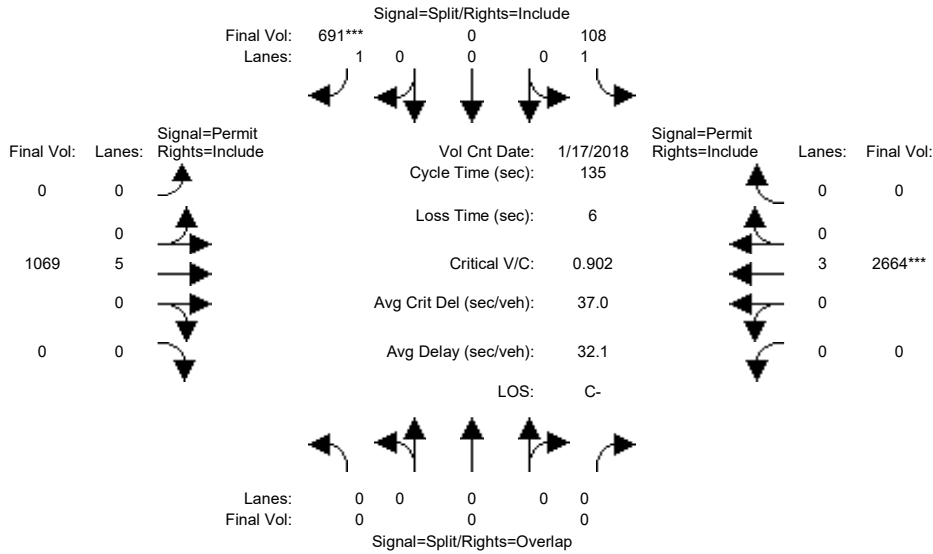
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	647	0	990	0	0	2456	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
Final Volume:	0	0	0	108	0	647	0	990	0	0	2456	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.37	0.00	0.10	0.00	0.00	0.43	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	59.6	0.0	59.6	0.0	69.4	0.0	0.0	69.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.84	0.00	0.20	0.00	0.00	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	41.5	0.0	17.8	0.0	0.0	30.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	0.0	41.5	0.0	17.8	0.0	0.0	30.3	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C	A
HCM2k95thQ:	0	0	0	6	0	45	0	8	0	0	47	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



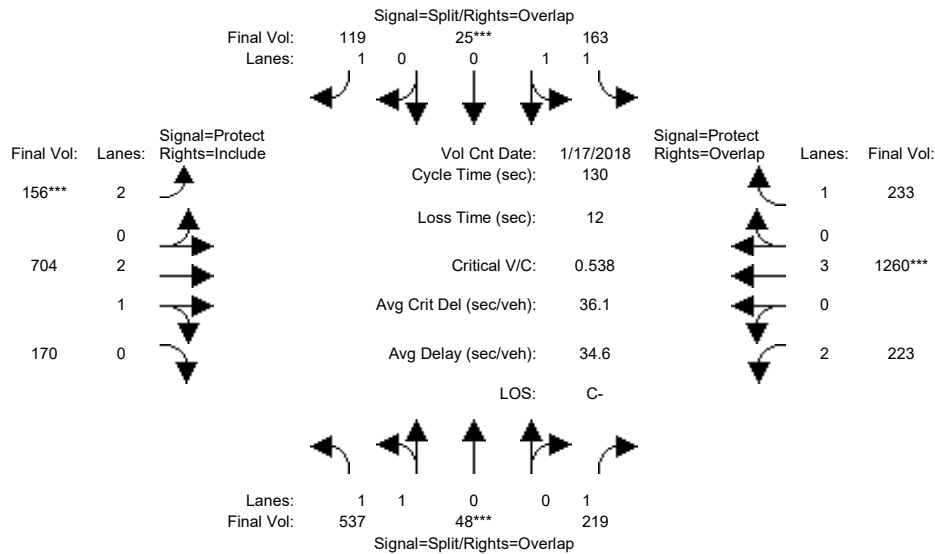
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	44	0	79	0	0	208	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	691	0	1069	0	0	2664	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	108	0	691	0	1069	0	0	2664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	691	0	1069	0	0	2664	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
Final Volume:	0	0	0	108	0	691	0	1069	0	0	2664	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.39	0.00	0.11	0.00	0.00	0.47	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	59.1	0.0	59.1	0.0	69.9	0.0	0.0	69.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.90	0.00	0.22	0.00	0.00	0.90	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	49.2	0.0	17.7	0.0	0.0	33.8	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:	0.0	0.0	0.0	22.8	0.0	49.2	0.0	17.7	0.0	0.0	33.8	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C-	A
HCM2k95thQ:	0	0	0	6	0	51	0	9	0	0	54	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	48	219	163	25	119	156	704	170	223	1260	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	48	219	163	25	119	156	704	170	223	1260	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	48	219	163	25	119	156	704	170	223	1260	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.84	0.16	1.00	1.74	0.26	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	3259	291	1750	3078	472	1750	3150	4509	1089	3150	5700	1750

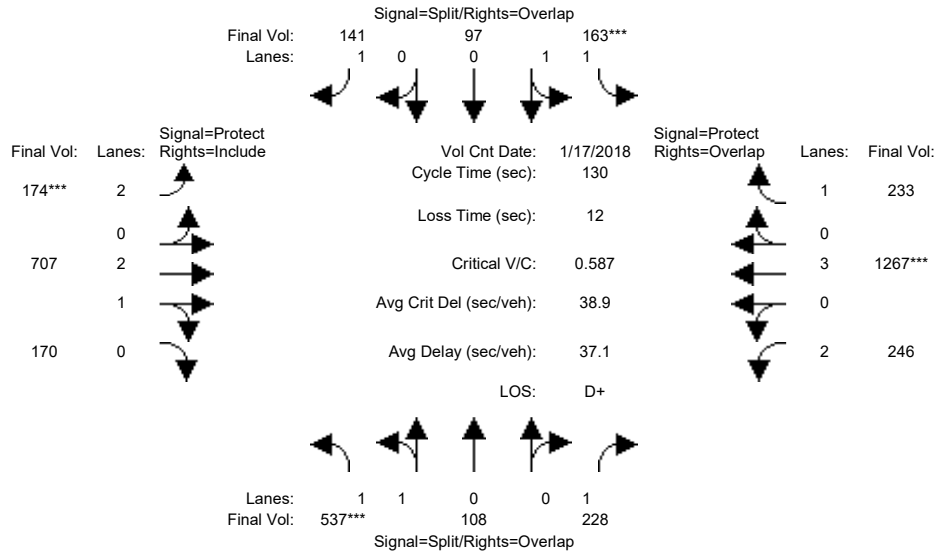
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.05	0.05	0.07	0.05	0.16	0.16	0.07	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	39.8	39.8	60.2	12.8	12.8	24.8	12.0	45.0	45.0	20.4	53.4	66.2
Volume/Cap:	0.54	0.54	0.27	0.54	0.54	0.36	0.54	0.45	0.45	0.45	0.54	0.26
Delay/Veh:	38.0	38.0	21.6	57.5	57.5	46.4	58.4	33.1	33.1	50.4	29.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	21.6	57.5	57.5	46.4	58.4	33.1	33.1	50.4	29.2	18.2
LOS by Move:	D+	D+	C+	E+	E+	D	E+	C-	C-	D	C	B-
HCM2k95thQ:	19	19	11	8	8	8	7	16	16	10	23	11

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	0	60	9	0	72	22	18	3	0	23	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	108	228	163	97	141	174	707	170	246	1267	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	108	228	163	97	141	174	707	170	246	1267	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	108	228	163	97	141	174	707	170	246	1267	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	108	228	163	97	141	174	707	170	246	1267	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.67	0.33	1.00	1.26	0.74	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	2955	594	1750	2225	1324	1750	3150	4513	1085	3150	5700	1750

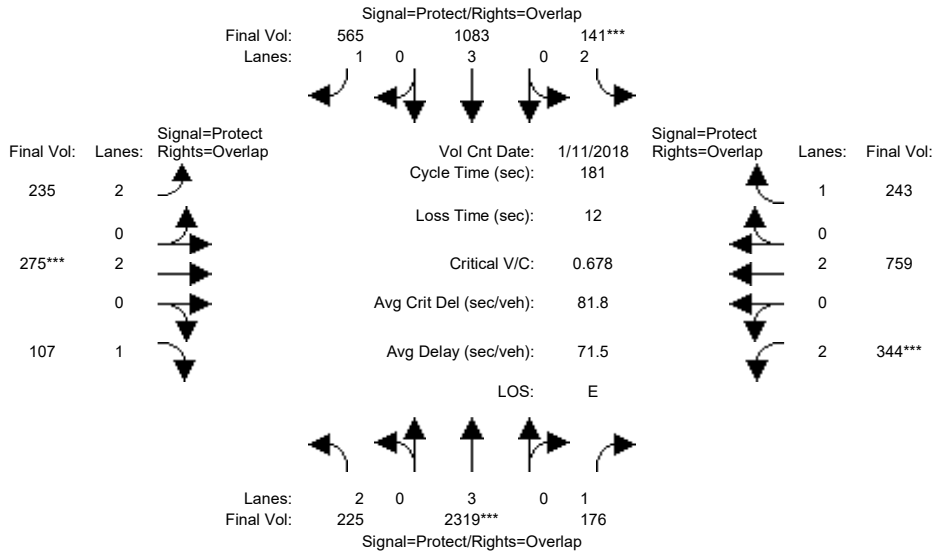
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.07	0.07	0.08	0.06	0.16	0.16	0.08	0.22	0.13
Crit Moves:	***			***			***			***		
Green Time:	40.3	40.3	60.7	16.2	16.2	28.5	12.2	41.0	41.0	20.5	49.3	65.5
Volume/Cap:	0.59	0.59	0.28	0.59	0.59	0.37	0.59	0.50	0.50	0.50	0.59	0.26
Delay/Veh:	38.7	38.7	21.4	55.8	55.8	43.7	59.5	36.3	36.3	50.8	32.7	18.6
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:	38.7	38.7	21.4	55.8	55.8	43.7	59.5	36.3	36.3	50.8	32.7	18.6
LOS by Move:	D+	D+	C+	E+	E+	D	E+	D+	D+	D	C-	B-
HCM2k95thQ:	21	21	11	10	10	10	8	17	17	11	24	11

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2936	176	141	1354	565	235	275	107	344	759	243
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2319	176	141	1083	565	235	275	107	344	759	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2319	176	141	1083	565	235	275	107	344	759	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2319	176	141	1083	565	235	275	107	344	759	243

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

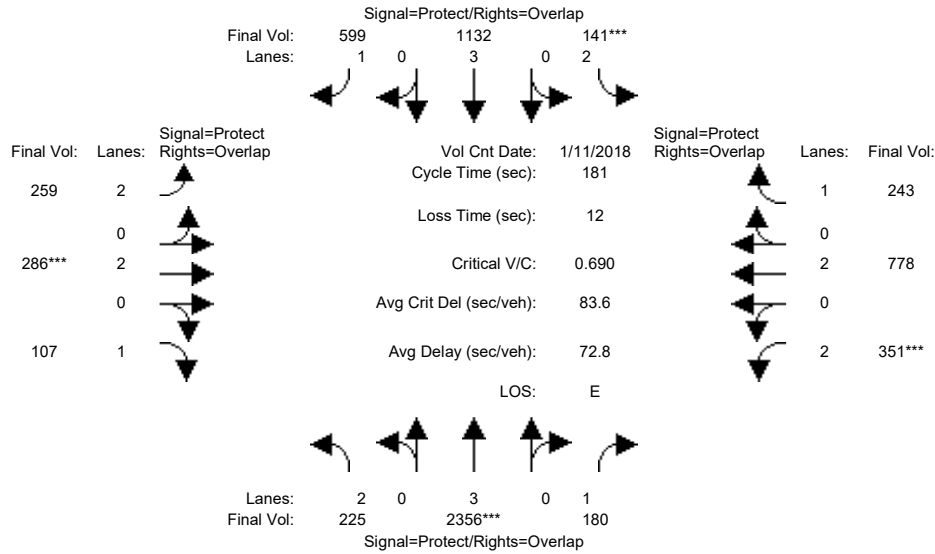
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.19	0.32	0.07	0.07	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	116.3	24.3	43.5	59.3	17.8	37.0	59.8
Volume/Cap:	0.82	0.87	0.18	0.36	0.37	0.50	0.56	0.30	0.19	1.11	0.98	0.42
Delay/Veh:	104.4	72.2	35.7	80.8	46.2	38.3	75.7	57.1	44.2	166.6	98.8	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:	104.4	72.2	35.7	80.8	46.2	38.3	75.7	57.1	44.2	166.6	98.8	48.2
LOS by Move:	F	E	D+	F	D	D+	E-	E+	D	F	F	D
HCM2k95thQ:	14	63	15	9	29	46	14	12	9	30	42	20

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM											
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243					
Added Vol:	0	46	4	0	61	34	24	11	0	7	19	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	225	2982	180	141	1415	599	259	286	107	351	778	243					
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	225	2356	180	141	1132	599	259	286	107	351	778	243					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	225	2356	180	141	1132	599	259	286	107	351	778	243					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	225	2356	180	141	1132	599	259	286	107	351	778	243					

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

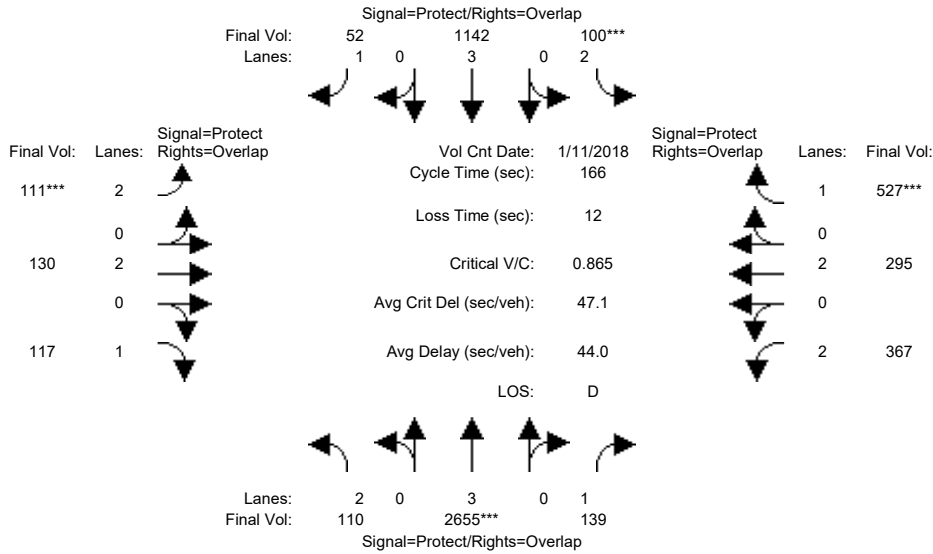
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.20	0.34	0.08	0.08	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.9	23.9	43.5	59.3	17.8	37.4	60.1
Volume/Cap:	0.82	0.88	0.18	0.36	0.39	0.53	0.62	0.31	0.19	1.13	0.99	0.42
Delay/Veh:	104.4	73.4	35.8	80.8	46.7	39.8	78.0	57.3	44.2	174.5	102	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	73.4	35.8	80.8	46.7	39.8	78.0	57.3	44.2	174.5	102	47.9
LOS by Move:	F	E	D+	F	D	D	E-	E+	D	F	F	D
HCM2k95thQ:	14	64	16	9	31	49	15	12	9	31	43	20

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3361	139	100	1427	52	111	130	117	367	295	527
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2655	139	100	1142	52	111	130	117	367	295	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2655	139	100	1142	52	111	130	117	367	295	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2655	139	100	1142	52	111	130	117	367	295	527

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

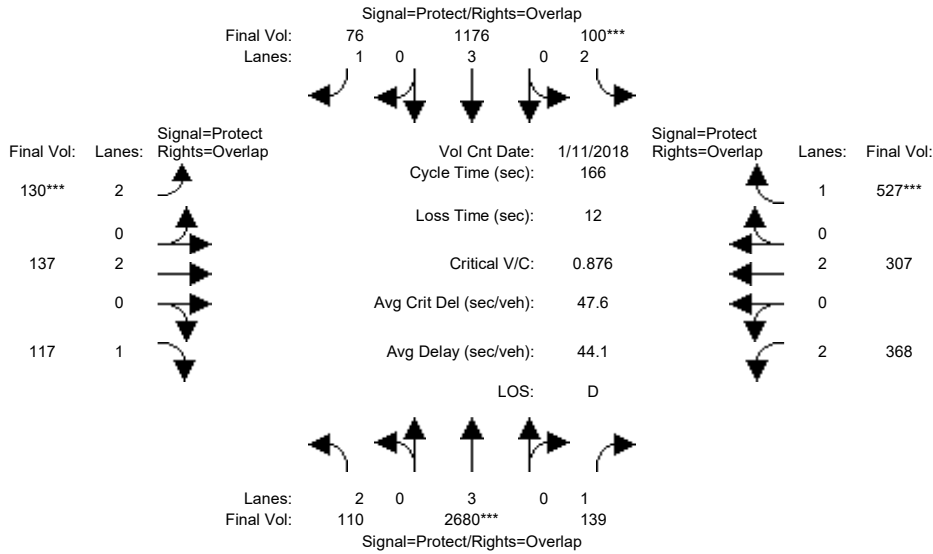
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.20	0.03	0.04	0.03	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.87	0.11	0.41	0.39	0.05	0.42	0.23	0.28	0.70	0.34	0.98
Delay/Veh:	71.1	36.4	8.0	73.9	24.1	13.5	73.2	62.8	51.5	69.4	53.7	90.6
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:	71.1	36.4	8.0	73.9	24.1	13.5	73.2	62.8	51.5	69.4	53.7	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2k95thQ:	7	63	5	6	20	2	6	6	10	21	12	54

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



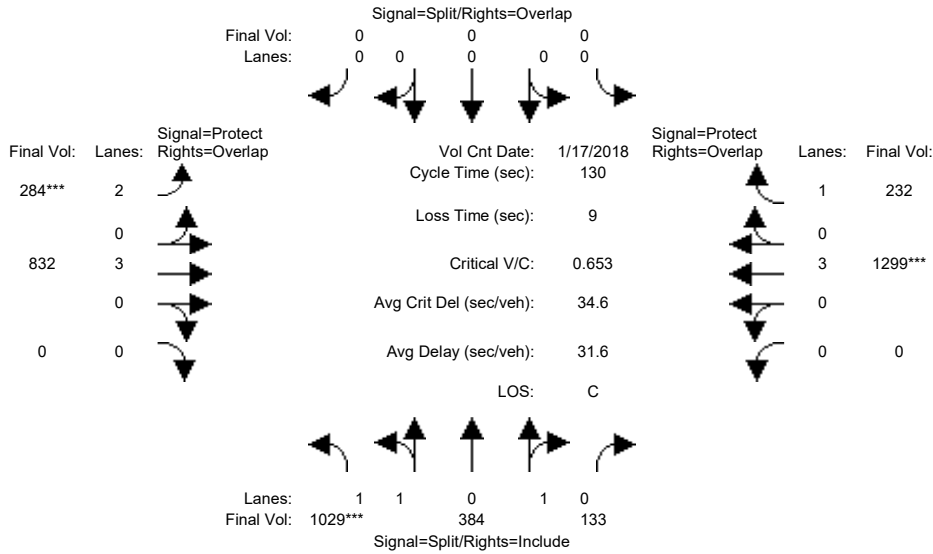
Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	31	0	0	43	24	19	7	0	1	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3392	139	100	1470	76	130	137	117	368	307	527
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2680	139	100	1176	76	130	137	117	368	307	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2680	139	100	1176	76	130	137	117	368	307	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2680	139	100	1176	76	130	137	117	368	307	527
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.21	0.04	0.04	0.04	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.88	0.11	0.41	0.40	0.07	0.49	0.25	0.28	0.70	0.35	0.98
Delay/Veh:	71.1	36.9	8.0	73.9	24.3	13.7	74.0	62.9	51.5	69.5	53.9	90.6
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:	71.1	36.9	8.0	73.9	24.3	13.7	74.0	62.9	51.5	69.5	53.9	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2k95thQ:	7	65	5	6	21	3	7	6	10	21	12	54

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	384	133	0	0	0	284	832	0	0	1299	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	384	133	0	0	0	284	832	0	0	1299	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1029	384	133	0	0	0	284	832	0	0	1299	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1337	463	0	0	0	3150	5700	0	0	5700	1750

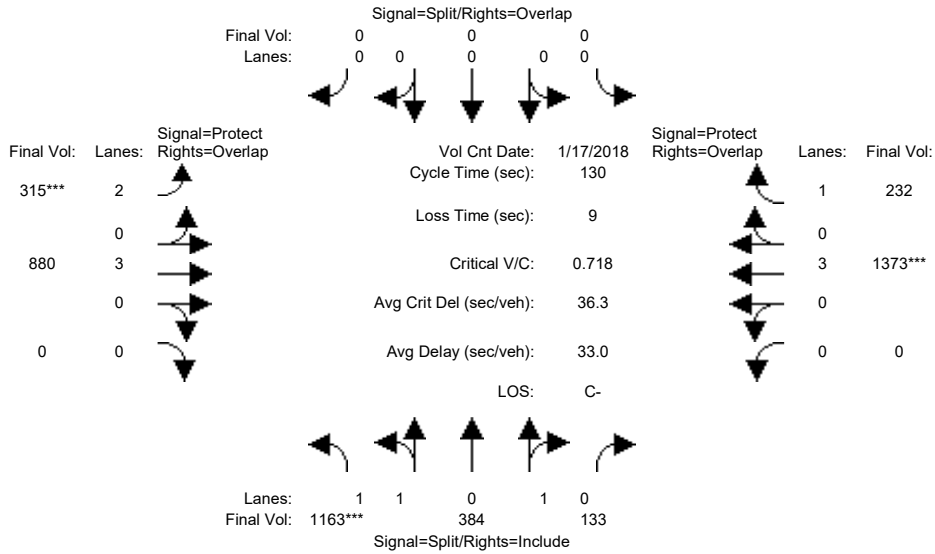
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.09	0.15	0.00	0.00	0.23	0.13
Crit Moves:	***						***			***		
Green Time:	57.7	57.7	57.7	0.0	0.0	0.0	17.9	63.3	0.0	0.0	45.4	45.4
Volume/Cap:	0.65	0.65	0.65	0.00	0.00	0.00	0.65	0.30	0.00	0.00	0.65	0.38
Delay/Veh:	29.0	28.8	28.8	0.0	0.0	0.0	56.6	20.1	0.0	0.0	36.5	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	28.8	28.8	0.0	0.0	0.0	56.6	20.1	0.0	0.0	36.5	32.2
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C-
HCM2k95thQ:	30	30	30	0	0	0	13	12	0	0	24	13

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	134	0	0	0	0	0	31	48	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1163	384	133	0	0	0	315	880	0	0	1373	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1163	384	133	0	0	0	315	880	0	0	1373	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1163	384	133	0	0	0	315	880	0	0	1373	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1163	384	133	0	0	0	315	880	0	0	1373	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3552	1337	463	0	0	0	3150	5700	0	0	5700	1750

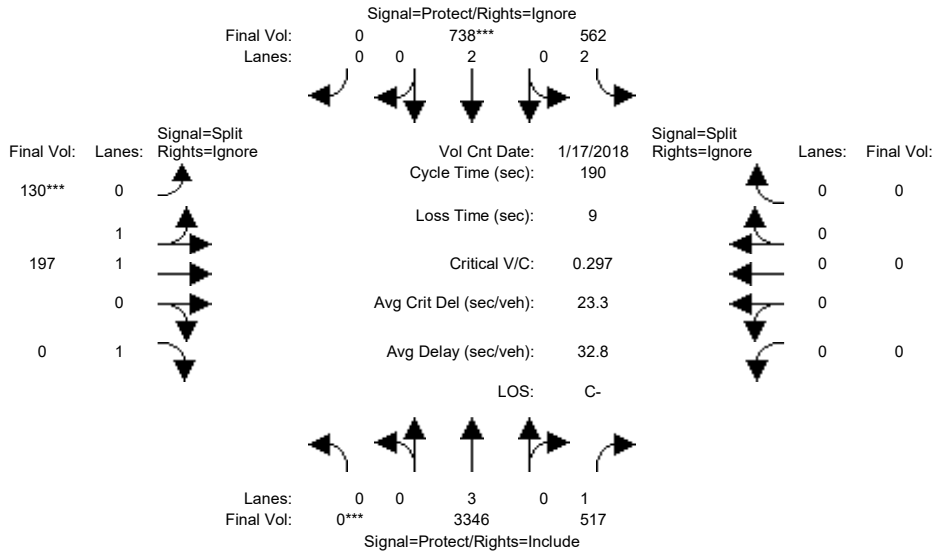
Capacity Analysis Module:												
Vol/Sat:	0.33	0.29	0.29	0.00	0.00	0.00	0.10	0.15	0.00	0.00	0.24	0.13
Crit Moves:	***						***				***	
Green Time:	59.3	59.3	59.3	0.0	0.0	0.0	18.1	61.7	0.0	0.0	43.6	43.6
Volume/Cap:	0.72	0.63	0.63	0.00	0.00	0.00	0.72	0.33	0.00	0.00	0.72	0.40
Delay/Veh:	29.7	27.5	27.5	0.0	0.0	0.0	59.2	21.3	0.0	0.0	39.2	33.5
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:	29.7	27.5	27.5	0.0	0.0	0.0	59.2	21.3	0.0	0.0	39.2	33.5
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D	C-
HCM2k95thQ:	35	29	29	0	0	0	14	13	0	0	26	13

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3346	517	562	738	0	130	197	235	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3346	517	562	738	0	130	197	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3346	517	562	738	0	130	197	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3346	517	562	738	0	130	197	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 0.83 1.00 0.92 0.95 0.99 0.92 0.92 1.00 0.92
Lanes:	0.00 3.00 1.00 2.00 2.00 0.00 0.82 1.18 1.00 0.00 0.00 0.00
Final Sat.:	0 5700 1750 3150 3800 0 1470 2228 1750 0 0 0

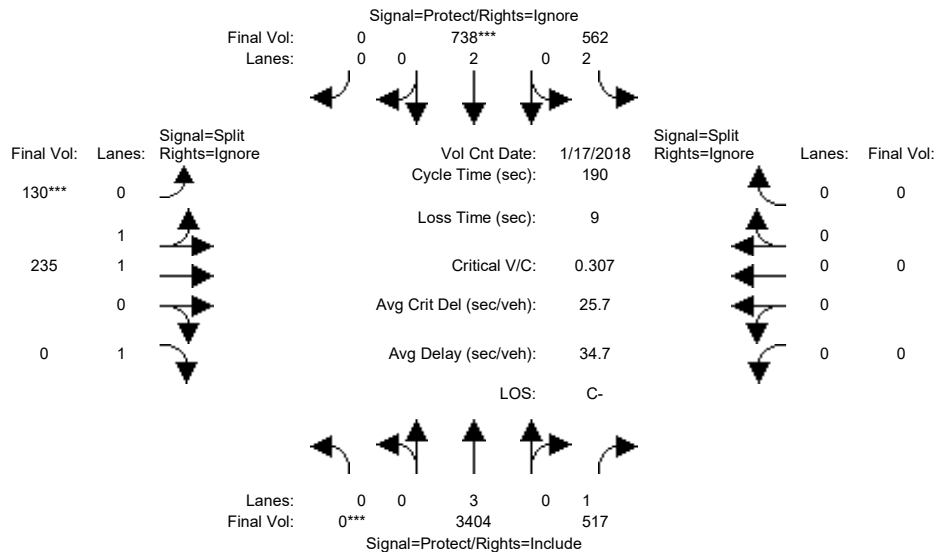
Capacity Analysis Module:	
Vol/Sat:	0.00 0.59 0.30 0.18 0.19 0.00 0.09 0.09 0.00 0.00 0.00 0.00
Crit Moves:	*** **
Green Time:	0.0 117 116.9 34.3 151 0.0 29.8 29.8 0.0 0.0 0.0 0.0
Volume/Cap:	0.00 0.95 0.48 0.99 0.24 0.00 0.56 0.56 0.00 0.00 0.00 0.00
Delay/Veh:	0.0 25.7 11.1 112.4 0.0 0.0 75.7 75.7 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 25.7 11.1 112.4 0.0 0.0 75.7 75.7 0.0 0.0 0.0 0.0
LOS by Move:	A C B+ F A A E- E- A A A A
HCM2k95thQ:	0 84 17 40 1 0 16 16 0 0 0 0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	58	0	0	0	0	0	38	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3404	517	562	738	0	130	235	252	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3404	517	562	738	0	130	235	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3404	517	562	738	0	130	235	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3404	517	562	738	0	130	235	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	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.73	1.27	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1317	2381	1750	0	0	0

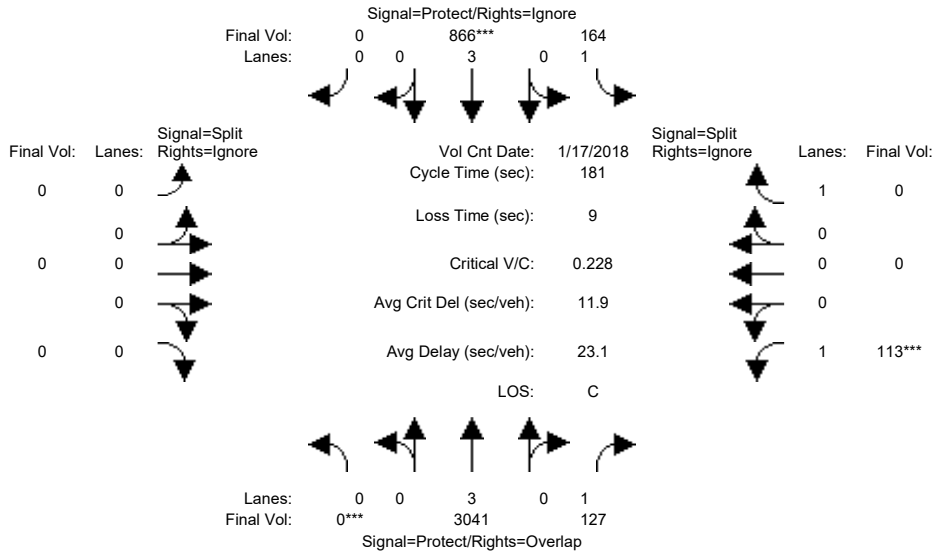
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.30	0.18	0.19	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.97	0.48	0.99	0.24	0.00	0.63	0.63	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.3	11.1	112.4	0.0	0.0	77.5	77.5	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	28.3	11.1	112.4	0.0	0.0	77.5	77.5	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	91	17	40	1	0	18	18	0	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	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	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3041	127	164	866	0	0	0	0	113	0	741
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3041	127	164	866	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3041	127	164	866	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3041	127	164	866	0	0	0	0	113	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 1.00 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:	0 5700 1750 1750 5700 0 0 0 0 1750 0 1750

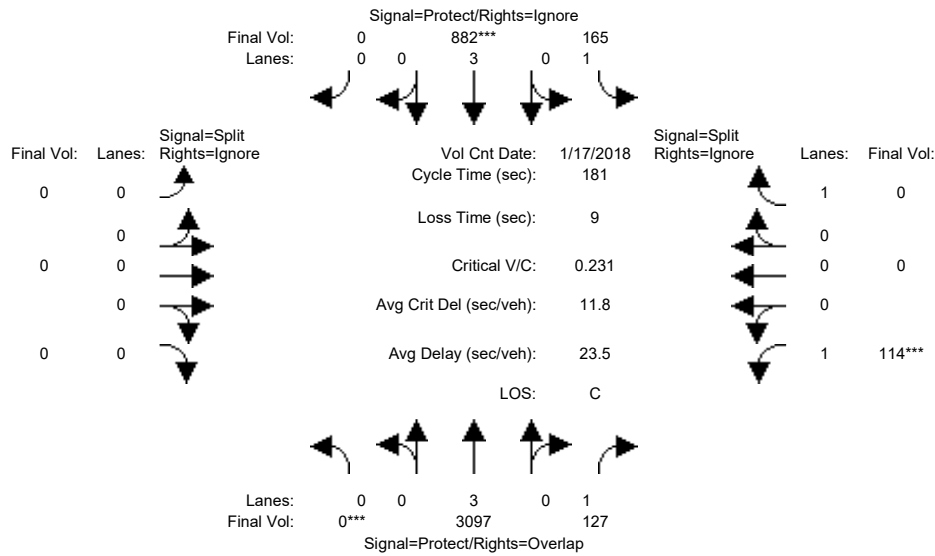
Capacity Analysis Module:	
Vol/Sat:	0.00 0.53 0.07 0.09 0.15 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Crit Moves:	**** * 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Green Time:	0.0 119 143.4 28.6 147 0.0 0.0 0.0 0.0 24.9 0.0 0.0
Volume/Cap:	0.00 0.81 0.09 0.59 0.19 0.00 0.00 0.00 0.00 0.47 0.00 0.00
Delay/Veh:	0.0 24.7 4.3 74.6 3.8 0.0 0.0 0.0 0.0 73.8 0.0 0.0
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 24.7 4.3 74.6 3.8 0.0 0.0 0.0 0.0 73.8 0.0 0.0
LOS by Move:	A C A E A A A A A E A A
HCM2k95thQ:	0 62 3 17 7 0 0 0 0 13 0 0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	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	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	56	0	1	16	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3097	127	165	882	0	0	0	0	114	0	742
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3097	127	165	882	0	0	0	0	114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3097	127	165	882	0	0	0	0	114	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3097	127	165	882	0	0	0	0	114	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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

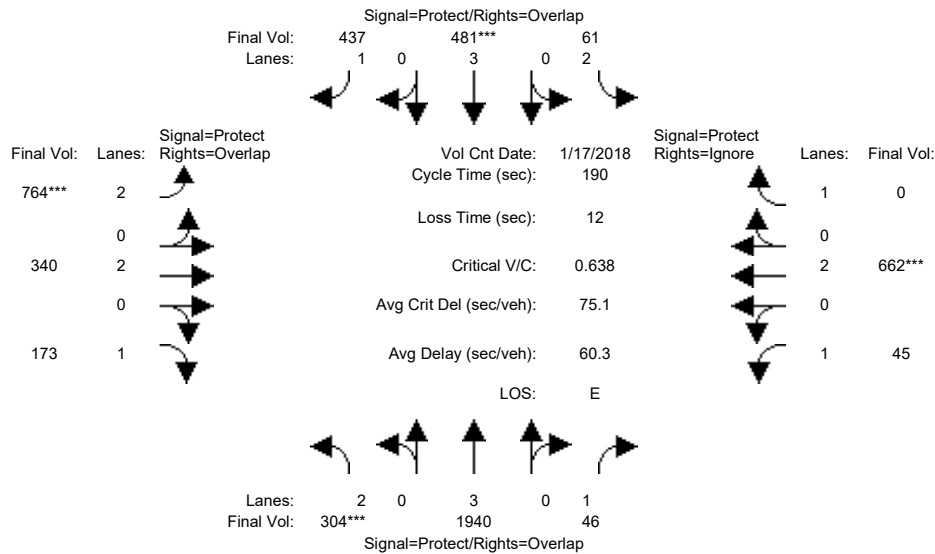
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.07	0.09	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	***				****					****		
Green Time:	0.0	119	143.4	28.6	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	0.83	0.09	0.60	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	25.4	4.3	74.7	3.8	0.0	0.0	0.0	0.0	73.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	4.3	74.7	3.8	0.0	0.0	0.0	0.0	73.9	0.0	0.0
LOS by Move:	A	C	A	E	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	64	3	17	7	0	0	0	0	13	0	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	17 Jan 2018	<<	08:00:00 AM											
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255				
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	304	1940	46	61	481	437	764	340	173	45	662	255				
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	1940	46	61	481	437	764	340	173	45	662	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	304	1940	46	61	481	437	764	340	173	45	662	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				
Final Volume:	304	1940	46	61	481	437	764	340	173	45	662	0				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

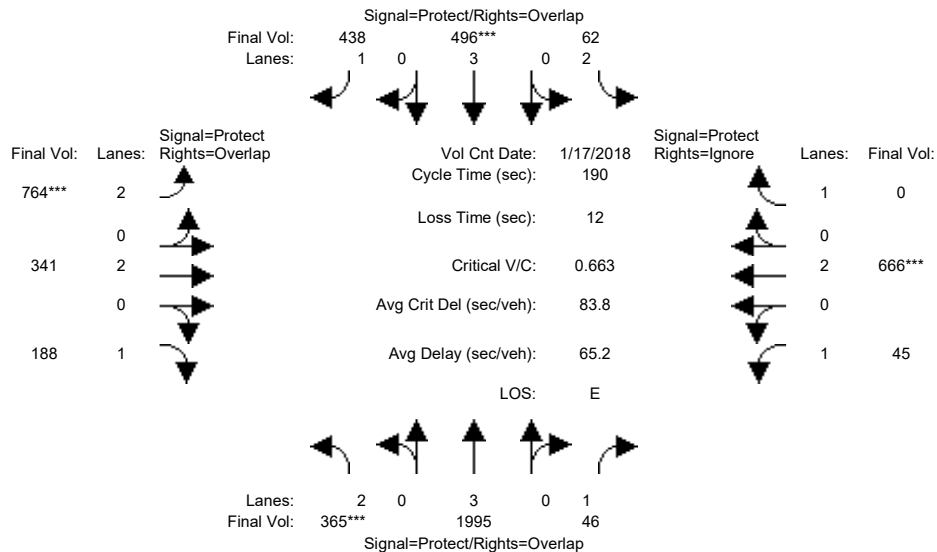
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.03	0.02	0.08	0.25	0.24	0.09	0.10	0.03	0.17	0.00
Crit Moves:	***				***		***				***	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	0.91	0.91	0.06	0.26	0.25	0.41	0.89	0.21	0.18	0.43	0.80	0.00
Delay/Veh:	110.2	58.4	26.8	82.7	48.7	27.0	77.7	33.6	22.5	88.3	75.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.2	58.4	26.8	82.7	48.7	27.0	77.7	33.6	22.5	88.3	75.1	0.0
LOS by Move:	F	E+	C	F	D	C	E-	C-	C+	F	E-	A
HCM2k95thQ:	21	57	2	4	14	32	44	11	10	6	33	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						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:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	61	55	0	1	15	1	0	1	15	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	1995	46	62	496	438	764	341	188	45	666	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	365	1995	46	62	496	438	764	341	188	45	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1995	46	62	496	438	764	341	188	45	666	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
Final Volume:	365	1995	46	62	496	438	764	341	188	45	666	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

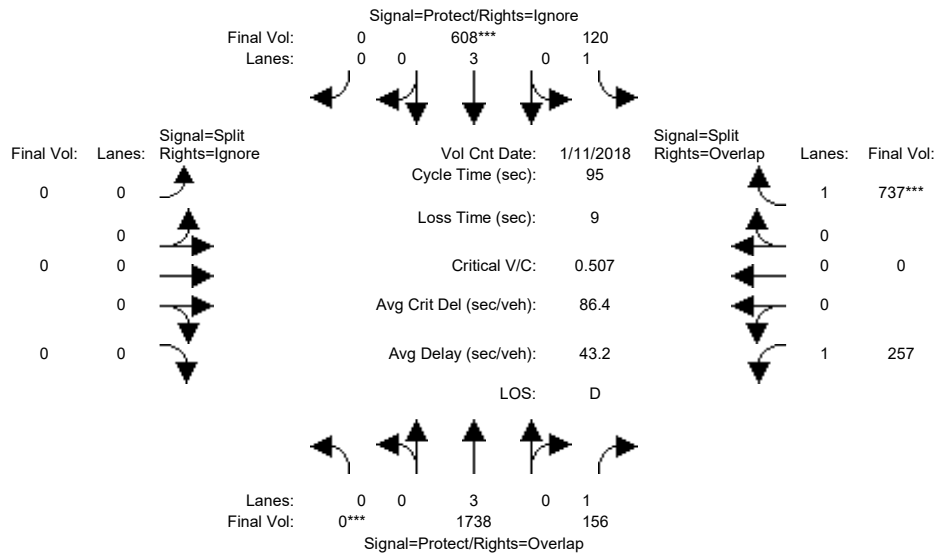
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.03	0.02	0.09	0.25	0.24	0.09	0.11	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.09	0.94	0.06	0.26	0.26	0.41	0.89	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	159.2	61.6	26.8	82.7	48.9	27.1	77.7	33.6	22.7	88.3	75.4	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:	159.2	61.6	26.8	82.7	48.9	27.1	77.7	33.6	22.7	88.3	75.4	0.0
LOS by Move:	F	E	C	F	D	C	E-	C-	C+	F	E-	A
HCM2k95thQ:	28	60	2	4	14	32	44	11	11	6	33	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #54: Lawrence Expressway / Doyle Road



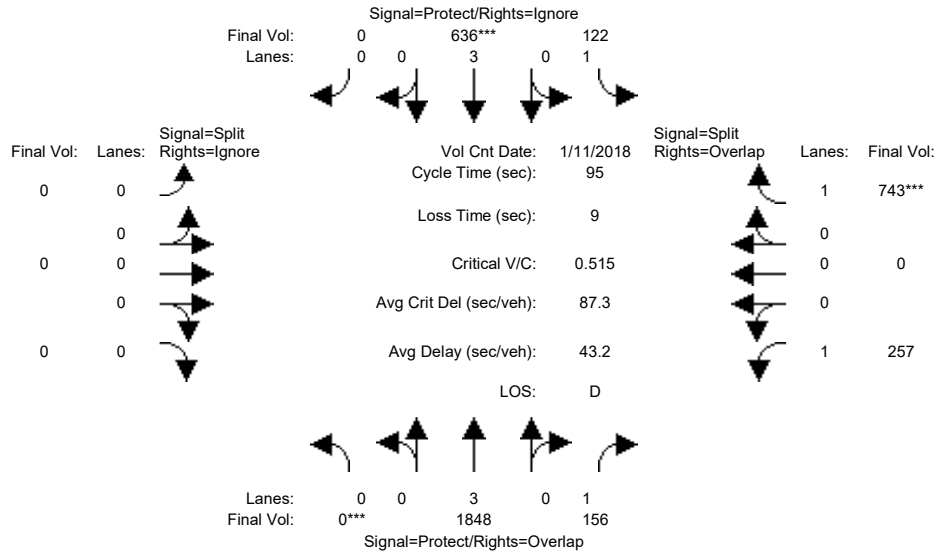
Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	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	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1738	156	120	608	0	0	0	0	257	0	737
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1738	156	120	608	0	0	0	0	257	0	737
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1738	156	120	608	0	0	0	0	257	0	737
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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.42
Crit Moves:	***			****						****		
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.54	0.12	0.46	0.15	0.00	0.00	0.00	0.00	0.78	0.00	1.24
Delay/Veh:	0.0	13.0	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.2
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	19	3	7	4	0	0	0	0	18	0	69

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	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	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	110	0	2	28	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1848	156	122	636	0	0	0	0	257	0	743
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1848	156	122	636	0	0	0	0	257	0	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1848	156	122	636	0	0	0	0	257	0	743
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1848	156	122	636	0	0	0	0	257	0	743

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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

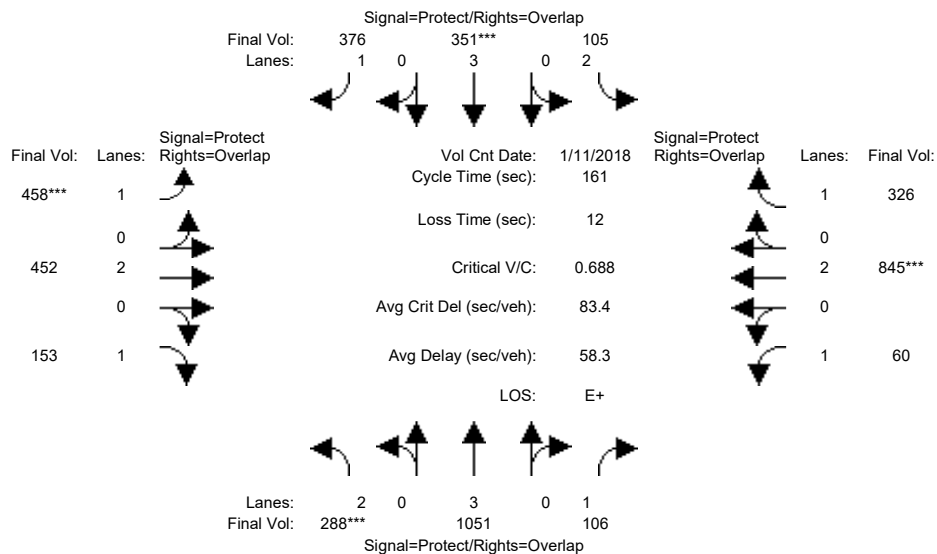
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.42
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.57	0.12	0.47	0.16	0.00	0.00	0.00	0.00	0.78	0.00	1.25
Delay/Veh:	0.0	13.5	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	158.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	158.4
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	20	3	7	4	0	0	0	0	18	0	71

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1051	106	105	351	376	458	452	153	60	845	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:	288	1051	106	105	351	376	458	452	153	60	845	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1051	106	105	351	376	458	452	153	60	845	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
Final Volume:	288	1051	106	105	351	376	458	452	153	60	845	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

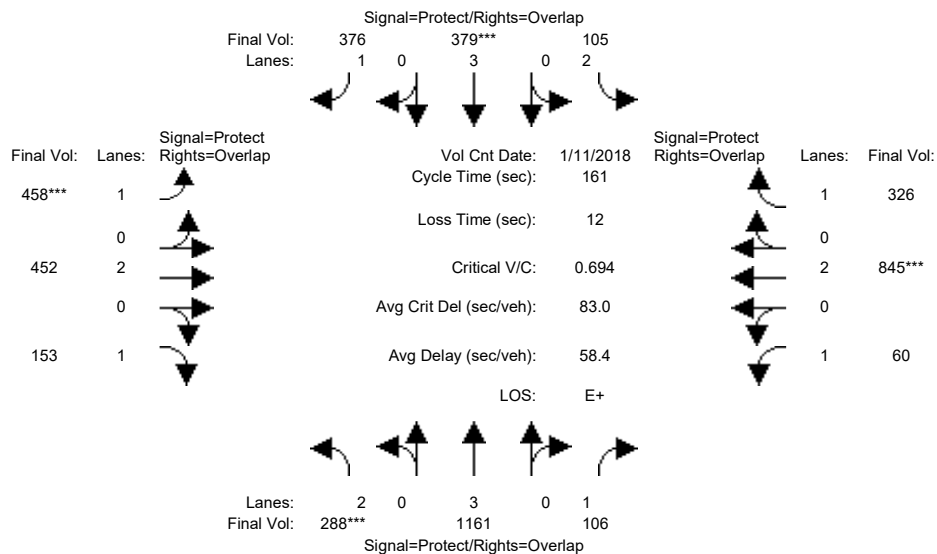
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.06	0.03	0.06	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.61	0.15	0.32	0.25	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	48.4	31.4	67.2	48.5	29.7	177.2	30.4	15.2	70.3	53.7	35.7
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:	63.8	48.4	31.4	67.2	48.5	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2k95thQ:	16	26	7	6	9	24	56	13	7	7	33	22

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM											
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326					
Added Vol:	0	110	0	0	28	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	288	1161	106	105	379	376	458	452	153	60	845	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:	288	1161	106	105	379	376	458	452	153	60	845	326					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	288	1161	106	105	379	376	458	452	153	60	845	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					
Final Volume:	288	1161	106	105	379	376	458	452	153	60	845	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

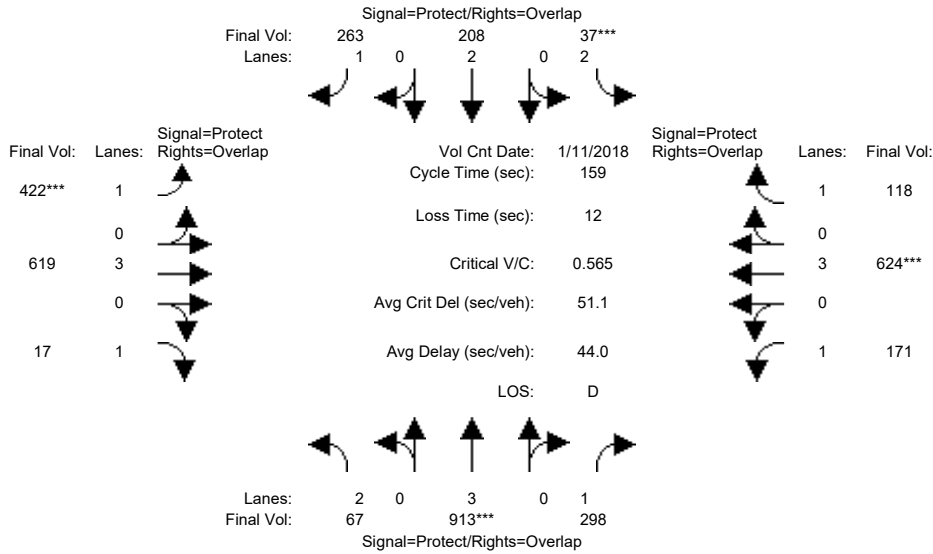
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.06	0.03	0.07	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.67	0.15	0.32	0.27	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	49.9	31.4	67.2	48.8	29.7	177.2	30.4	15.2	70.3	53.7	35.7
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:	63.8	49.9	31.4	67.2	48.8	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2k95thQ:	16	29	7	6	9	24	56	13	7	7	33	22

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	913	298	37	208	263	422	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	913	298	37	208	263	422	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	913	298	37	208	263	422	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	913	298	37	208	263	422	619	17	171	624	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

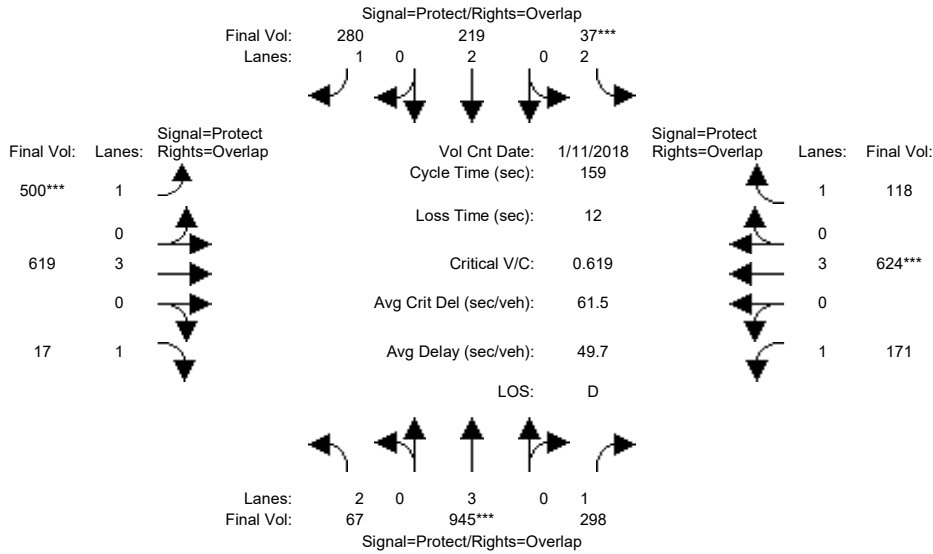
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.17	0.01	0.05	0.15	0.24	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.43	0.33	0.21	0.16	0.24	0.89	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.6	22.6	72.2	35.3	13.4	74.5	37.6	26.4	71.1	53.7	44.1
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:	70.1	37.6	22.6	72.2	35.3	13.4	74.5	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	E	D+	C	E	D-	D
HCM2k95thQ:	4	20	16	2	7	11	36	13	1	18	17	9

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	32	0	0	11	17	78	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	945	298	37	219	280	500	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	945	298	37	219	280	500	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	945	298	37	219	280	500	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	945	298	37	219	280	500	619	17	171	624	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

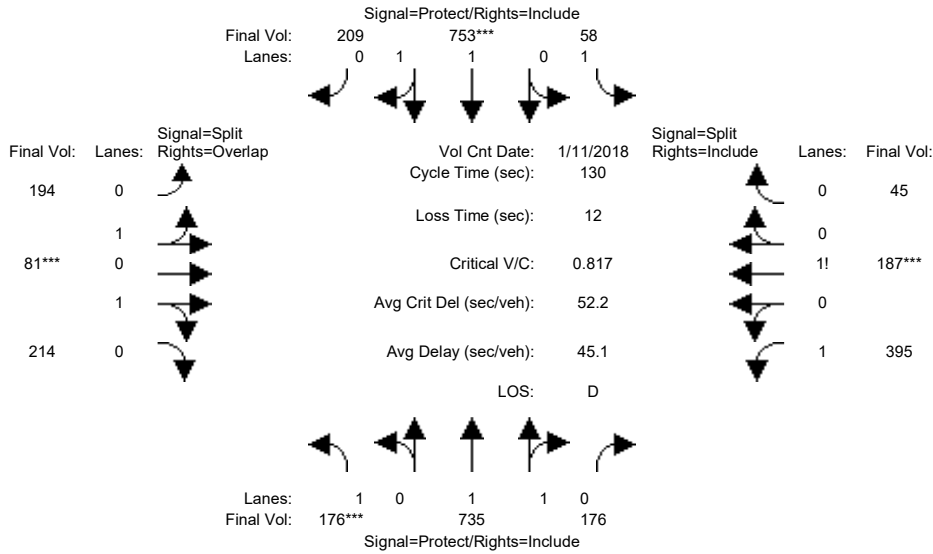
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.01	0.06	0.16	0.29	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.45	0.33	0.21	0.16	0.26	1.06	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.8	22.6	72.2	35.5	13.6	115.1	37.6	26.4	71.1	53.7	44.1
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:	70.1	37.8	22.6	72.2	35.5	13.6	115.1	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	F	D+	C	E	D-	D
HCM2k95thQ:	4	21	16	2	7	12	49	13	1	18	17	9

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	735	176	58	753	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	735	176	58	753	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	735	176	58	753	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	735	176	58	753	209	194	81	214	395	187	45

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.60	0.40	1.00	1.55	0.45	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	2985	715	1750	2896	804	1428	596	1575	2555	762	183

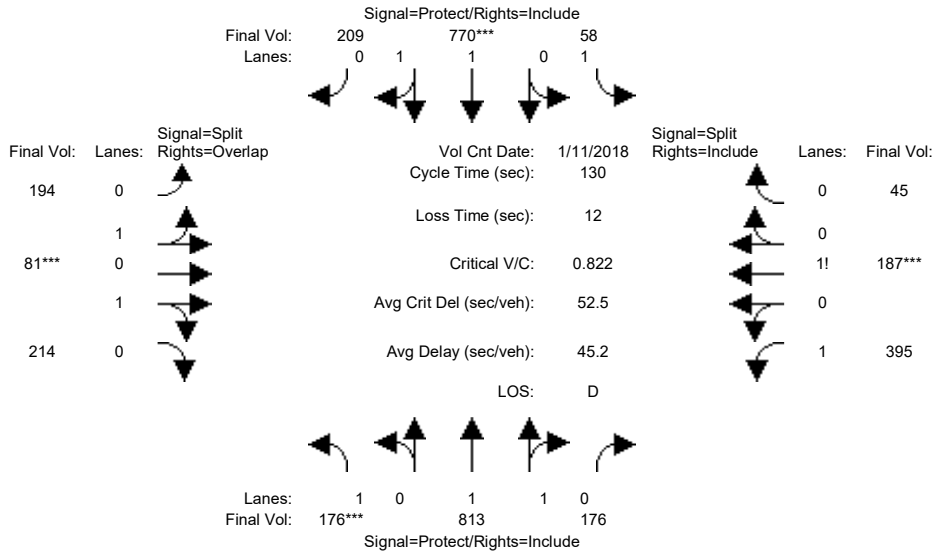
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.03	0.26	0.26	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	16.0	47.1	47.1	10.3	41.4	41.4	21.6	21.6	37.6	39.0	39.0	39.0
Volume/Cap:	0.82	0.68	0.68	0.42	0.82	0.82	0.82	0.82	0.47	0.51	0.82	0.82
Delay/Veh:	76.6	36.5	36.5	59.0	45.4	45.4	60.9	60.9	38.3	38.0	49.0	49.0
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:	76.6	36.5	36.5	59.0	45.4	45.4	60.9	60.9	38.3	38.0	49.0	49.0
LOS by Move:	E-	D+	D+	E+	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	27	27	5	32	32	22	22	16	18	33	33

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	78	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	813	176	58	770	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	813	176	58	770	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	813	176	58	770	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	813	176	58	770	209	194	81	214	395	187	45

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.56	0.44	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3041	658	1750	2910	790	1428	596	1575	2555	762	183

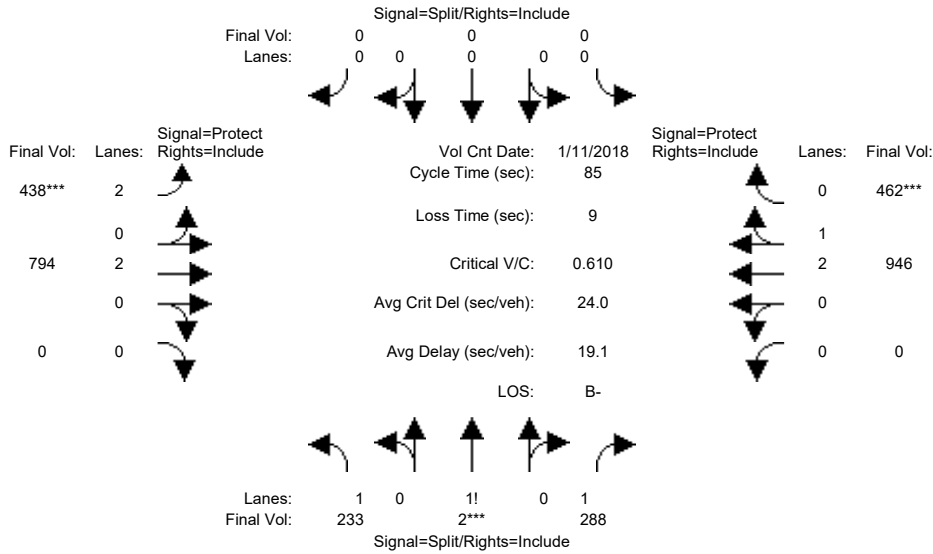
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.03	0.26	0.26	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.9	48.1	48.1	9.7	41.8	41.8	21.5	21.5	37.4	38.8	38.8	38.8
Volume/Cap:	0.82	0.72	0.72	0.45	0.82	0.82	0.82	0.82	0.47	0.52	0.82	0.82
Delay/Veh:	77.6	37.2	37.2	60.0	45.4	45.4	61.4	61.4	38.5	38.2	49.6	49.6
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:	77.6	37.2	37.2	60.0	45.4	45.4	61.4	61.4	38.5	38.2	49.6	49.6
LOS by Move:	E-	D+	D+	E	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	30	30	5	33	33	22	22	16	18	33	33

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	288	0	0	0	438	794	0	0	946	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	288	0	0	0	438	794	0	0	946	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	288	0	0	0	438	794	0	0	946	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	288	0	0	0	438	794	0	0	946	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.44	0.01	1.55	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2527	13	2710	0	0	0	3150	3800	0	0	3798	1800

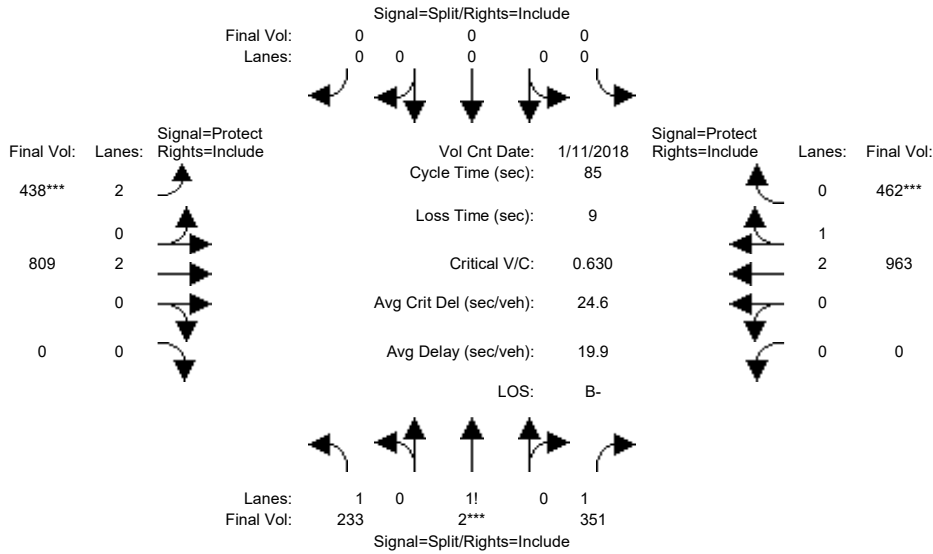
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.11	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****			****		
Green Time:	20.9	20.9	20.9	0.0	0.0	0.0	19.4	55.1	0.0	0.0	35.7	35.7
Volume/Cap:	0.38	0.61	0.43	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.59	0.61
Delay/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.4	19.7
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:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.4	19.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B-	B-
HCM2k95thQ:	8	14	9	0	0	0	12	9	0	0	17	17

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	63	0	0	0	0	15	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	351	0	0	0	438	809	0	0	963	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	351	0	0	0	438	809	0	0	963	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	351	0	0	0	438	809	0	0	963	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	351	0	0	0	438	809	0	0	963	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.39	0.01	1.60	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2443	12	2795	0	0	0	3150	3800	0	0	3797	1800

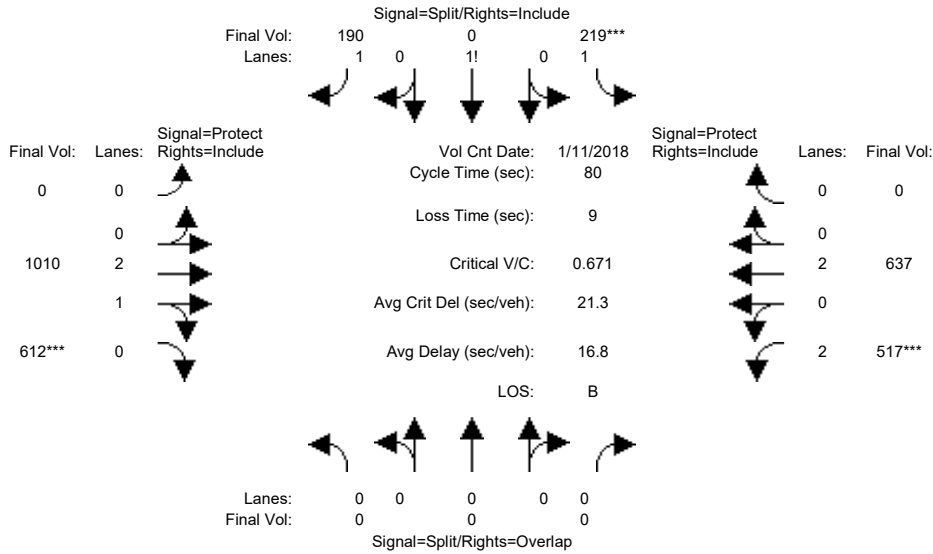
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.13	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****					
Green Time:	22.6	22.6	22.6	0.0	0.0	0.0	18.7	53.4	0.0	0.0	34.6	34.6
Volume/Cap:	0.36	0.63	0.47	0.00	0.00	0.00	0.63	0.34	0.00	0.00	0.62	0.63
Delay/Veh:	25.4	28.9	26.4	0.0	0.0	0.0	31.9	7.6	0.0	0.0	20.6	20.7
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:	25.4	28.9	26.4	0.0	0.0	0.0	31.9	7.6	0.0	0.0	20.6	20.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C+	C+
HCM2k95thQ:	8	15	11	0	0	0	12	9	0	0	18	18

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1010	612	517	637	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
Final Volume:	0	0	0	219	0	190	0	1010	612	517	637	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0

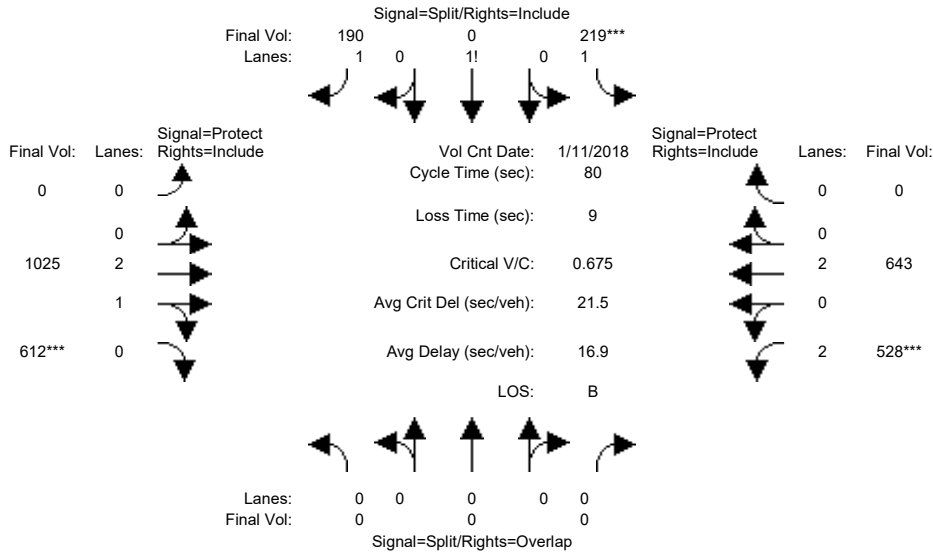
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.16	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.5	41.5	19.5	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.51	0.67	0.67	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.7	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	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.7	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	10	0	8	0	16	23	13	4	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	15	0	11	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1025	612	528	643	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	219	0	190	0	1025	612	528	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1025	612	528	643	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
Final Volume:	0	0	0	219	0	190	0	1025	612	528	643	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0

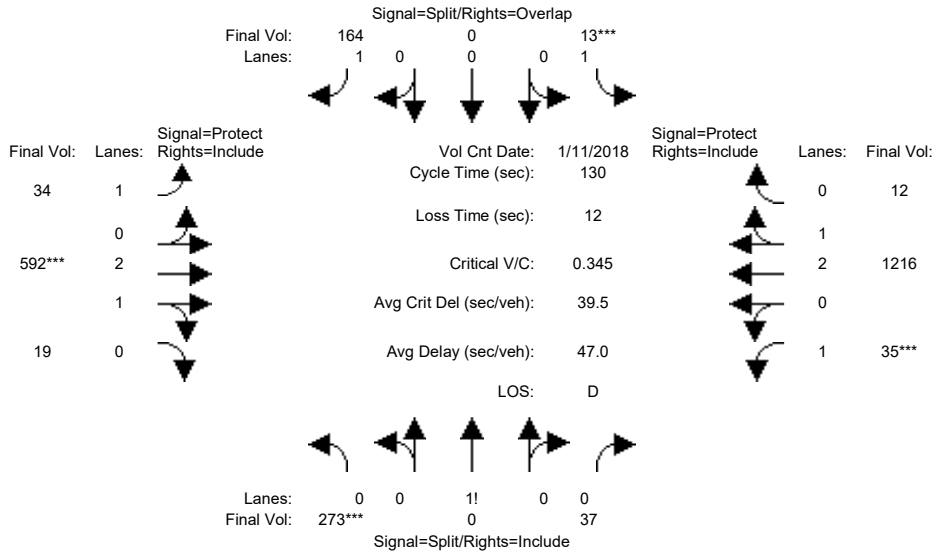
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.2	41.2	19.8	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.52	0.68	0.68	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	13.0	15.2	29.7	2.8	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:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	13.0	15.2	29.7	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	10	0	8	0	16	23	13	4	0

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	156	32	562	18	33	1155	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	164	34	592	19	35	1216	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	164	34	592	19	35	1216	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	164	34	592	19	35	1216	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.90	0.10	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5426	174	1750	5547	53

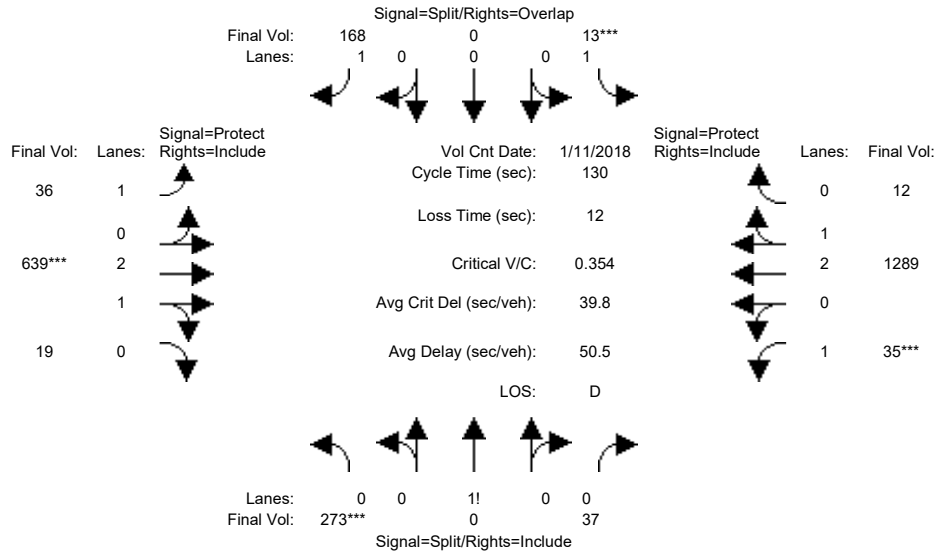
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.09	0.02	0.11	0.11	0.02	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.27	0.19	0.40	0.40	0.26	0.89	0.89
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.2	39.1	39.1	57.5	54.9	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:	38.3	0.0	38.3	37.2	0.0	30.9	54.2	39.1	39.1	57.5	54.9	54.9
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	D-	D-
HCM2k95thQ:	21	0	21	1	0	10	3	12	12	3	30	30

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	4	2	45	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	160	34	607	18	33	1225	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	168	36	639	19	35	1289	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	168	36	639	19	35	1289	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	168	36	639	19	35	1289	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5439	161	1750	5550	50

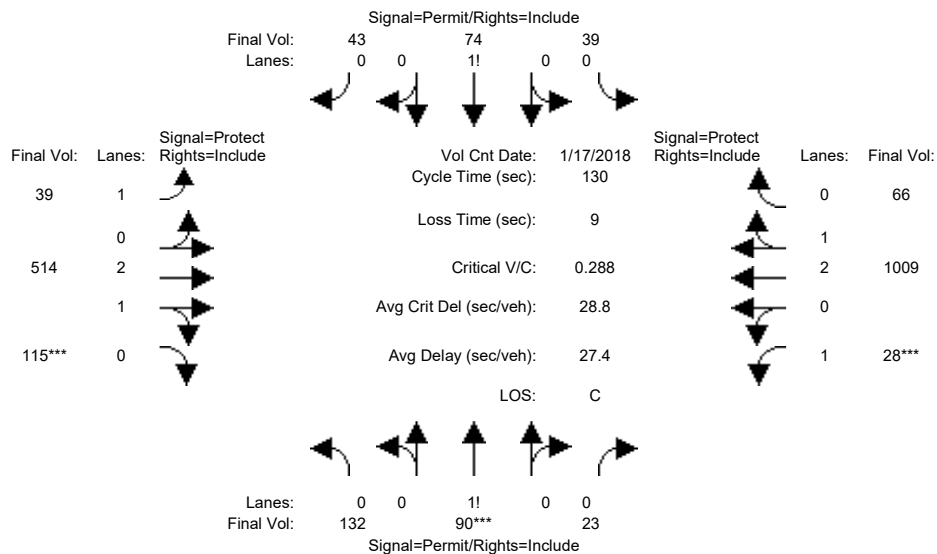
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.12	0.12	0.02	0.23	0.23
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.28	0.20	0.44	0.44	0.26	0.94	0.94
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	31.0	54.3	39.5	39.5	57.5	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.2	0.0	31.0	54.3	39.5	39.5	57.5	61.3	61.3
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E	E
HCM2k95thQ:	21	0	21	1	0	10	3	14	14	3	33	33

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	86	22	37	71	41	37	493	110	27	969	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	132	90	23	39	74	43	39	514	115	28	1009	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	90	23	39	74	43	39	514	115	28	1009	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	90	23	39	74	43	39	514	115	28	1009	66

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.54	0.37	0.09	0.25	0.48	0.27	1.00	2.43	0.57	1.00	2.81	0.19
Final Sat.:	946	640	164	435	834	482	1750	4577	1021	1750	5258	342

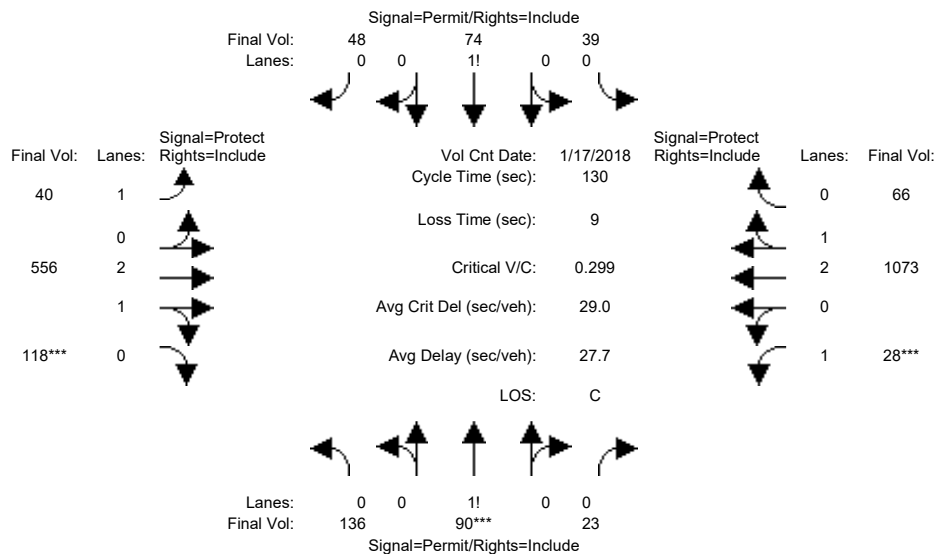
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.11	0.11	0.02	0.19	0.19
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.35	0.35	0.35	0.22	0.22	0.22	0.24	0.30	0.30	0.10	0.44	0.44
Delay/Veh:	27.5	27.5	27.5	25.8	25.8	25.8	55.5	28.5	28.5	47.5	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	25.8	25.8	25.8	55.5	28.5	28.5	47.5	25.5	25.5
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	14	14	14	8	8	8	3	11	11	2	18	18

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM											
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63					
Added Vol:	4	0	0	0	0	0	5	1	41	3	0	61	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	131	86	22	37	71	46	38	534	113	27	1030	63					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96					
PHF Volume:	136	90	23	39	74	48	40	556	118	28	1073	66					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	136	90	23	39	74	48	40	556	118	28	1073	66					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	136	90	23	39	74	48	40	556	118	28	1073	66					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.36	0.09	0.24	0.46	0.30	1.00	2.46	0.54	1.00	2.82	0.18
Final Sat.:	959	630	161	420	807	523	1750	4621	978	1750	5277	323

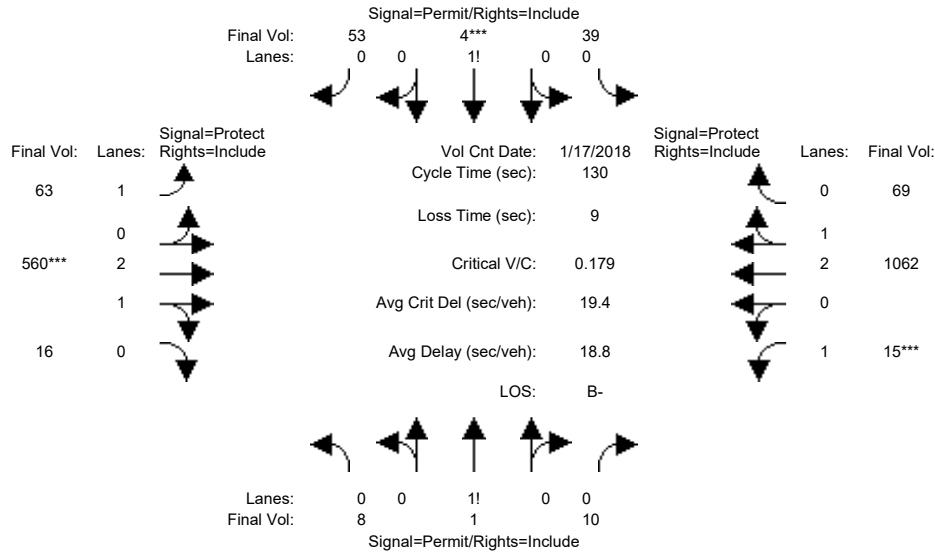
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.12	0.12	0.02	0.20	0.20
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.36	0.36	0.36	0.23	0.23	0.23	0.25	0.32	0.32	0.10	0.46	0.46
Delay/Veh:	27.6	27.6	27.6	25.9	25.9	25.9	55.6	28.8	28.8	47.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	25.9	25.9	25.9	55.6	28.8	28.8	47.5	25.9	25.9
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	14	14	14	9	9	9	3	12	12	2	19	19

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1	10	38	4	51	61	543	16	15	1030	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1	10	39	4	53	63	560	16	15	1062	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	10	39	4	53	63	560	16	15	1062	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	1	10	39	4	53	63	560	16	15	1062	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.42	0.05	0.53	0.41	0.04	0.55	1.00	2.91	0.09	1.00	2.81	0.19
Final Sat.:	737	92	921	715	75	960	1750	5440	160	1750	5258	342

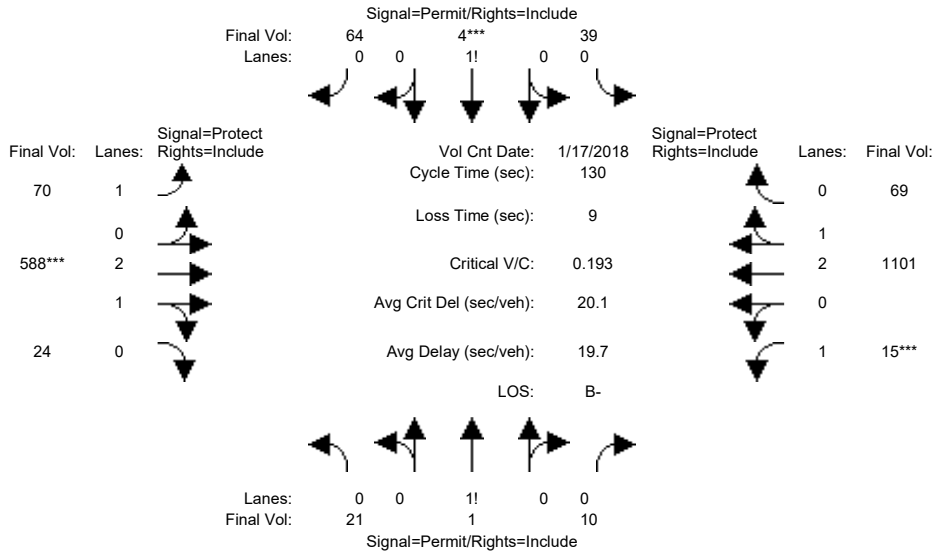
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.05	0.04	0.10	0.10	0.01	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	36.8	36.8	36.8	36.8	36.8	36.8	11.7	69.2	69.2	15.0	72.5	72.5
Volume/Cap:	0.04	0.04	0.04	0.19	0.19	0.19	0.40	0.19	0.19	0.08	0.36	0.36
Delay/Veh:	33.8	33.8	33.8	35.5	35.5	35.5	57.5	15.9	15.9	51.5	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	33.8	33.8	35.5	35.5	35.5	57.5	15.9	15.9	51.5	16.0	16.0
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	1	1	1	6	6	6	5	8	8	1	15	15

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #62: Woodhams Road / Stevens Creek Boulevard



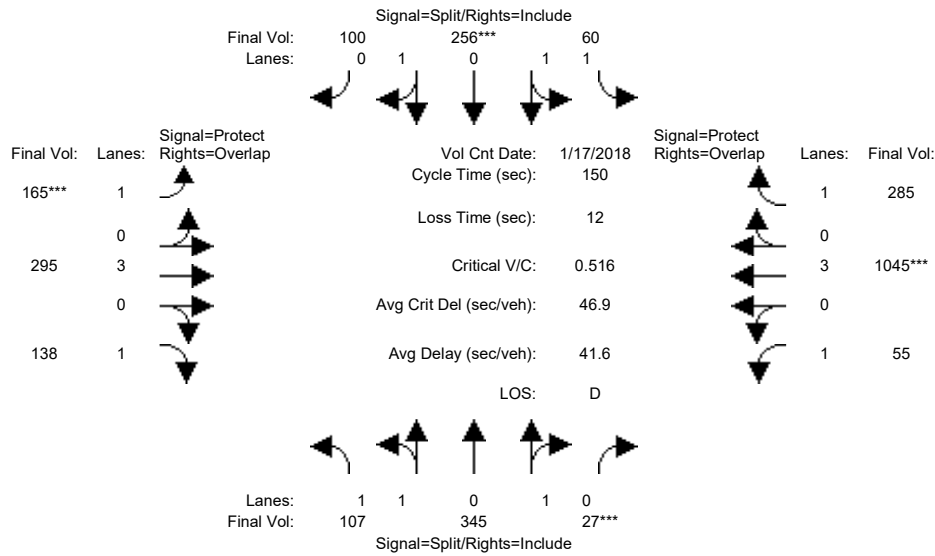
Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	12	0	0	0	0	11	7	27	7	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1	10	38	4	62	68	570	23	15	1068	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	21	1	10	39	4	64	70	588	24	15	1101	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	10	39	4	64	70	588	24	15	1101	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1	10	39	4	64	70	588	24	15	1101	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	0.03	0.32	0.36	0.04	0.60	1.00	2.88	0.12	1.00	2.82	0.18
Final Sat.:	1129	56	565	639	67	1043	1750	5383	217	1750	5269	331
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.11	0.11	0.01	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	38.1	38.1	38.1	38.1	38.1	38.1	11.5	67.9	67.9	15.0	71.4	71.4
Volume/Cap:	0.06	0.06	0.06	0.21	0.21	0.21	0.45	0.21	0.21	0.08	0.38	0.38
Delay/Veh:	33.1	33.1	33.1	34.8	34.8	34.8	58.3	16.7	16.7	51.5	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	33.1	33.1	34.8	34.8	34.8	58.3	16.7	16.7	51.5	16.8	16.8
LOS by Move:	C-	C-	C-	C-	C-	C-	E+	B	B	D-	B	B
HCM2k95thQ:	2	2	2	7	7	7	6	8	8	1	16	16

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	345	27	60	256	100	165	295	138	55	1045	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	345	27	60	256	100	165	295	138	55	1045	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	345	27	60	256	100	165	295	138	55	1045	285

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2660	1039	1750	5700	1750	1750	5700	1750

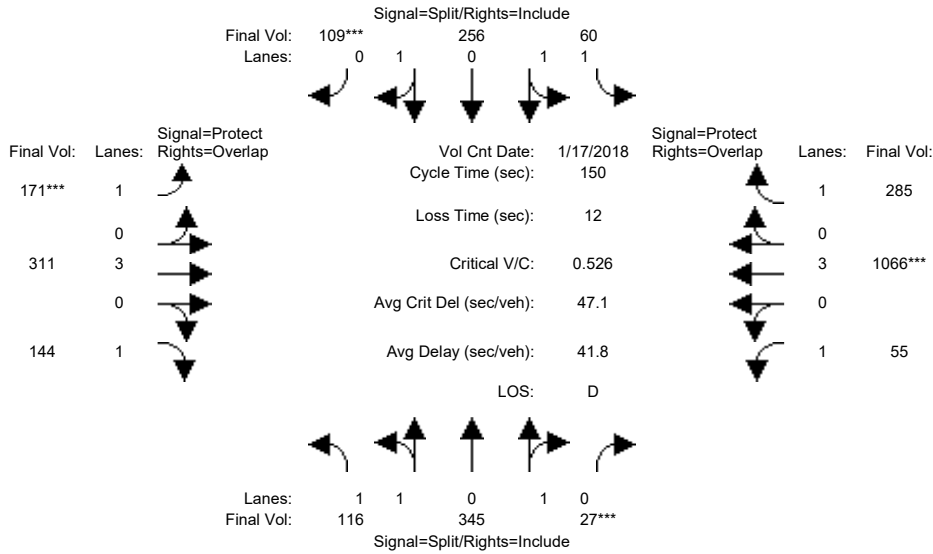
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.10	0.10	0.09	0.05	0.08	0.03	0.18	0.16
Crit Moves:	***			***			***			***		
Green Time:	29.2	29.2	29.2	28.0	28.0	28.0	27.4	47.5	76.8	33.3	53.3	81.3
Volume/Cap:	0.31	0.52	0.52	0.18	0.52	0.52	0.52	0.16	0.15	0.14	0.52	0.30
Delay/Veh:	51.9	54.5	54.5	51.4	55.5	55.5	56.8	37.0	19.5	47.1	38.4	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	54.5	54.5	51.4	55.5	55.5	56.8	37.0	19.5	47.1	38.4	19.0
LOS by Move:	D-	D-	D-	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2k95thQ:	9	15	15	5	15	15	14	6	7	4	22	14

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	9	0	0	0	0	9	6	16	6	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	345	27	60	256	109	171	311	144	55	1066	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	345	27	60	256	109	171	311	144	55	1066	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	345	27	60	256	109	171	311	144	55	1066	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	345	27	60	256	109	171	311	144	55	1066	285

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.39	0.61	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2594	1105	1750	5700	1750	1750	5700	1750

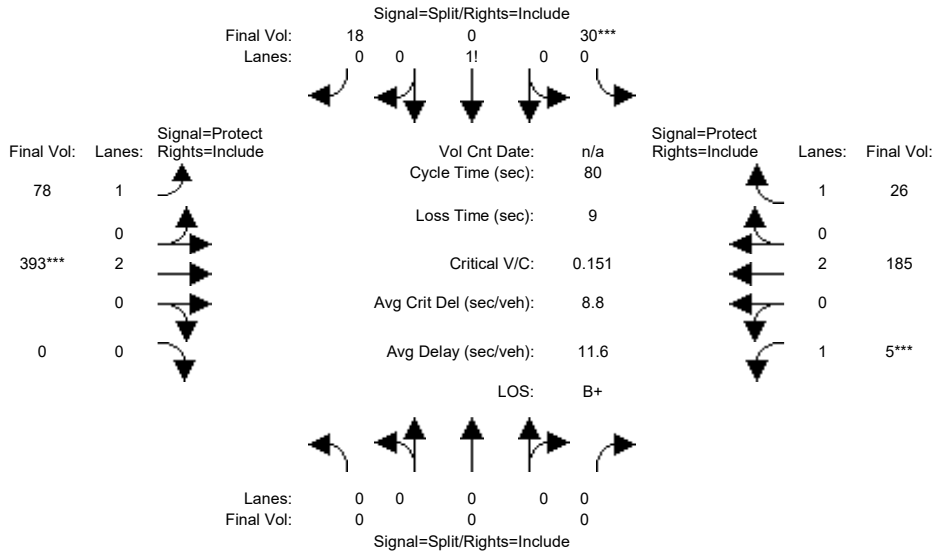
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.10	0.10	0.10	0.05	0.08	0.03	0.19	0.16
Crit Moves:	***			***			***			***		
Green Time:	28.7	28.7	28.7	28.1	28.1	28.1	27.9	47.8	76.4	33.4	53.3	81.5
Volume/Cap:	0.35	0.53	0.53	0.18	0.53	0.53	0.53	0.17	0.16	0.14	0.53	0.30
Delay/Veh:	52.7	55.1	55.1	51.3	55.6	55.6	56.7	36.9	19.7	46.9	38.6	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	55.1	55.1	51.3	55.6	55.6	56.7	36.9	19.7	46.9	38.6	18.9
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2k95thQ:	10	15	15	5	15	15	14	7	7	4	23	14

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 9:00:00 AM												
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	18	78	393	0	5	185	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	18	78	393	0	5	185	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	30	0	18	78	393	0	5	185	26

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	0.00	0.38	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1094	0	656	1750	3800	0	1750	3800	1750

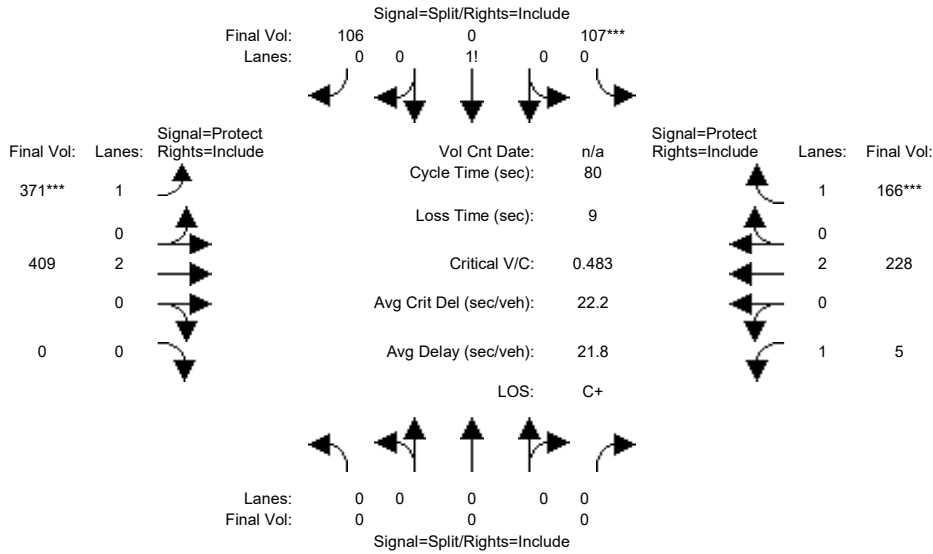
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.10	0.00	0.00	0.05	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	13.4	0.0	13.4	23.7	50.6	0.0	7.0	33.9	33.9
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.16	0.15	0.16	0.00	0.03	0.11	0.04
Delay/Veh:	0.0	0.0	0.0	28.8	0.0	28.8	20.9	6.1	0.0	33.5	14.0	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:	0.0	0.0	0.0	28.8	0.0	28.8	20.9	6.1	0.0	33.5	14.0	13.5
LOS by Move:	A	A	A	C	A	C	C+	A	A	C-	B	B
HCM2k95thQ:	0	0	0	2	0	2	3	4	0	0	3	1

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 9:00:00 AM												
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	77	0	88	293	16	0	0	43	140
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	107	0	106	371	409	0	5	228	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:	0	0	0	107	0	106	371	409	0	5	228	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	106	371	409	0	5	228	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
Final Volume:	0	0	0	107	0	106	371	409	0	5	228	166

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	879	0	871	1750	3800	0	1750	3800	1750

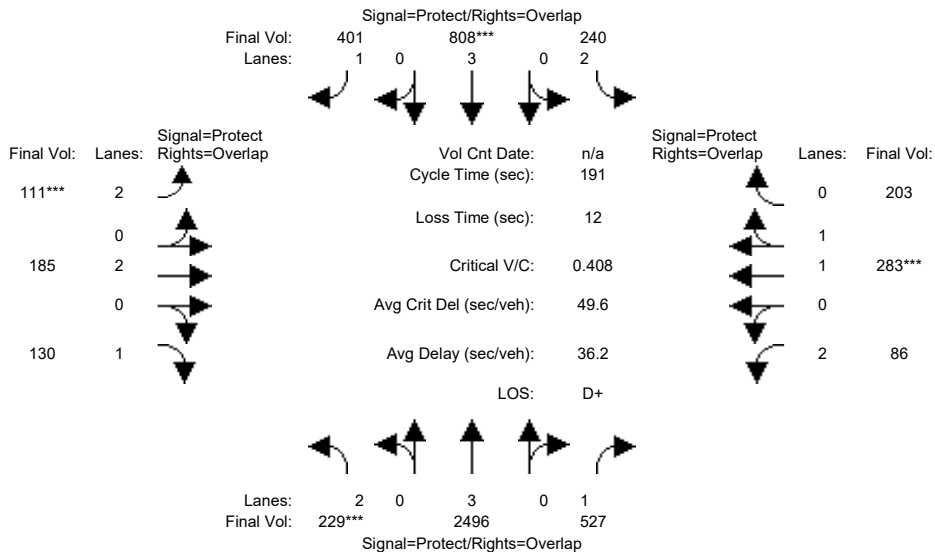
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.21	0.11	0.00	0.00	0.06	0.09
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	20.2	0.0	20.2	35.1	29.9	0.0	20.9	15.7	15.7
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.48	0.48	0.29	0.00	0.01	0.31	0.48
Delay/Veh:	0.0	0.0	0.0	26.3	0.0	26.3	16.5	17.7	0.0	21.9	27.7	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.3	0.0	26.3	16.5	17.7	0.0	21.9	27.7	29.6
LOS by Move:	A	A	A	C	A	C	B	B	A	C+	C	C
HCM2k95thQ:	0	0	0	10	0	10	13	7	0	0	5	8

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	3160	527	240	1010	401	111	185	130	86	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	2496	527	240	808	401	111	185	130	86	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	2496	527	240	808	401	111	185	130	86	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	2496	527	240	808	401	111	185	130	86	283	203

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

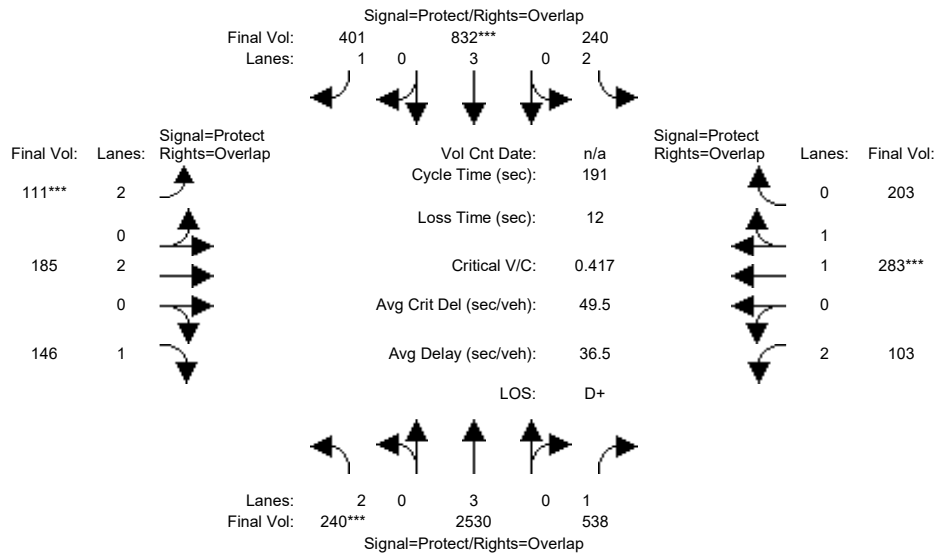
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.30	0.08	0.14	0.23	0.04	0.05	0.07	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.73	0.44	0.86	0.26	0.36	0.45	0.29	0.25	0.35	0.79	0.51
Delay/Veh:	74.4	26.4	13.6	103.0	20.8	15.9	80.7	66.0	47.9	79.6	78.7	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:	74.4	26.4	13.6	103.0	20.8	15.9	80.7	66.0	47.9	79.6	78.7	57.9
LOS by Move:	E	C	B	F	C+	B	F	E	D	E-	E-	E+
HCM2k95thQ:	13	49	24	19	14	20	8	9	11	6	26	21

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	11	43	11	0	30	0	0	0	16	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	3203	538	240	1040	401	111	185	146	103	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	2530	538	240	832	401	111	185	146	103	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	2530	538	240	832	401	111	185	146	103	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	2530	538	240	832	401	111	185	146	103	283	203

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

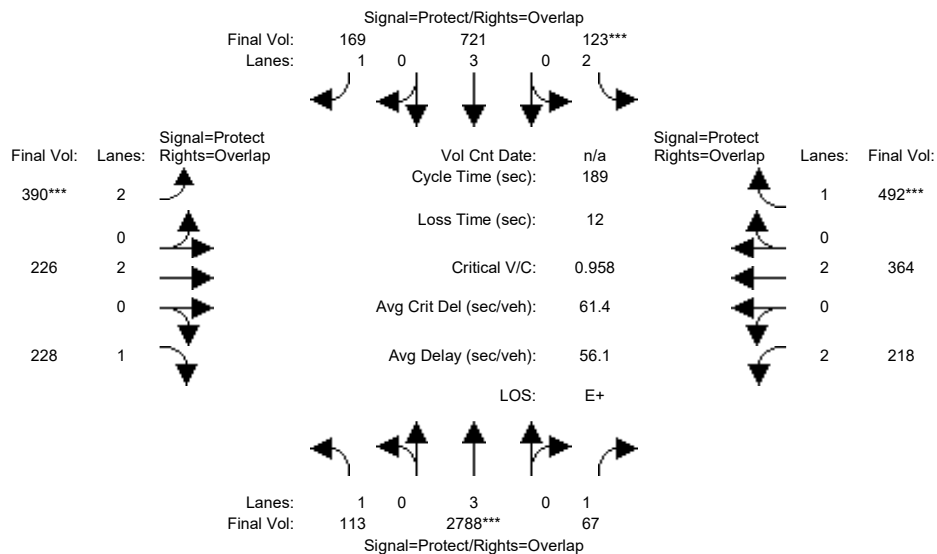
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.31	0.08	0.15	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.74	0.45	0.86	0.26	0.36	0.45	0.29	0.28	0.42	0.79	0.51
Delay/Veh:	75.1	26.8	13.8	103.0	20.9	15.9	80.7	66.0	48.4	80.3	78.7	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:	75.1	26.8	13.8	103.0	20.9	15.9	80.7	66.0	48.4	80.3	78.7	57.9
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	E-	E+
HCM2k95thQ:	13	50	25	19	14	20	8	9	12	7	26	21

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	3529	67	123	901	169	390	226	228	218	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	2788	67	123	721	169	390	226	228	218	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2788	67	123	721	169	390	226	228	218	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	2788	67	123	721	169	390	226	228	218	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

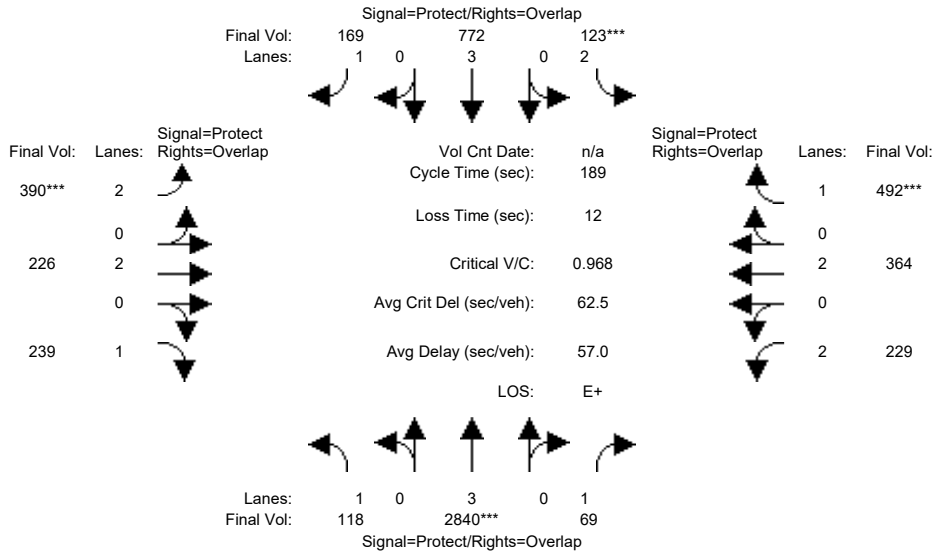
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.04	0.04	0.13	0.10	0.12	0.06	0.13	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.68	0.92	0.06	0.54	0.25	0.15	0.97	0.25	0.39	0.80	0.48	1.03
Delay/Veh:	89.4	43.4	13.6	83.2	24.8	13.1	114.8	55.2	45.9	96.4	64.2	115.4
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:	89.4	43.4	13.6	83.2	24.8	13.1	114.8	55.2	45.9	96.4	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2k95thQ:	12	72	3	8	13	8	29	10	19	17	17	57

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	5	66	2	0	64	0	0	0	11	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	3595	69	123	965	169	390	226	239	229	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	2840	69	123	772	169	390	226	239	229	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	2840	69	123	772	169	390	226	239	229	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	2840	69	123	772	169	390	226	239	229	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

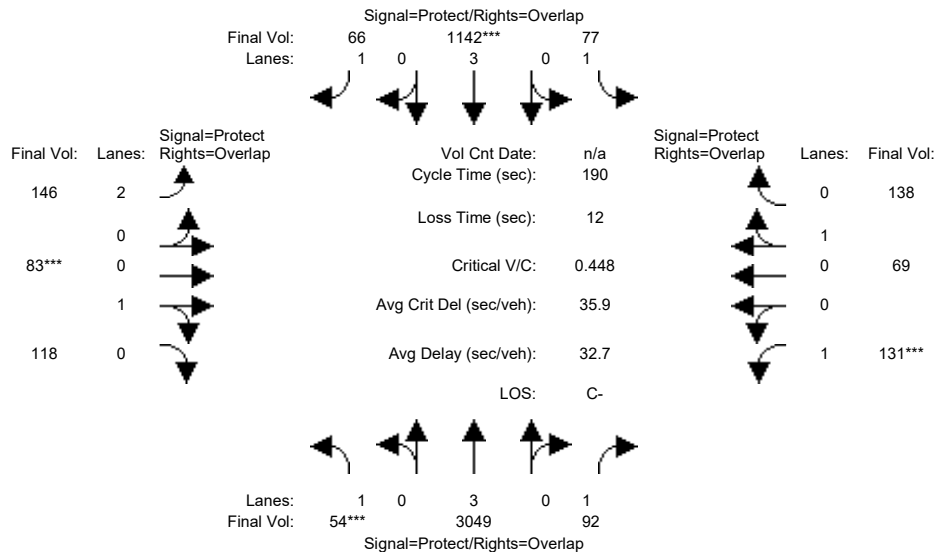
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.04	0.04	0.14	0.10	0.12	0.06	0.14	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.71	0.93	0.06	0.54	0.27	0.15	0.97	0.25	0.41	0.84	0.48	1.03
Delay/Veh:	92.0	45.3	13.6	83.2	25.0	13.1	114.8	55.2	46.3	101.6	64.2	115.4
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:	92.0	45.3	13.6	83.2	25.0	13.1	114.8	55.2	46.3	101.6	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2k95thQ:	13	74	3	8	14	8	29	10	19	18	17	57

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	3859	92	77	1428	66	146	83	118	131	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	3049	92	77	1142	66	146	83	118	131	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	3049	92	77	1142	66	146	83	118	131	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	3049	92	77	1142	66	146	83	118	131	69	138

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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	743	1057	1750	600	1200

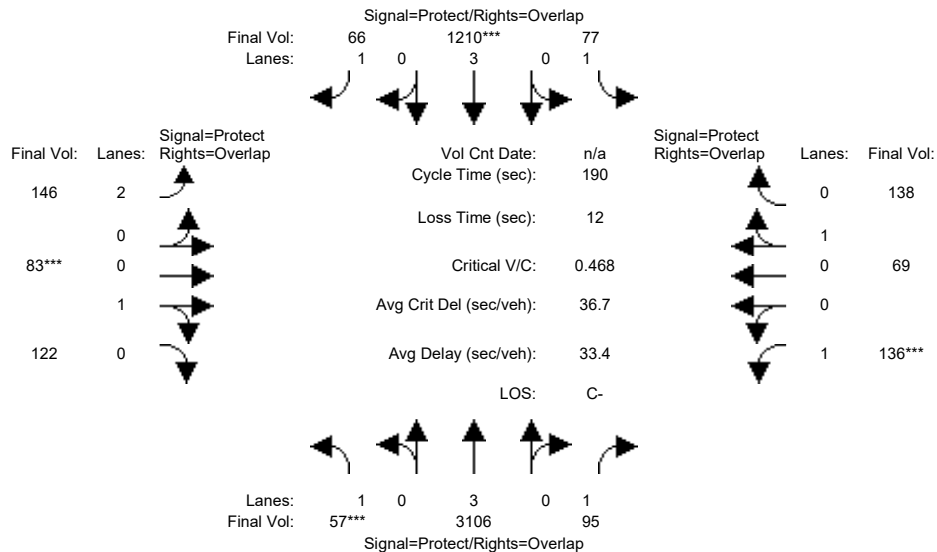
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.05	0.04	0.20	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.56	0.83	0.07	0.72	0.31	0.05	0.51	0.77	0.56	0.90	0.84	0.58
Delay/Veh:	89.7	26.2	7.1	104.0	13.8	6.3	79.5	87.6	66.8	127.4	97.9	67.9
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:	89.7	26.2	7.1	104.0	13.8	6.3	79.5	87.6	66.8	127.4	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2k95thQ:	6	67	3	9	17	2	10	23	20	19	25	20

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

Vallco Special Area Specific Plan
SJ17-1776

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

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	3	73	3	0	85	0	0	0	4	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	3932	95	77	1513	66	146	83	122	136	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	3106	95	77	1210	66	146	83	122	136	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	3106	95	77	1210	66	146	83	122	136	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	3106	95	77	1210	66	146	83	122	136	69	138

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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.40	0.60	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	729	1071	1750	600	1200

Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.05	0.04	0.21	0.04	0.05	0.11	0.11	0.08	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.59	0.85	0.07	0.72	0.33	0.05	0.51	0.79	0.57	0.93	0.84	0.58
Delay/Veh:	91.9	27.0	7.1	104.0	14.0	6.3	79.5	89.2	67.2	136.5	97.9	67.9
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:	91.9	27.0	7.1	104.0	14.0	6.3	79.5	89.2	67.2	136.5	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2k95thQ:	7	69	3	9	18	2	10	24	20	20	25	20

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

Vallco Special Area Specific Plan
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				Existing PM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C	31.7	0.555	37.5	C	31.7	0.563	+ 0.008	37.3	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	27.1	0.594	22.3	C	26.2	0.615	+ 0.022	21.3	- 0.9	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	46.7	0.795	51.4	D	47.7	0.841	+ 0.046	53.3	+ 1.8	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	43.7	0.754	45.7	D	44.1	0.773	+ 0.019	46.5	+ 0.9	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	46.6	0.760	45.3	D	47.1	0.776	+ 0.016	46.1	+ 0.8	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.7	0.446	7.3	B+	10.5	0.456	+ 0.010	7.2	- 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	25.9	0.560	24.9	C	25.5	0.570	+ 0.010	24.6	- 0.3	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	41.0	0.859	54.6	D	42.7	0.875	+ 0.016	56.6	+ 2.0	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	27.1	0.783	37.6	C	28.0	0.817	+ 0.034	39.0	+ 1.4	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B	18.0	0.746	39.4	B-	18.9	0.761	+ 0.015	40.0	+ 0.6	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	39.9	0.790	37.8	D	45.2	0.861	+ 0.071	45.5	+ 7.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	64.2	0.963	74.7	E	67.7	0.993	+ 0.030	80.1	+ 5.4	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	26.4	0.679	37.9	C	25.7	0.699	+ 0.020	37.9	+ 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.0	0.775	19.2	B	16.0	0.832	+ 0.057	20.4	+ 1.2	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.7	0.611	26.8	B	16.6	0.666	+ 0.055	27.9	+ 1.1	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	28.8	0.690	29.6	C	28.5	0.702	+ 0.011	29.5	- 0.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C	23.1	0.533	23.3	C+	21.6	0.594	+ 0.061	22.5	- 0.8	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.4	0.756	29.2	C	24.8	0.773	+ 0.017	29.6	+ 0.4	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.5	0.716	33.7	C-	33.7	0.796	+ 0.079	35.5	+ 1.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.0	0.413	7.5	B+	11.9	0.475	+ 0.062	7.0	- 0.5	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	15.2	0.513	15.3	C	31.8	0.727	+ 0.214	31.5	+ 16.2	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	48.1	0.730	54.8	D	49.4	0.774	+ 0.044	56.7	+ 1.9	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D	47.9	0.696	38.2	D	49.3	0.736	+ 0.039	39.5	+ 1.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.8	0.545	31.8	B-	18.5	0.599	+ 0.053	31.0	- 0.9	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.8	0.562	20.3	C+	22.3	0.611	+ 0.049	20.3	- 0.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	43.0	0.688	50.9	D	43.6	0.743	+ 0.055	49.9	- 1.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				Existing PM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B	15.4	0.369	13.3	B	14.3	0.414	+ 0.045	12.5	- 0.8	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	B	16.5	0.482	15.8	B	15.8	0.529	+ 0.047	15.7	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	12.0	0.667	12.3	B	14.2	0.813	+ 0.146	16.4	+ 4.0	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	8.4	0.488	9.6	B+	10.5	0.756	+ 0.268	13.3	+ 3.7	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	31.2	0.502	28.4	D-	52.3	0.861	+ 0.360	59.8	+ 31.4	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	41.4	0.694	40.0	D	44.5	0.782	+ 0.088	47.4	+ 7.4	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	3.0	0.367	3.6	A	2.9	0.397	+ 0.030	3.5	- 0.1	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.1	0.354	3.3	A	4.2	0.381	+ 0.027	3.3	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	41.5	0.705	44.1	D	42.2	0.728	+ 0.023	45.2	+ 1.1	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	22.8	0.411	19.7	C+	22.5	0.435	+ 0.024	19.3	- 0.4	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	21.6	0.468	21.4	C+	20.2	0.517	+ 0.048	20.0	- 1.5	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	43.2	0.761	47.8	D	43.8	0.788	+ 0.026	49.5	+ 1.7	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	24.5	0.396	27.8	C	24.8	0.427	+ 0.032	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	B-	18.3	0.442	20.3	B-	18.5	0.494	+ 0.053	20.6	+ 0.3	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	31.3	0.403	34.5	C-	34.5	0.588	+ 0.185	38.6	+ 4.1	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	42.8	0.614	43.8	D	44.2	0.722	+ 0.108	46.9	+ 3.1	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	D	40.5	0.627	49.4	E	72.0	0.695	+ 0.069	97.3	+ 47.9	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	D-	52.7	0.495	62.3	E+	56.4	0.522	+ 0.027	66.7	+ 4.4	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	24.0	0.363	23.9	C	24.9	0.393	+ 0.030	24.6	+ 0.7	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.4	0.603	26.1	C	25.9	0.658	+ 0.055	27.1	+ 1.0	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C	27.1	0.724	28.8	C	30.5	0.786	+ 0.062	32.9	+ 4.2	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	E	66.3	0.790	71.9	E	69.3	0.748	- 0.042	78.6	+ 6.7	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D	44.5	0.578	53.5	D	45.2	0.593	+ 0.014	53.7	+ 0.1	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.0	0.585	23.8	C	29.0	0.622	+ 0.037	24.5	+ 0.7	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	C	30.2	0.829	21.2	C	30.9	0.856	+ 0.027	22.5	+ 1.3	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B	16.6	0.559	6.8	B	16.7	0.573	+ 0.014	6.9	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

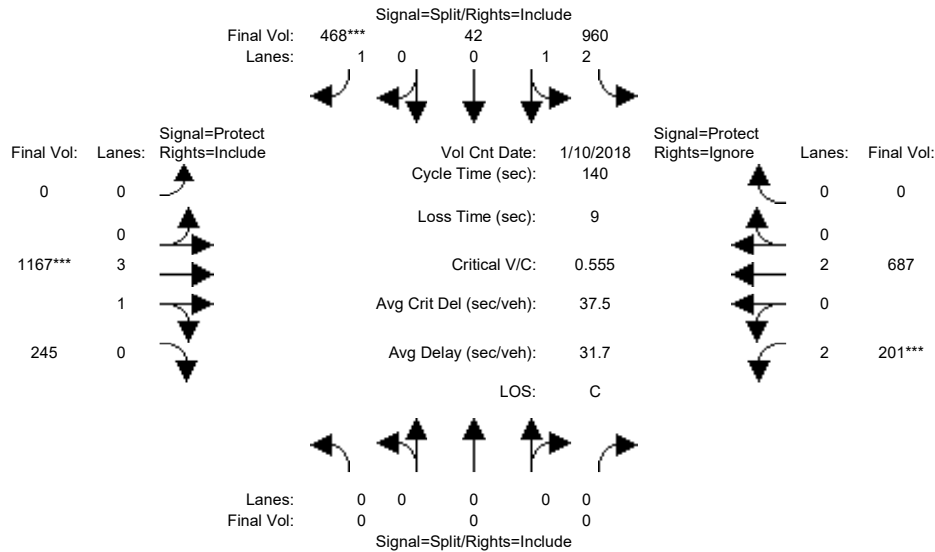
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				Existing PM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	D-	54.2	0.658	56.7	E+	56.2	0.666	+ 0.008	56.8	+ 0.1	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.7	0.397	5.2	B	14.7	0.424	+ 0.026	5.2	- 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	46.7	0.597	53.0	D	46.9	0.622	+ 0.025	53.1	+ 0.1	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	45.7	0.425	51.7	D	46.7	0.431	+ 0.006	51.4	- 0.2	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D+	37.8	0.832	45.7	D+	38.3	0.857	+ 0.025	47.1	+ 1.5	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	26.7	0.647	29.2	C	26.9	0.667	+ 0.019	29.5	+ 0.3	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	18.5	0.502	27.4	B-	18.7	0.522	+ 0.020	27.8	+ 0.3	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	46.3	0.647	48.7	D	47.5	0.668	+ 0.022	50.6	+ 1.9	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C+	22.7	0.459	23.0	C	23.0	0.482	+ 0.023	23.4	+ 0.5	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.1	0.266	24.3	C+	21.6	0.290	+ 0.025	24.9	+ 0.6	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	37.1	0.538	38.4	D+	37.2	0.547	+ 0.009	38.4	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	17.1	0.264	16.3	C	27.9	0.713	+ 0.449	28.7	+ 12.4	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	71.5	0.992	89.9	E	74.1	1.016	+ 0.024	94.9	+ 5.0	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E+	55.1	0.823	64.0	E+	57.8	0.843	+ 0.020	68.9	+ 4.9	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	29.2	0.451	33.0	C	29.9	0.470	+ 0.019	32.6	- 0.3	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	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	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	960	42	468	0	1167	245	201	687	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	960	42	468	0	1167	245	201	687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	960	42	468	0	1167	245	201	687	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
Final Volume:	0	0	0	960	42	468	0	1167	245	201	687	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 1.00 0.95 0.83 1.00 0.92
Lanes:	0.00 0.00 0.00 2.88 0.12 1.00 0.00 3.28 0.72 2.00 2.00 0.00
Final Sat.:	0 0 0 4741 207 1750 0 6197 1301 3150 3800 0

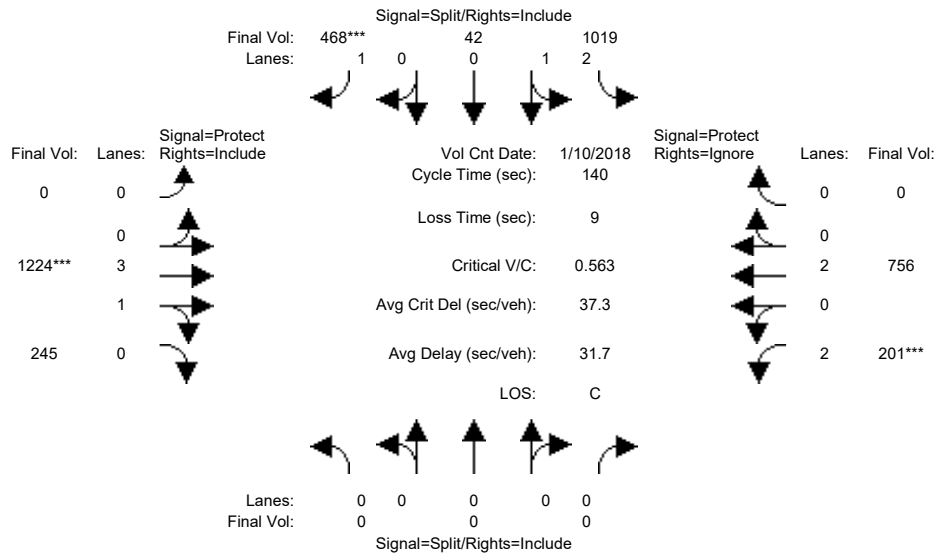
Capacity Analysis Module:	
Vol/Sat:	0.00 0.00 0.00 0.20 0.20 0.27 0.00 0.19 0.19 0.06 0.18 0.00
Crit Moves:	**** **** ****
Green Time:	0.0 0.0 0.0 67.4 67.4 67.4 0.0 47.5 47.5 16.1 63.6 0.0
Volume/Cap:	0.00 0.00 0.00 0.42 0.42 0.56 0.00 0.56 0.56 0.56 0.40 0.00
Delay/Veh:	0.0 0.0 0.0 23.7 23.7 26.5 0.0 37.9 37.9 60.5 25.6 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 23.7 23.7 26.5 0.0 37.9 37.9 60.5 25.6 0.0
LOS by Move:	A A A C C C A D+ D+ E C A
HCM2k95thQ:	0 0 0 19 19 27 0 18 18 9 10 0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	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	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	59	0	0	0	57	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1019	42	468	0	1224	245	201	756	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1019	42	468	0	1224	245	201	756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1019	42	468	0	1224	245	201	756	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
Final Volume:	0	0	0	1019	42	468	0	1224	245	201	756	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	2.89	0.11	1.00	0.00	3.31	0.69	2.00	2.00	0.00
Final Sat.:	0	0	0	4753	196	1750	0	6247	1250	3150	3800	0

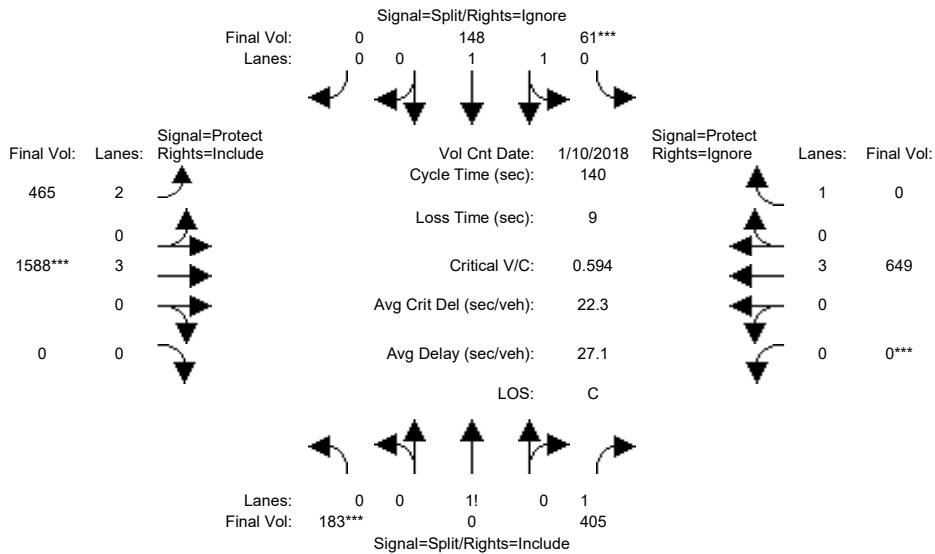
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.27	0.00	0.20	0.20	0.06	0.20	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	66.5	66.5	66.5	0.0	48.7	48.7	15.9	64.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.56	0.00	0.56	0.56	0.56	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	24.7	24.7	27.3	0.0	37.3	37.3	60.9	25.6	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	24.7	24.7	27.3	0.0	37.3	37.3	60.9	25.6	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2k95thQ:	0	0	0	21	21	27	0	19	19	9	11	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	0	405	61	148	0	465	1588	0	0	649	572
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	183	0	405	61	148	0	465	1588	0	0	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	405	61	148	0	465	1588	0	0	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	183	0	405	61	148	0	465	1588	0	0	649	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	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

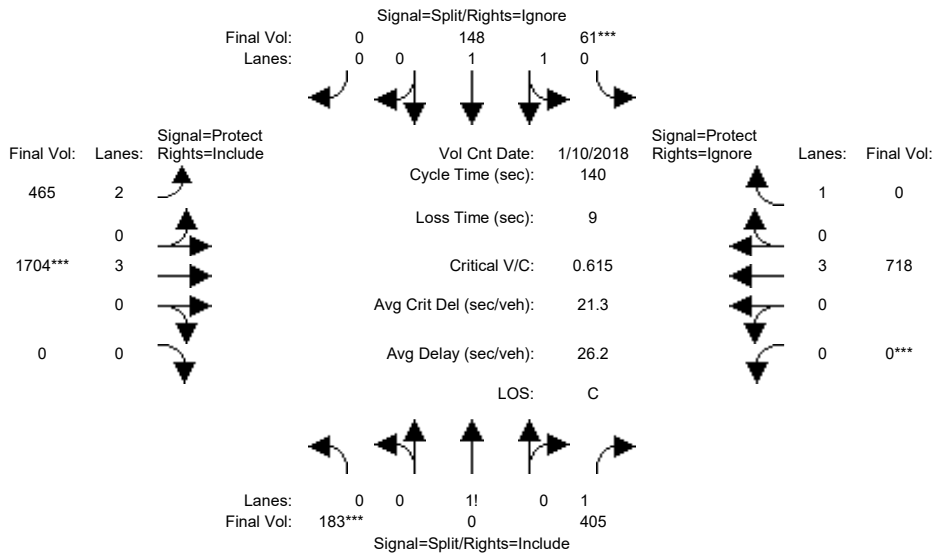
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.28	0.00	0.00	0.11	0.00
Crit Moves:	***			***			***			***		
Green Time:	52.0	0.0	52.0	13.3	13.3	0.0	37.1	65.7	0.0	0.0	28.6	0.0
Volume/Cap:	0.59	0.00	0.41	0.59	0.59	0.00	0.56	0.59	0.00	0.00	0.56	0.00
Delay/Veh:	36.5	0.0	32.8	63.5	63.5	0.0	34.5	11.6	0.0	0.0	42.0	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:	36.5	0.0	32.8	63.5	63.5	0.0	34.5	11.6	0.0	0.0	42.0	0.0
LOS by Move:	D+	A	C-	E	E	A	C-	B+	A	A	D	A
HCM2k95thQ:	26	0	17	10	10	0	16	17	0	0	14	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	0	0	0	0	0	116	0	0	69	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	0	405	61	148	0	465	1704	0	0	718	662
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	183	0	405	61	148	0	465	1704	0	0	718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	405	61	148	0	465	1704	0	0	718	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	183	0	405	61	148	0	465	1704	0	0	718	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	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

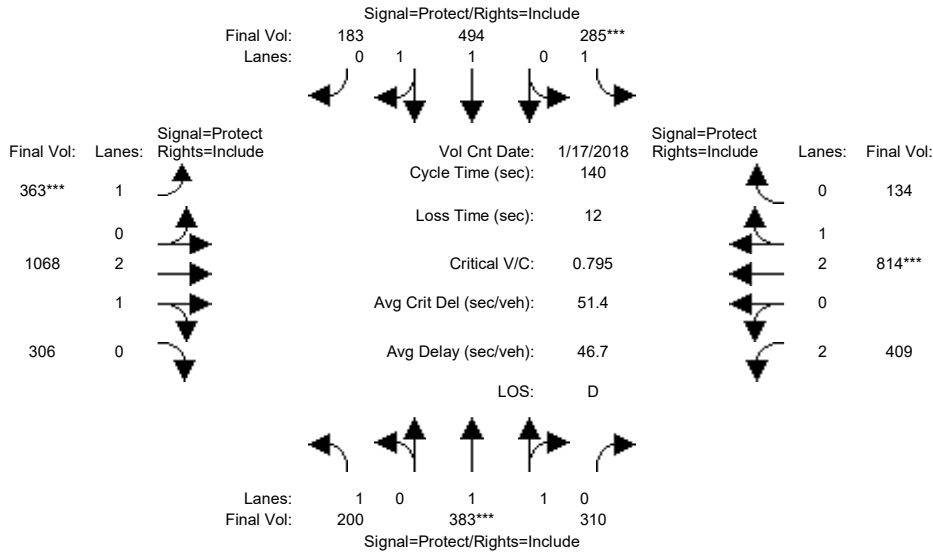
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.30	0.00	0.00	0.13	0.00
Crit Moves:	***			***			***			***		
Green Time:	50.1	0.0	50.1	12.9	12.9	0.0	36.7	68.0	0.0	0.0	31.3	0.0
Volume/Cap:	0.62	0.00	0.42	0.62	0.62	0.00	0.56	0.62	0.00	0.00	0.56	0.00
Delay/Veh:	38.2	0.0	34.2	64.6	64.6	0.0	35.0	10.2	0.0	0.0	39.6	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:	38.2	0.0	34.2	64.6	64.6	0.0	35.0	10.2	0.0	0.0	39.6	0.0
LOS by Move:	D+	A	C-	E	E	A	D+	B+	A	A	D	A
HCM2k95thQ:	26	0	17	10	10	0	16	18	0	0	15	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM												
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	200	383	310	285	494	183	363	1068	306	409	814	134						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	200	383	310	285	494	183	363	1068	306	409	814	134						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	200	383	310	285	494	183	363	1068	306	409	814	134						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	200	383	310	285	494	183	363	1068	306	409	814	134						

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	1.08	0.92	1.00	1.44	0.56	1.00	2.31	0.69	2.00	2.56	0.44
Final Sat.:	1750	2044	1654	1750	2699	1000	1750	4351	1247	3150	4807	791

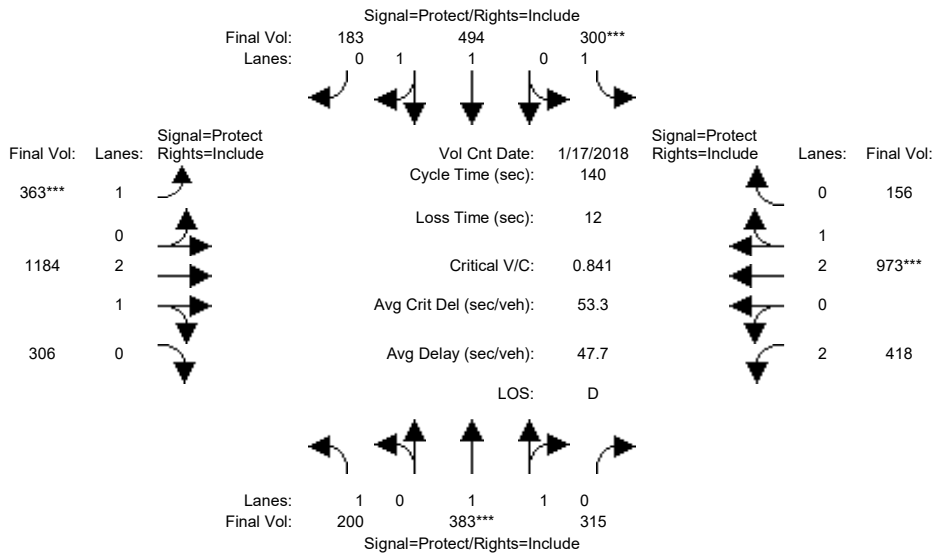
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.16	0.18	0.18	0.21	0.25	0.25	0.13	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	23.7	33.0	33.0	28.7	38.0	38.0	36.5	43.4	43.4	22.9	29.8	29.8
Volume/Cap:	0.67	0.80	0.80	0.80	0.67	0.67	0.80	0.79	0.79	0.79	0.80	0.80
Delay/Veh:	60.6	55.4	55.4	64.5	47.4	47.4	46.3	33.5	33.5	57.1	46.6	46.6
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:	60.6	55.4	55.4	64.5	47.4	47.4	46.3	33.5	33.5	57.1	46.6	46.6
LOS by Move:	E	E+	E+	E	D	D	D	C-	C-	E+	D	D
HCM2k95thQ:	18	28	28	26	25	25	26	29	29	19	23	23

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



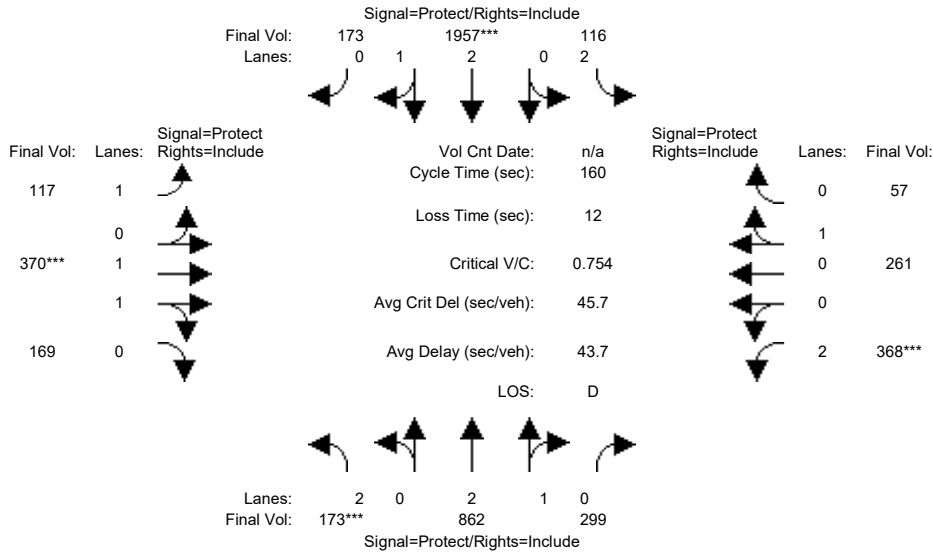
Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	5	15	0	0	0	116	0	9	159	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	383	315	300	494	183	363	1184	306	418	973	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	383	315	300	494	183	363	1184	306	418	973	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	383	315	300	494	183	363	1184	306	418	973	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	383	315	300	494	183	363	1184	306	418	973	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.07	0.93	1.00	1.44	0.56	1.00	2.36	0.64	2.00	2.57	0.43
Final Sat.:	1750	2029	1669	1750	2699	1000	1750	4448	1150	3150	4825	774
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.21	0.27	0.27	0.13	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	23.0	31.4	31.4	28.5	36.9	36.9	34.5	45.4	45.4	22.6	33.6	33.6
Volume/Cap:	0.69	0.84	0.84	0.84	0.69	0.69	0.84	0.82	0.82	0.82	0.84	0.84
Delay/Veh:	62.3	59.7	59.7	69.8	48.7	48.7	53.0	32.7	32.7	59.6	45.0	45.0
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:	62.3	59.7	59.7	69.8	48.7	48.7	53.0	32.7	32.7	59.6	45.0	45.0
LOS by Move:	E	E+	E+	E	D	D	D-	C-	C-	E+	D	D
HCM2k95thQ:	18	30	30	28	25	25	27	31	31	19	27	27

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	862	299	116	1957	173	117	370	169	368	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	862	299	116	1957	173	117	370	169	368	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	862	299	116	1957	173	117	370	169	368	261	57

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	2.20	0.80	2.00	2.75	0.25	1.00	1.36	0.64	2.00	0.82	0.18
Final Sat.:	3150	4156	1442	3150	5145	455	1750	2539	1160	3150	1477	323

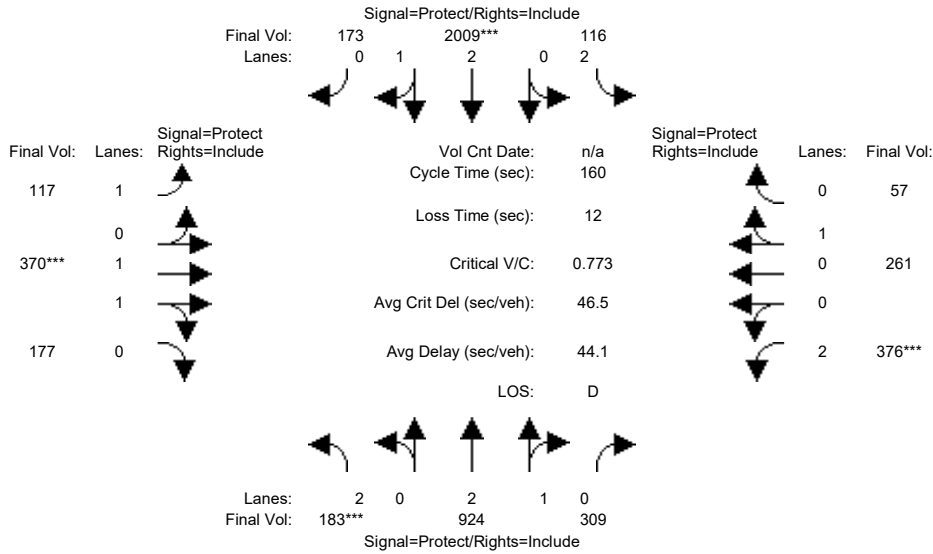
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.04	0.38	0.38	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	11.6	76.2	76.2	16.1	80.7	80.7	15.3	30.9	30.9	24.8	40.4	40.4
Volume/Cap:	0.75	0.44	0.44	0.37	0.75	0.75	0.70	0.75	0.75	0.75	0.70	0.70
Delay/Veh:	86.0	27.8	27.8	67.9	32.9	32.9	82.5	65.5	65.5	71.3	59.1	59.1
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:	86.0	27.8	27.8	67.9	32.9	32.9	82.5	65.5	65.5	71.3	59.1	59.1
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2k95thQ:	10	22	22	6	46	46	14	25	25	21	27	27

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
	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:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	10	62	10	0	52	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	924	309	116	2009	173	117	370	177	376	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	924	309	116	2009	173	117	370	177	376	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	924	309	116	2009	173	117	370	177	376	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	924	309	116	2009	173	117	370	177	376	261	57

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	2.22	0.78	2.00	2.75	0.25	1.00	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4195	1403	3150	5155	444	1750	2502	1197	3150	1477	323

Capacity Analysis Module:

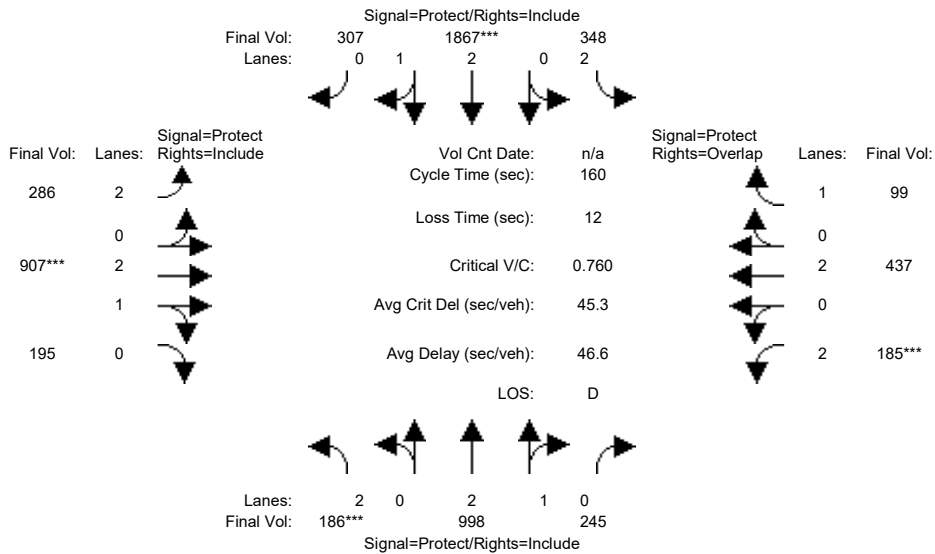
Vol/Sat:	0.06	0.22	0.22	0.04	0.39	0.39	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	12.0	77.3	77.3	15.4	80.7	80.7	15.2	30.6	30.6	24.7	40.1	40.1
Volume/Cap:	0.77	0.46	0.46	0.38	0.77	0.77	0.70	0.77	0.77	0.77	0.70	0.70
Delay/Veh:	87.2	27.5	27.5	68.7	33.6	33.6	83.1	66.7	66.7	72.5	59.5	59.5
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:	87.2	27.5	27.5	68.7	33.6	33.6	83.1	66.7	66.7	72.5	59.5	59.5
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2k95thQ:	11	23	23	6	48	48	14	26	26	22	27	27

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	998	245	348	1867	307	286	907	195	185	437	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	998	245	348	1867	307	286	907	195	185	437	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	998	245	348	1867	307	286	907	195	185	437	99

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	2.39	0.61	2.00	2.56	0.44	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4495	1103	3150	4808	791	3150	4608	991	3150	3800	1750

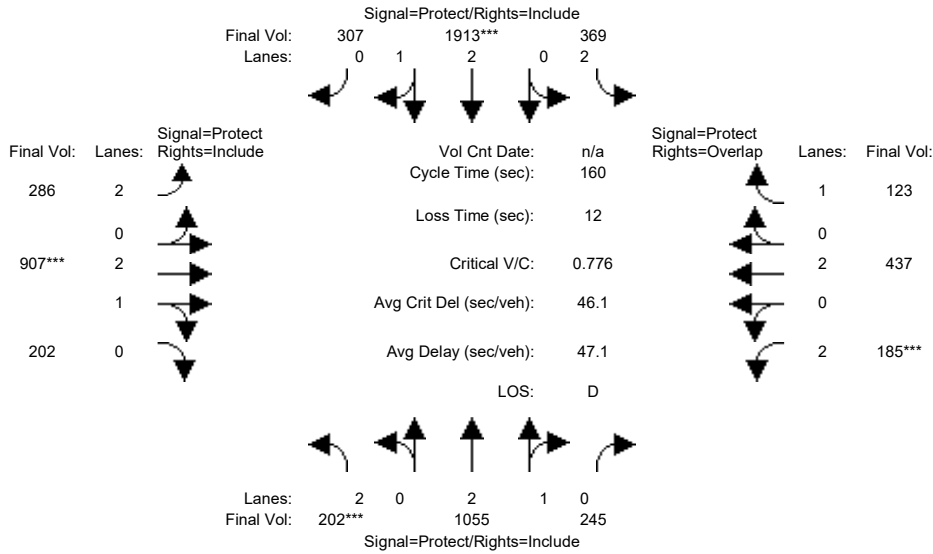
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.39	0.39	0.09	0.20	0.20	0.06	0.12	0.06
Crit Moves:	***			****			****			****		
Green Time:	12.4	62.9	62.9	31.3	81.8	81.8	23.7	41.4	41.4	12.4	30.1	61.4
Volume/Cap:	0.76	0.56	0.56	0.56	0.76	0.76	0.61	0.76	0.76	0.76	0.61	0.15
Delay/Veh:	85.3	38.2	38.2	59.4	32.5	32.5	66.2	57.1	57.1	85.4	61.2	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	38.2	38.2	59.4	32.5	32.5	66.2	57.1	57.1	85.4	61.2	32.3
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2k95thQ:	11	27	27	16	45	45	16	31	31	11	18	7

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	16	57	0	21	46	0	0	0	7	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1055	245	369	1913	307	286	907	202	185	437	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:	202	1055	245	369	1913	307	286	907	202	185	437	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1055	245	369	1913	307	286	907	202	185	437	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
Final Volume:	202	1055	245	369	1913	307	286	907	202	185	437	123

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	2.41	0.59	2.00	2.57	0.43	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	4543	1055	3150	4825	774	3150	4579	1020	3150	3800	1750

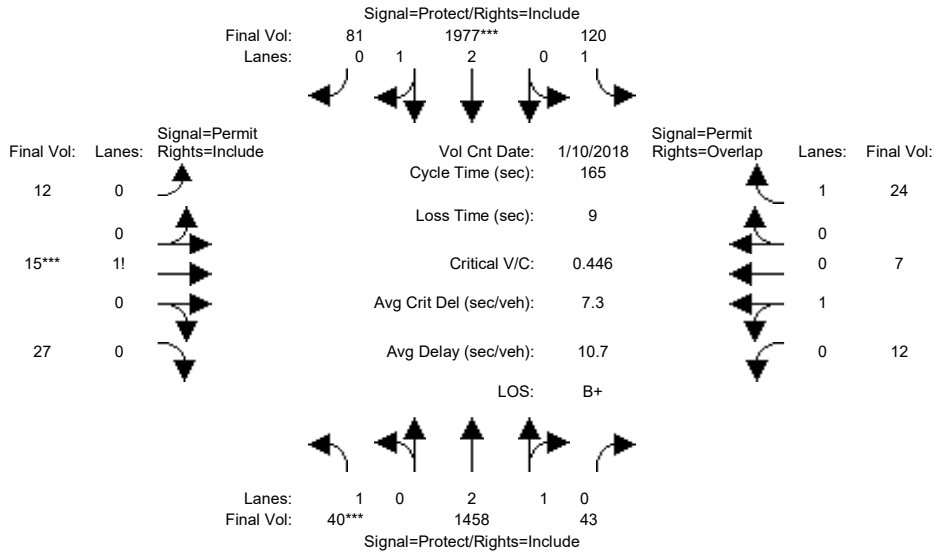
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.12	0.40	0.40	0.09	0.20	0.20	0.06	0.12	0.07
Crit Moves:	***			****			***			****		
Green Time:	13.2	63.2	63.2	31.9	81.8	81.8	23.4	40.9	40.9	12.1	29.6	61.5
Volume/Cap:	0.78	0.59	0.59	0.59	0.78	0.78	0.62	0.78	0.78	0.78	0.62	0.18
Delay/Veh:	85.5	38.6	38.6	59.6	33.1	33.1	66.8	58.0	58.0	87.3	61.8	32.8
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:	85.5	38.6	38.6	59.6	33.1	33.1	66.8	58.0	58.0	87.3	61.8	32.8
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2k95thQ:	12	29	29	17	47	47	16	32	32	11	18	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	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	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	0	0	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	1458	43	120	1977	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1458	43	120	1977	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1458	43	120	1977	81	12	15	27	12	7	24

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	2.91	0.09	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5439	160	1750	5379	220	389	486	875	1137	663	1750

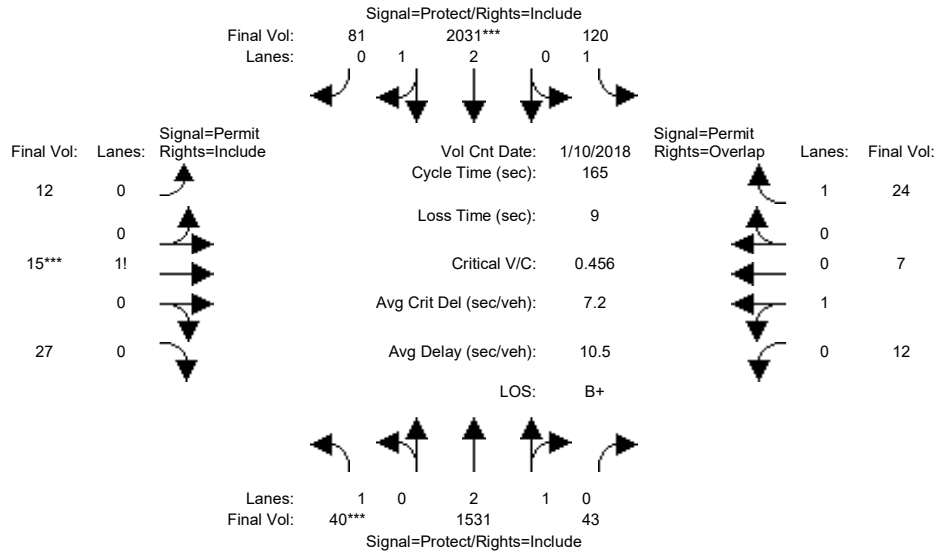
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.07	0.37	0.37	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.5	115	115.1	29.5	136	136.1	11.4	11.4	11.4	11.4	11.4	40.9
Volume/Cap:	0.45	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.06
Delay/Veh:	79.5	10.4	10.4	60.6	4.1	4.1	76.3	76.3	76.3	72.8	72.8	47.4
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:	79.5	10.4	10.4	60.6	4.1	4.1	76.3	76.3	76.3	72.8	72.8	47.4
LOS by Move:	E-	B+	B+	E	A	A	E-	E-	E-	E	E	D
HCM2k95thQ:	4	19	19	11	18	18	7	7	7	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	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	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	73	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:	40	1531	43	120	2031	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1531	43	120	2031	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1531	43	120	2031	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1531	43	120	2031	81	12	15	27	12	7	24

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	2.92	0.08	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5447	153	1750	5385	215	389	486	875	1137	663	1750

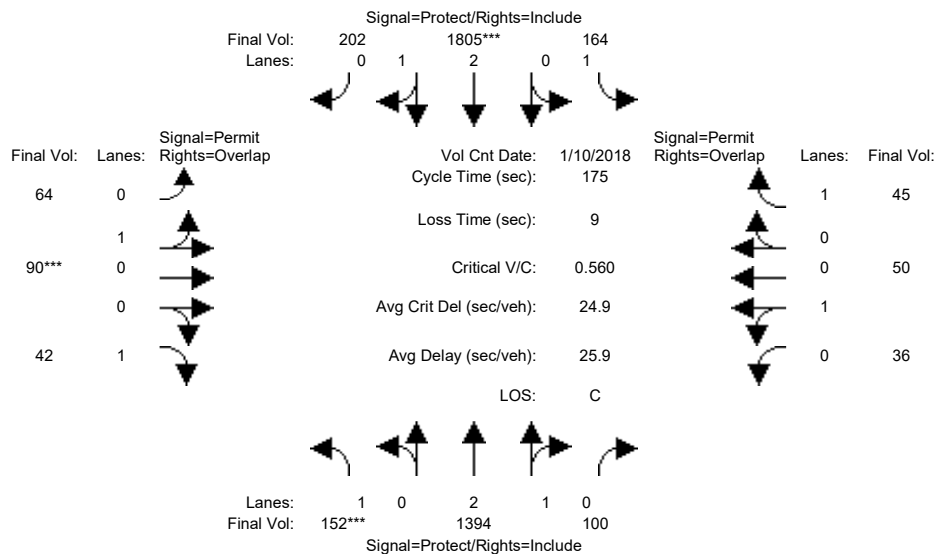
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.38	0.38	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.3	116	116.4	28.4	137	136.6	11.2	11.2	11.2	11.2	11.2	39.6
Volume/Cap:	0.46	0.40	0.40	0.40	0.46	0.46	0.46	0.46	0.46	0.16	0.16	0.06
Delay/Veh:	79.9	10.0	10.0	61.6	4.0	4.0	76.8	76.8	76.8	73.1	73.1	48.4
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:	79.9	10.0	10.0	61.6	4.0	4.0	76.8	76.8	76.8	73.1	73.1	48.4
LOS by Move:	E-	B+	B+	E	A	A	E-	E-	E-	E	E	D
HCM2k95thQ:	4	20	20	11	18	18	7	7	7	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1394	100	164	1805	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1394	100	164	1805	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1394	100	164	1805	202	64	90	42	36	50	45

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	1.00	2.69	0.31	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5225	375	1750	5036	564	748	1052	1750	753	1047	1750

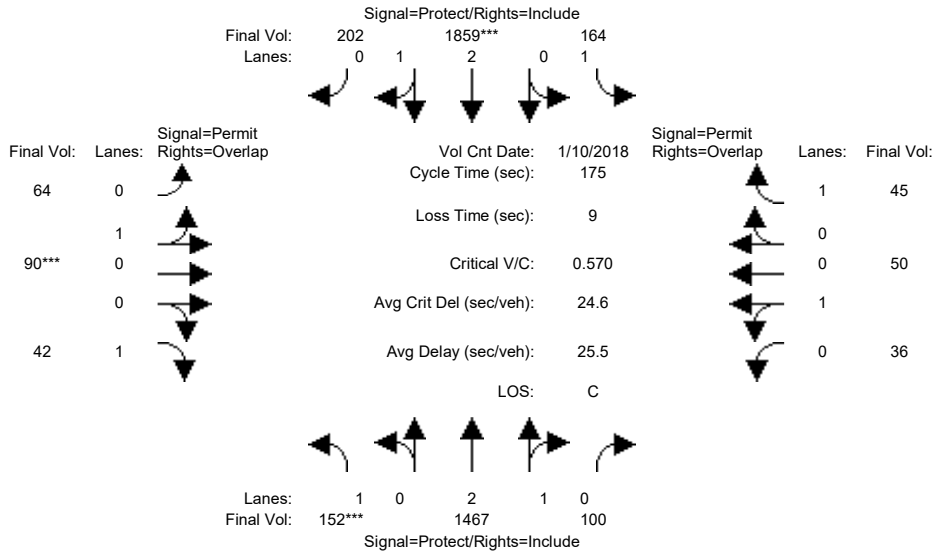
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.09	0.36	0.36	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***					
Green Time:	27.2	103	103.1	36.2	112	112.1	26.8	26.8	53.9	26.8	26.8	62.9
Volume/Cap:	0.56	0.45	0.45	0.45	0.56	0.56	0.56	0.56	0.08	0.31	0.31	0.07
Delay/Veh:	71.0	20.3	20.3	61.6	17.8	17.8	71.3	71.3	43.0	66.6	66.6	36.9
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:	71.0	20.3	20.3	61.6	17.8	17.8	71.3	71.3	43.0	66.6	66.6	36.9
LOS by Move:	E	C+	C+	E	B	B	E	E	D	E	E	D+
HCM2k95thQ:	15	26	26	15	34	34	16	16	3	9	9	3

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	73	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:	152	1467	100	164	1859	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1467	100	164	1859	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1467	100	164	1859	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1467	100	164	1859	202	64	90	42	36	50	45

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	1.00	2.70	0.30	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5242	357	1750	5050	549	748	1052	1750	753	1047	1750

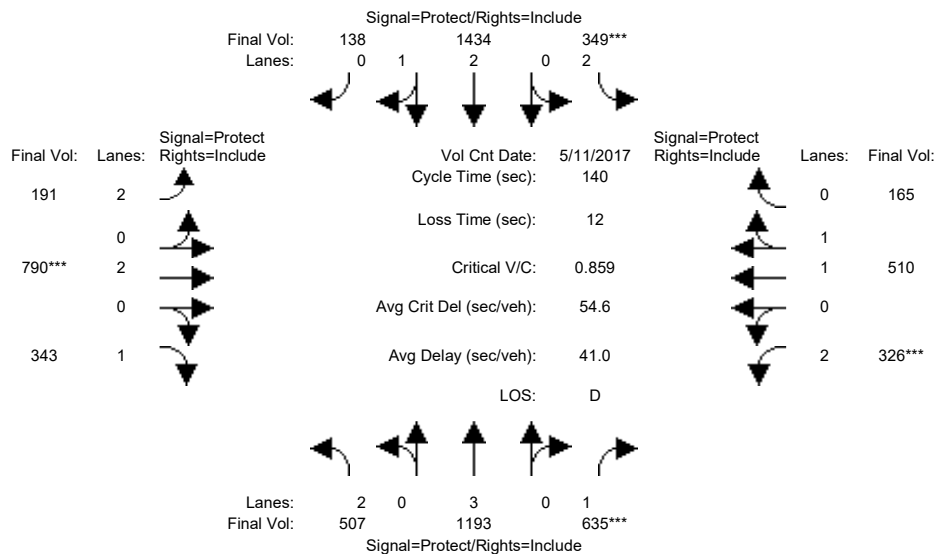
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.09	0.37	0.37	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	26.7	105	104.7	35.1	113	113.0	26.3	26.3	53.0	26.3	26.3	61.3
Volume/Cap:	0.57	0.47	0.47	0.47	0.57	0.57	0.57	0.57	0.08	0.32	0.32	0.07
Delay/Veh:	71.8	19.7	19.7	62.7	17.6	17.6	72.0	72.0	43.7	67.0	67.0	37.9
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:	71.8	19.7	19.7	62.7	17.6	17.6	72.0	72.0	43.7	67.0	67.0	37.9
LOS by Move:	E	B-	B-	E	B	B	E	E	D	E	E	D+
HCM2k95thQ:	15	27	27	15	35	35	16	16	3	9	9	3

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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:	>>	Count	Date:	11 May 2017	<<	05:00:00 PM						
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	1193	635	349	1434	138	191	790	343	326	510	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	1193	635	349	1434	138	191	790	343	326	510	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	507	1193	635	349	1434	138	191	790	343	326	510	165

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	2.73	0.27	2.00	2.00	1.00	2.00	1.50	0.50
Final Sat.:	3150	5700	1750	3150	5108	492	3150	3800	1750	3150	2795	904

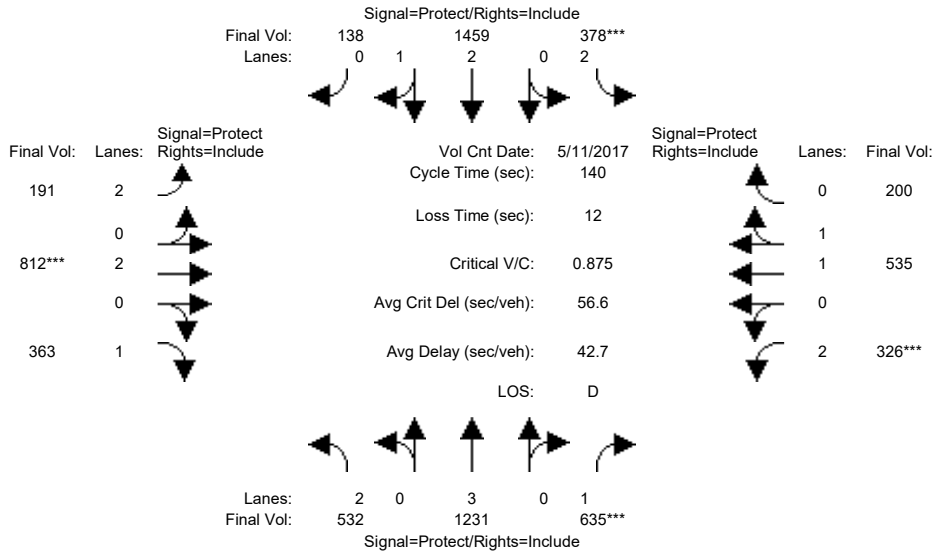
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.36	0.11	0.28	0.28	0.06	0.21	0.20	0.10	0.18	0.18
Crit Moves:			****	****				****		****		
Green Time:	28.1	59.2	59.2	18.1	49.1	49.1	12.7	33.9	33.9	16.9	38.1	38.1
Volume/Cap:	0.80	0.50	0.86	0.86	0.80	0.80	0.67	0.86	0.81	0.86	0.67	0.67
Delay/Veh:	51.5	15.3	28.7	70.3	28.7	28.7	67.7	58.9	61.1	77.9	47.1	47.1
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:	51.5	15.3	28.7	70.3	28.7	28.7	67.7	58.9	61.1	77.9	47.1	47.1
LOS by Move:	D-	B	C	E	C	C	E	E+	E	E-	D	D
HCM2k95thQ:	25	15	41	17	31	31	9	29	26	17	21	21

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

Vallco Special Area Specific Plan
SJ17-1786

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

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:	>>	Count	Date:	11 May 2017	<<	05:00:00	PM					
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	25	38	0	29	25	0	0	22	20	0	25	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	532	1231	635	378	1459	138	191	812	363	326	535	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	532	1231	635	378	1459	138	191	812	363	326	535	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	1231	635	378	1459	138	191	812	363	326	535	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	532	1231	635	378	1459	138	191	812	363	326	535	200

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	2.73	0.27	2.00	2.00	1.00	2.00	1.44	0.56
Final Sat.:	3150	5700	1750	3150	5115	484	3150	3800	1750	3150	2692	1007

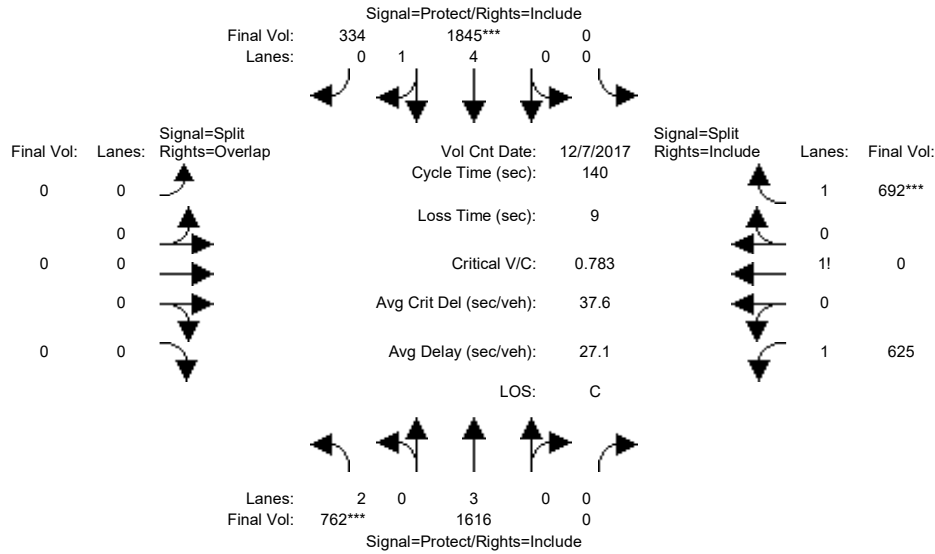
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.36	0.12	0.29	0.29	0.06	0.21	0.21	0.10	0.20	0.20
Crit Moves:			****	****			****			****		
Green Time:	28.7	58.1	58.1	19.2	48.5	48.5	11.9	34.2	34.2	16.6	38.9	38.9
Volume/Cap:	0.82	0.52	0.88	0.88	0.82	0.82	0.72	0.88	0.85	0.88	0.72	0.72
Delay/Veh:	52.4	16.4	31.4	70.7	30.0	30.0	71.3	60.2	65.3	80.7	48.0	48.0
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:	52.4	16.4	31.4	70.7	30.0	30.0	71.3	60.2	65.3	80.7	48.0	48.0
LOS by Move:	D-	B	C	E	C	C	E	E	E	F	D	D
HCM2k95thQ:	26	16	43	19	33	33	10	30	29	17	24	24

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00 PM						
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	762	1616	0	0	1845	334	0	0	0	625	0	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	762	1616	0	0	1845	334	0	0	0	625	0	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	762	1616	0	0	1845	334	0	0	0	625	0	692

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	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.20	0.80	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7956	1440	0	0	0	2580	0	2670

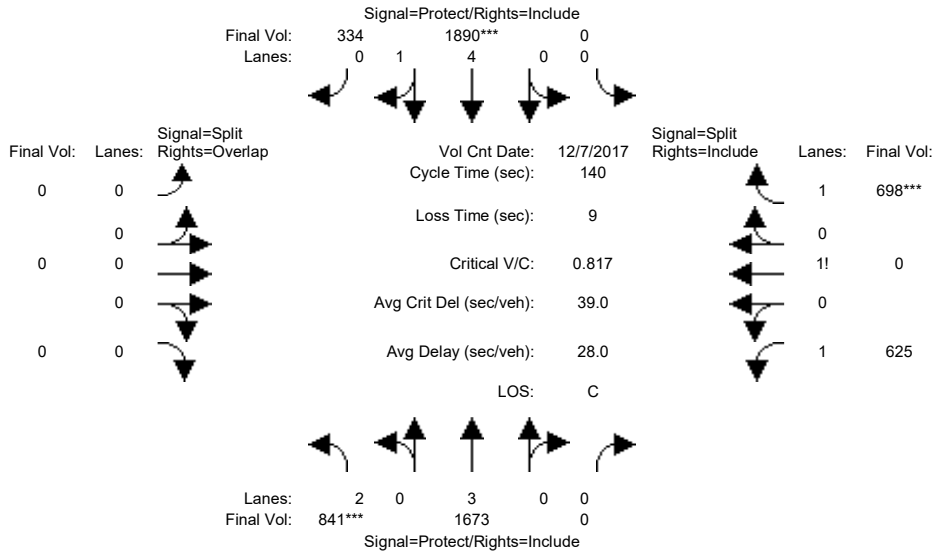
Capacity Analysis Module:												
Vol/Sat:	0.24	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***			****								****
Green Time:	43.2	84.7	0.0	0.0	41.4	41.4	0.0	0.0	0.0	46.3	0.0	46.3
Volume/Cap:	0.78	0.47	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.73	0.00	0.78
Delay/Veh:	35.2	0.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	42.9	0.0	44.8
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:	35.2	0.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	42.9	0.0	44.8
LOS by Move:	D+	A	A	A	C-	C-	A	A	A	D	A	D
HCM2k95thQ:	28	2	0	0	30	30	0	0	0	31	0	34

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00	PM
Base Vol:	762	1616	0	0	1845	334	0 0 0 625 0 692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	762	1616	0	0	1845	334	0 0 0 625 0 692
Added Vol:	79	57	0	0	45	0	0 0 0 0 0 6
PasserByVol:	0	0	0	0	0	0	0 0 0 0 0 0
Initial Fut:	841	1673	0	0	1890	334	0 0 0 625 0 698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	841	1673	0	0	1890	334	0 0 0 625 0 698
Reduct Vol:	0	0	0	0	0	0	0 0 0 0 0 0
Reduced Vol:	841	1673	0	0	1890	334	0 0 0 625 0 698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	841	1673	0	0	1890	334	0 0 0 625 0 698

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	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.22	0.78	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7986	1411	0	0	0	2577	0	2673

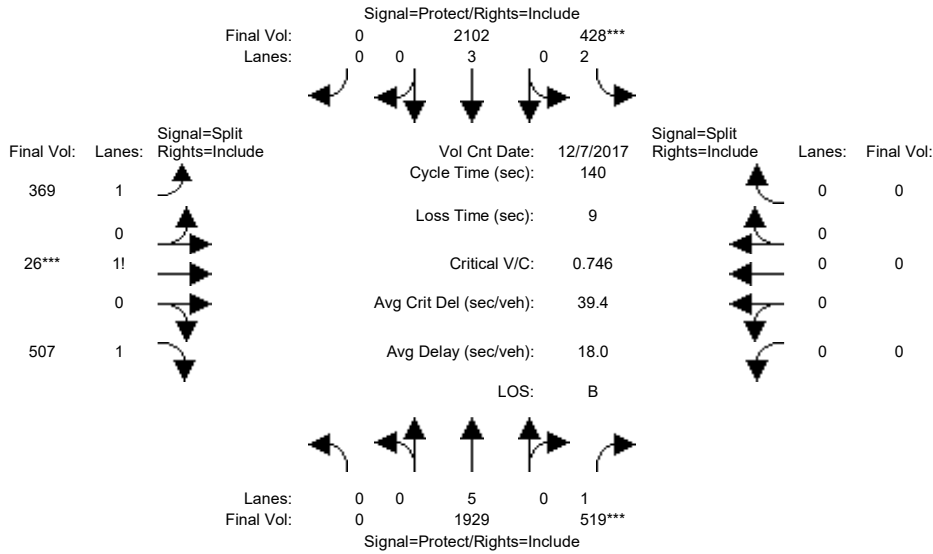
Capacity Analysis Module:												
Vol/Sat:	0.27	0.29	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***				****							****
Green Time:	45.7	86.3	0.0	0.0	40.5	40.5	0.0	0.0	0.0	44.7	0.0	44.7
Volume/Cap:	0.82	0.48	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.76	0.00	0.82
Delay/Veh:	34.5	0.1	0.0	0.0	35.7	35.7	0.0	0.0	0.0	44.8	0.0	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	0.1	0.0	0.0	35.7	35.7	0.0	0.0	0.0	44.8	0.0	47.3
LOS by Move:	C-	A	A	A	D+	D+	A	A	A	D	A	D
HCM2k95thQ:	31	1	0	0	32	32	0	0	0	32	0	36

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00 PM						
Base Vol:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1929	519	428	2102	0	369	26	507	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
Final Volume:	0	1929	519	428	2102	0	369	26	507	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	1.40	0.05	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2446	98	2706	0	0	0

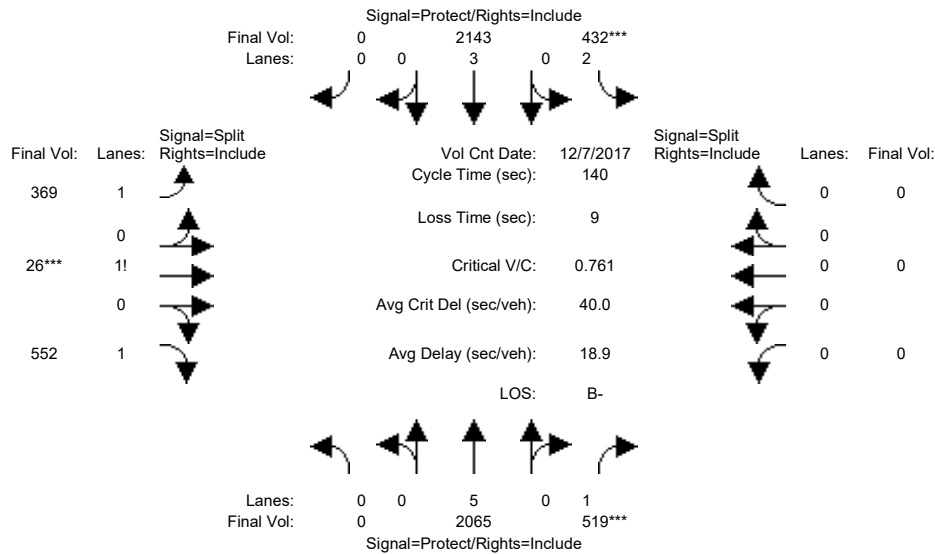
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.30	0.14	0.37	0.00	0.15	0.27	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	55.7	55.7	25.5	81.2	0.0	49.8	49.8	49.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.75	0.75	0.64	0.00	0.42	0.75	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	24.6	51.4	2.0	0.0	34.4	42.1	36.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	24.6	51.4	2.0	0.0	34.4	42.1	36.1	0.0	0.0	0.0
LOS by Move:	A	B	C	D-	A	A	C-	D	D+	A	A	A
HCM2k95thQ:	0	16	29	18	6	0	17	34	22	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00 PM						
Base Vol:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	136	0	4	41	0	0	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2065	519	432	2143	0	369	26	552	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	2065	519	432	2143	0	369	26	552	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2065	519	432	2143	0	369	26	552	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
Final Volume:	0	2065	519	432	2143	0	369	26	552	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	1.38	0.05	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2414	94	2743	0	0	0

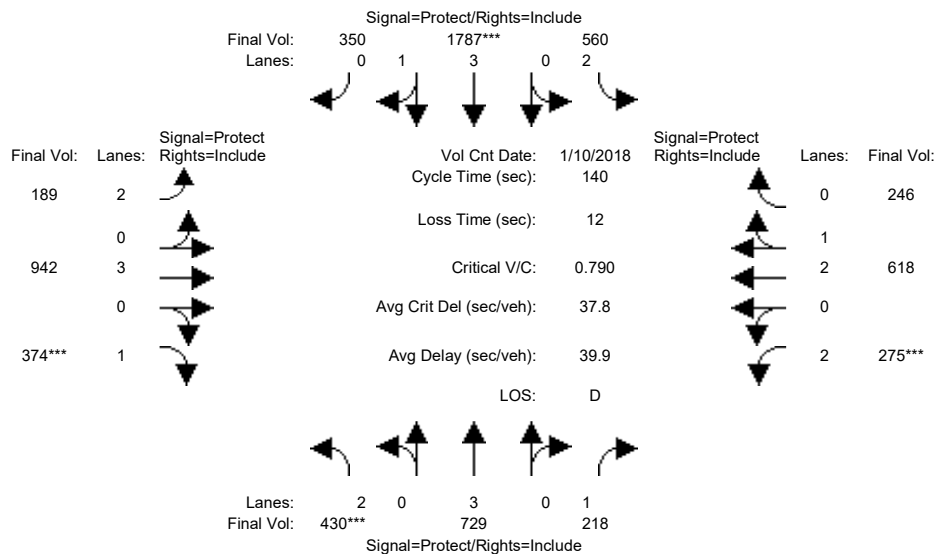
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.30	0.14	0.38	0.00	0.15	0.28	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.6	54.6	25.2	79.8	0.0	51.2	51.2	51.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.76	0.76	0.66	0.00	0.42	0.76	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	26.3	52.5	2.9	0.0	33.4	41.8	35.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	26.3	52.5	2.9	0.0	33.4	41.8	35.7	0.0	0.0	0.0
LOS by Move:	A	B-	C	D-	A	A	C-	D	D+	A	A	A
HCM2k95thQ:	0	18	30	18	9	0	17	35	23	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	729	218	560	1787	350	189	942	374	275	618	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	729	218	560	1787	350	189	942	374	275	618	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	729	218	560	1787	350	189	942	374	275	618	246

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	3.32	0.68	2.00	3.00	1.00	2.00	2.11	0.89
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	4003	1594

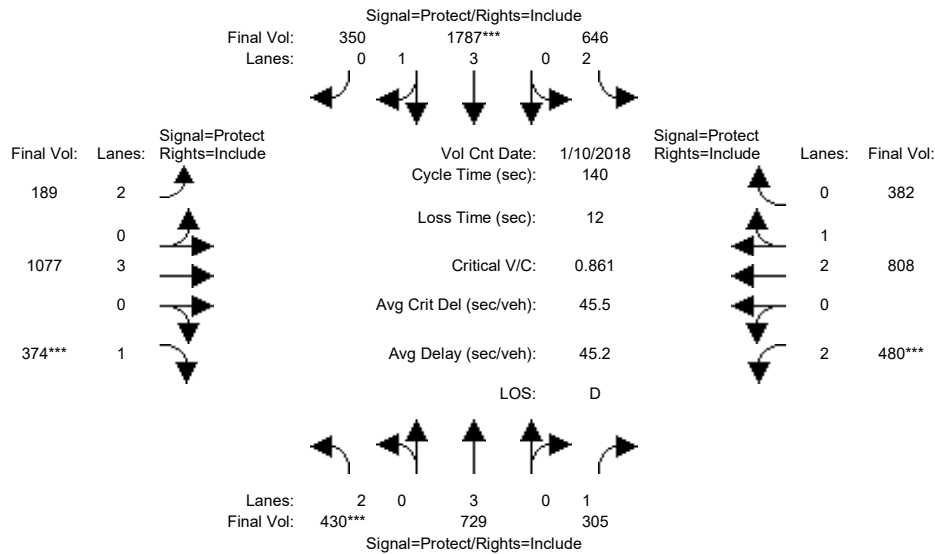
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.12	0.18	0.29	0.29	0.06	0.17	0.21	0.09	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	24.2	31.2	31.2	43.4	50.5	50.5	14.9	37.9	37.9	15.5	38.4	38.4
Volume/Cap:	0.79	0.57	0.56	0.57	0.79	0.79	0.56	0.61	0.79	0.79	0.56	0.56
Delay/Veh:	55.4	39.8	40.8	29.2	26.6	26.6	61.6	45.4	56.1	72.3	44.1	44.1
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:	55.4	39.8	40.8	29.2	26.6	26.6	61.6	45.4	56.1	72.3	44.1	44.1
LOS by Move:	E+	D	D	C	C	C	E	D	E+	E	D	D
HCM2k95thQ:	20	15	15	18	32	32	9	19	27	14	18	18

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246						
Added Vol:	0	0	87	86	0	0	0	135	0	205	190	136						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	430	729	305	646	1787	350	189	1077	374	480	808	382						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	430	729	305	646	1787	350	189	1077	374	480	808	382						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	430	729	305	646	1787	350	189	1077	374	480	808	382						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	430	729	305	646	1787	350	189	1077	374	480	808	382						

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	3.32	0.68	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	3800	1797

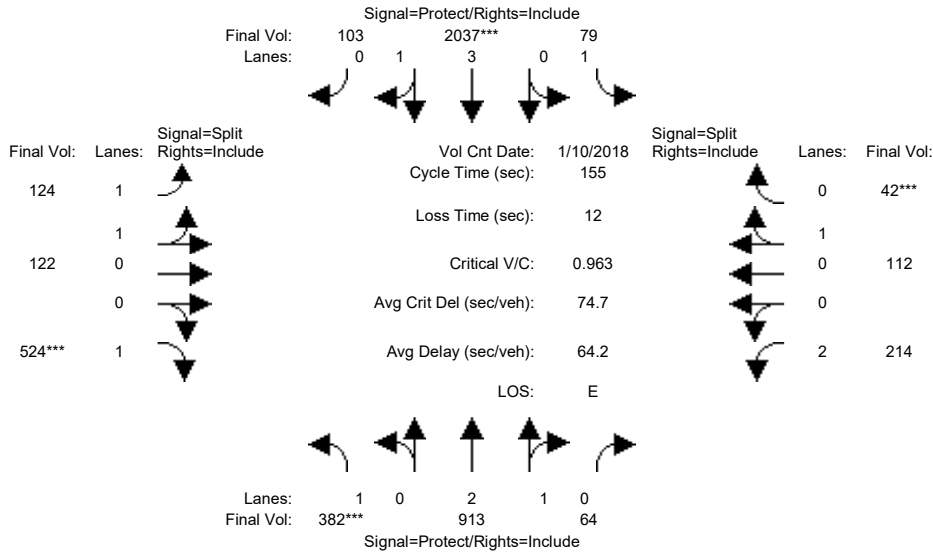
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.17	0.21	0.29	0.29	0.06	0.19	0.21	0.15	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	22.2	31.5	31.5	37.0	46.3	46.3	13.1	34.7	34.7	24.8	46.4	46.4
Volume/Cap:	0.86	0.57	0.78	0.78	0.86	0.86	0.64	0.76	0.86	0.86	0.64	0.64
Delay/Veh:	64.4	39.5	50.4	40.8	32.7	32.7	65.9	51.3	66.3	68.9	40.5	40.5
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:	64.4	39.5	50.4	40.8	32.7	32.7	65.9	51.3	66.3	68.9	40.5	40.5
LOS by Move:	E	D	D	D	C-	C-	E	D-	E	E	D	D
HCM2k95thQ:	21	15	23	26	36	36	9	24	28	23	24	24

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	913	64	79	2037	103	124	122	524	214	112	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	913	64	79	2037	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	913	64	79	2037	103	124	122	524	214	112	42

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	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.80	0.20	1.00	3.80	0.20	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5233	367	1750	7138	361	1789	1760	1750	3150	1309	491

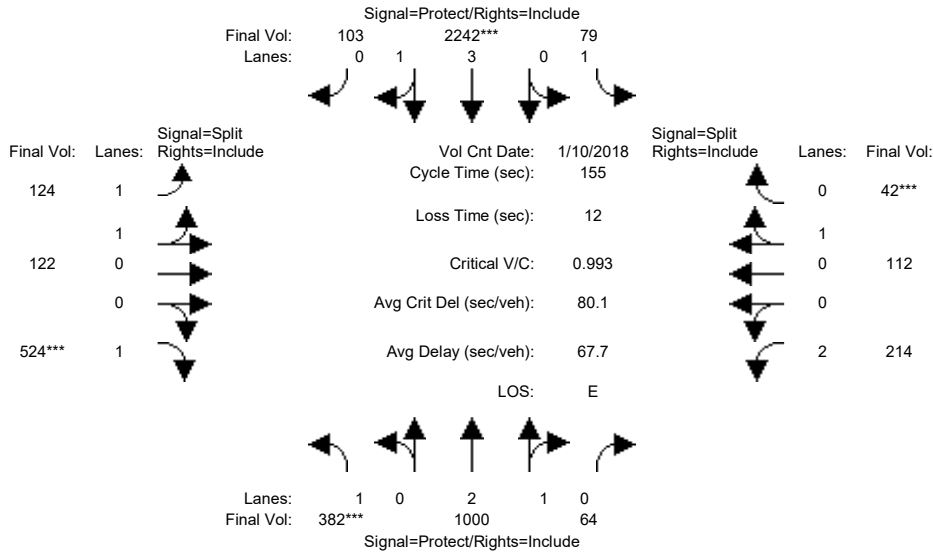
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.05	0.29	0.29	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	35.1	64.4	64.4	16.7	45.9	45.9	48.2	48.2	48.2	13.8	13.8	13.8
Volume/Cap:	0.96	0.42	0.42	0.42	0.96	0.96	0.22	0.22	0.96	0.76	0.96	0.96
Delay/Veh:	94.8	32.2	32.2	66.2	65.4	65.4	39.6	39.6	81.9	80.9	130	130.4
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:	94.8	32.2	32.2	66.2	65.4	65.4	39.6	39.6	81.9	80.9	130	130.4
LOS by Move:	F	C-	C-	E	E	E	D	D	F	F	F	F
HCM2k95thQ:	36	19	19	7	44	44	9	9	50	15	20	20

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	87	0	0	205	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1000	64	79	2242	103	124	122	524	214	112	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1000	64	79	2242	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1000	64	79	2242	103	124	122	524	214	112	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1000	64	79	2242	103	124	122	524	214	112	42

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	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	3.82	0.18	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5263	337	1750	7170	329	1789	1760	1750	3150	1309	491

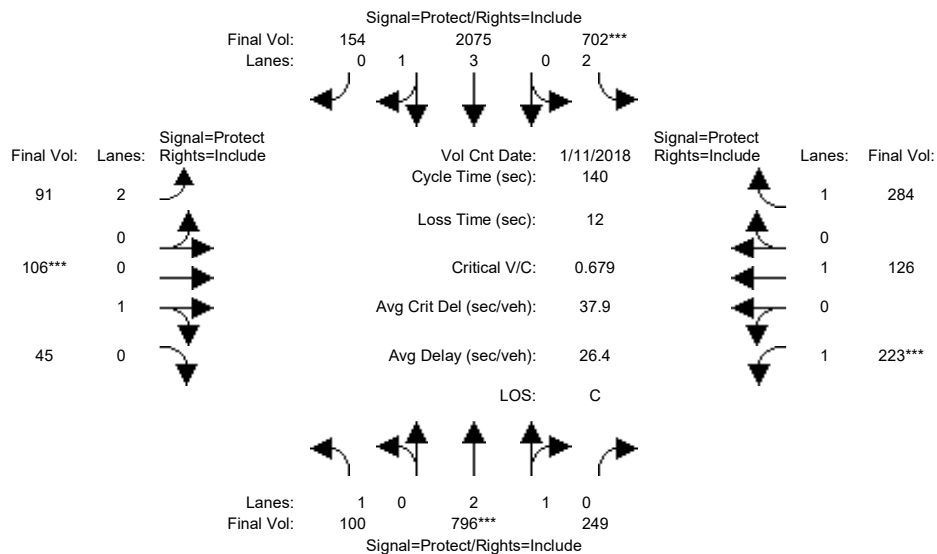
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.31	0.31	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	34.1	67.0	67.0	15.9	48.8	48.8	46.7	46.7	46.7	13.4	13.4	13.4
Volume/Cap:	0.99	0.44	0.44	0.44	0.99	0.99	0.23	0.23	0.99	0.79	0.99	0.99
Delay/Veh:	104.2	31.0	31.0	67.1	69.7	69.7	40.7	40.7	91.2	83.7	141	140.8
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:	104.2	31.0	31.0	67.1	69.7	69.7	40.7	40.7	91.2	83.7	141	140.8
LOS by Move:	F	C	C	E	E	E	D	D	F	F	F	F
HCM2k95thQ:	37	21	21	7	48	48	9	9	52	15	21	21

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	100	796	249	702	2075	154	91	106	45	223	126	284						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	100	796	249	702	2075	154	91	106	45	223	126	284						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	100	796	249	702	2075	154	91	106	45	223	126	284						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	100	796	249	702	2075	154	91	106	45	223	126	284						

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	2.26	0.74	2.00	3.71	0.29	2.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	4264	1334	3150	6981	518	3150	1264	536	1750	1900	1750

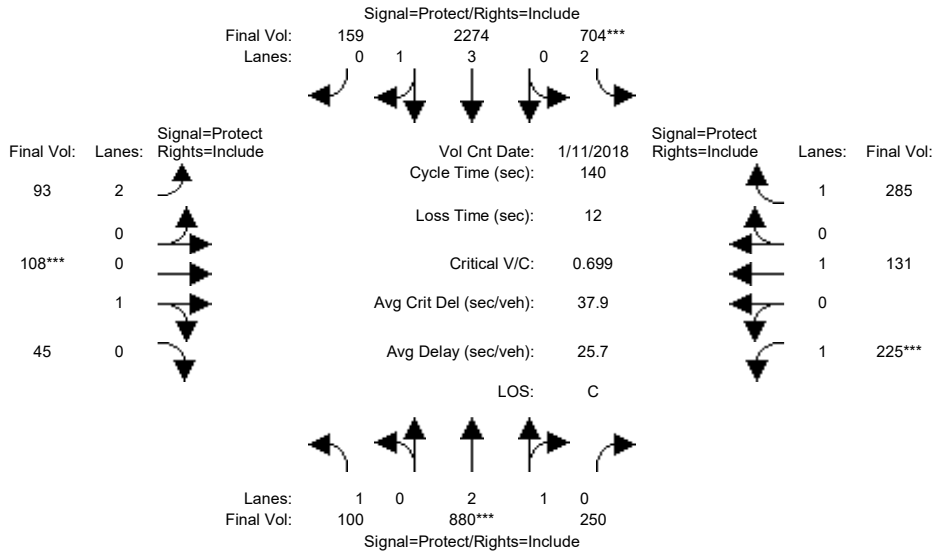
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.22	0.30	0.30	0.03	0.08	0.08	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.6	38.5	38.5	45.9	70.8	70.8	10.3	17.3	17.3	26.3	33.3	33.3
Volume/Cap:	0.59	0.68	0.68	0.68	0.59	0.59	0.39	0.68	0.68	0.68	0.28	0.68
Delay/Veh:	61.4	35.1	35.1	29.3	8.0	8.0	63.0	66.9	66.9	58.6	43.9	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	35.1	35.1	29.3	8.0	8.0	63.0	66.9	66.9	58.6	43.9	53.1
LOS by Move:	E	D+	D+	C	A	A	E	E	E	E+	D	D-
HCM2k95thQ:	9	22	22	22	13	13	5	15	15	18	8	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	84	1	2	199	5	2	2	0	2	5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	880	250	704	2274	159	93	108	45	225	131	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	880	250	704	2274	159	93	108	45	225	131	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	880	250	704	2274	159	93	108	45	225	131	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	880	250	704	2274	159	93	108	45	225	131	285

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	2.31	0.69	2.00	3.73	0.27	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4359	1238	3150	7009	490	3150	1271	529	1750	1900	1750

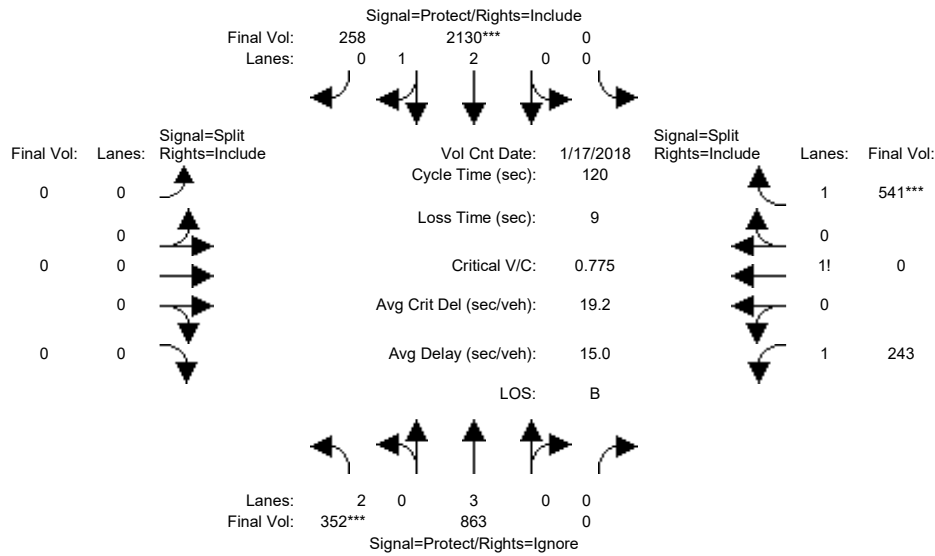
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.22	0.32	0.32	0.03	0.09	0.09	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	12.8	40.4	40.4	44.8	72.5	72.5	10.1	17.0	17.0	25.8	32.7	32.7
Volume/Cap:	0.63	0.70	0.70	0.70	0.63	0.63	0.41	0.70	0.70	0.70	0.29	0.70
Delay/Veh:	64.9	33.7	33.7	30.8	7.2	7.2	63.4	68.6	68.6	60.1	44.5	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	33.7	33.7	30.8	7.2	7.2	63.4	68.6	68.6	60.1	44.5	54.3
LOS by Move:	E	C-	C-	C	A	A	E	E	E	E	D	D-
HCM2k95thQ:	9	23	23	22	14	14	6	15	15	18	9	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



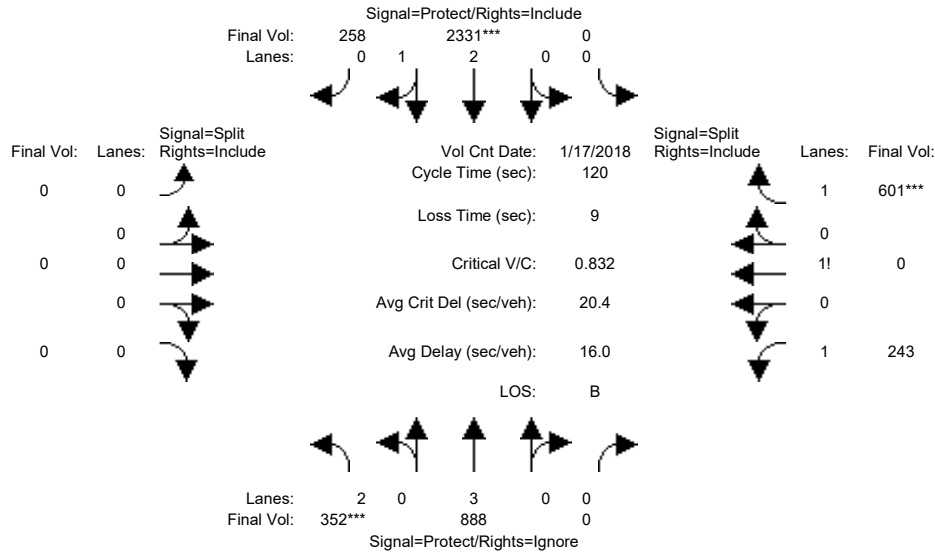
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	863	0	0	2130	258	0	0	0	243	0	541
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:	352	863	0	0	2130	258	0	0	0	243	0	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
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
Final Volume:	352	863	0	0	2130	258	0	0	0	243	0	541
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	4994	605	0	0	0	2303	0	3031
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.11	0.00	0.18
Crit Moves:	***			****								****
Green Time:	17.3	83.4	0.0	0.0	66.1	66.1	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.77	0.22	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.46	0.00	0.77
Delay/Veh:	52.0	0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	39.9	0.0	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	39.9	0.0	47.1
LOS by Move:	D-	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	14	0	0	0	18	18	0	0	0	13	0	24

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

Vallco Special Area Specific Plan
SJ17-1786

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

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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	25	0	0	201	0	0	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	888	0	0	2331	258	0	0	0	243	0	601
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:	352	888	0	0	2331	258	0	0	0	243	0	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	888	0	0	2331	258	0	0	0	243	0	601
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
Final Volume:	352	888	0	0	2331	258	0	0	0	243	0	601

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	2.69	0.31	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	5041	558	0	0	0	2264	0	3071

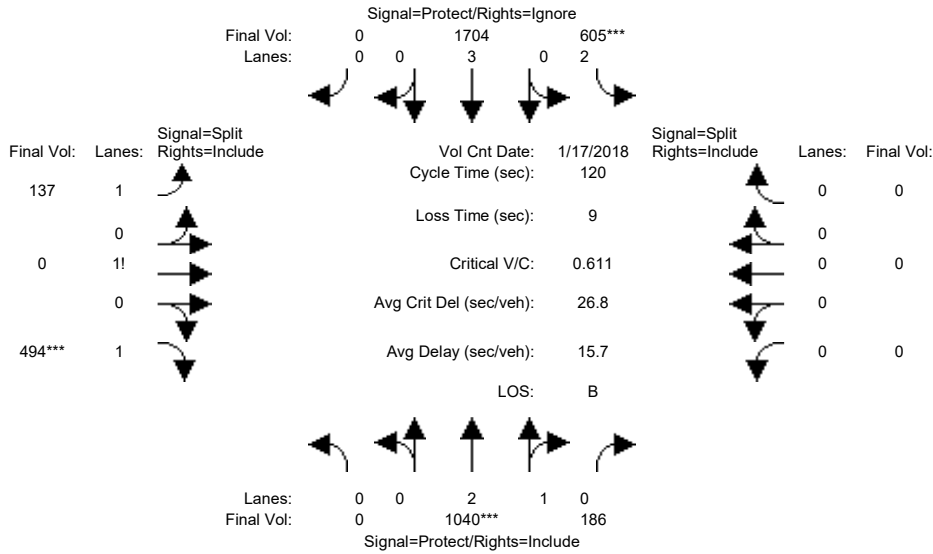
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.11	0.00	0.20
Crit Moves:	***			****								****
Green Time:	16.1	82.8	0.0	0.0	66.7	66.7	0.0	0.0	0.0	28.2	0.0	28.2
Volume/Cap:	0.83	0.23	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.46	0.00	0.83
Delay/Veh:	58.5	0.0	0.0	0.0	5.7	5.7	0.0	0.0	0.0	39.5	0.0	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	0.0	0.0	0.0	5.7	5.7	0.0	0.0	0.0	39.5	0.0	49.6
LOS by Move:	E+	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	15	0	0	0	22	22	0	0	0	13	0	27

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1040	186	605	1704	0	137	0	494	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	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1040	186	605	1704	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1040	186	605	1704	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1040	186	605	1704	0	137	0	494	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	2.53	0.47	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4749	849	3150	5700	0	2138	0	3201	0	0	0

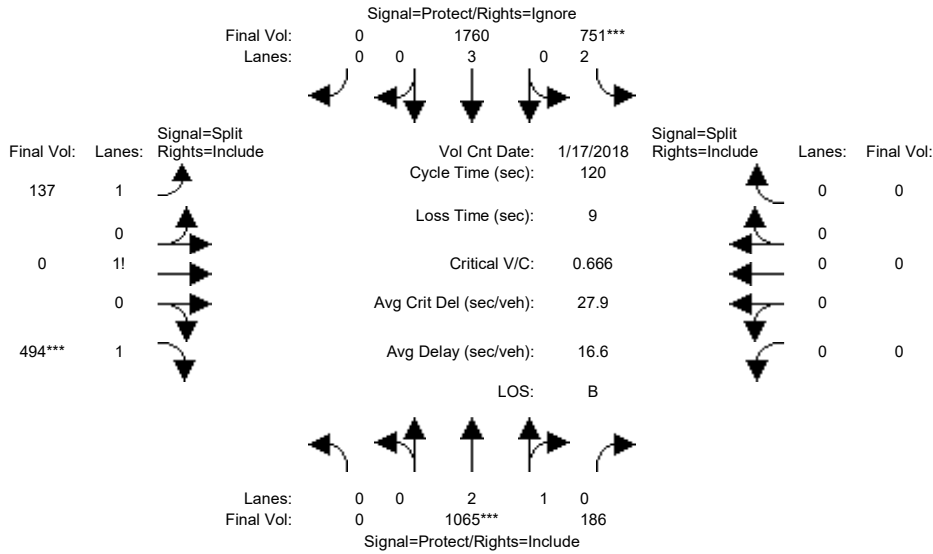
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.19	0.30	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.0	43.0	37.7	80.7	0.0	30.3	0.0	30.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.61	0.61	0.44	0.00	0.25	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	20.4	25.4	0.1	0.0	35.9	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	20.4	25.4	0.1	0.0	35.9	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	18	18	17	1	0	7	0	19	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



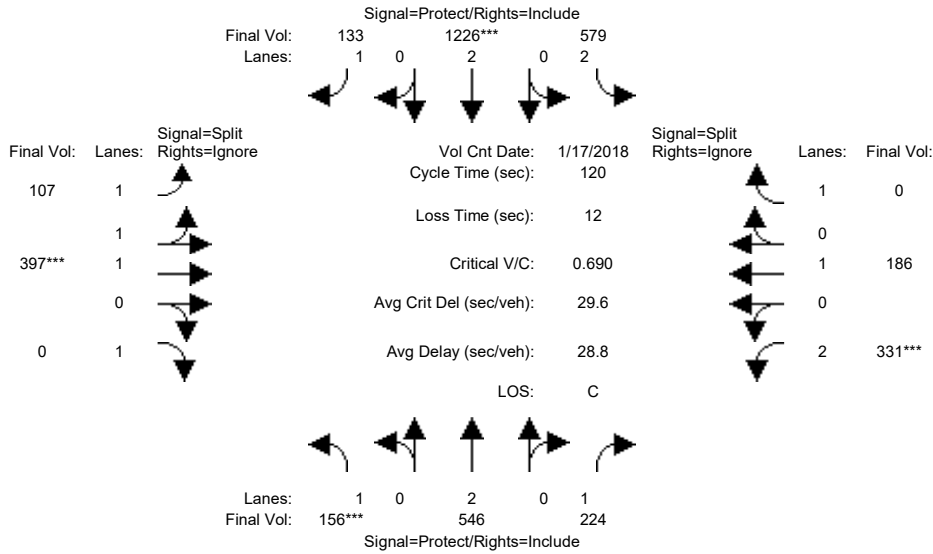
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1040	186	605	1704	0	137	0	494	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	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	25	0	146	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1065	186	751	1760	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1065	186	751	1760	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	186	751	1760	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1065	186	751	1760	0	137	0	494	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	2.54	0.46	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4766	832	3150	5700	0	2138	0	3201	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.24	0.31	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	40.2	40.2	42.9	83.2	0.0	27.8	0.0	27.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.45	0.00	0.28	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	23.6	23.6	21.9	0.1	0.0	37.9	0.0	43.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.6	23.6	21.9	0.1	0.0	37.9	0.0	43.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C+	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	20	20	20	1	0	7	0	20	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



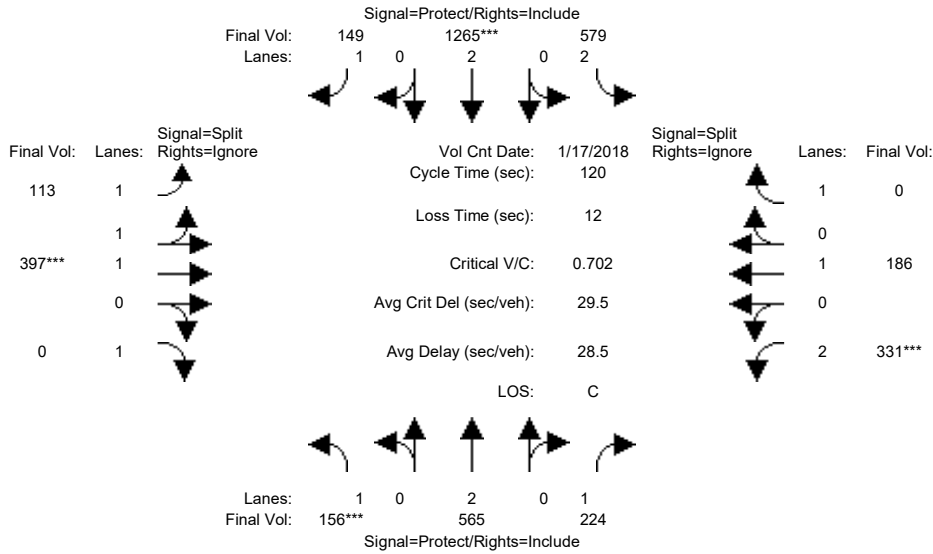
Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	546	224	579	1226	133	107	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	546	224	579	1226	133	107	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	546	224	579	1226	133	107	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	546	224	579	1226	133	107	397	0	331	186	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.13	0.18	0.32	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	15.5	31.4	31.4	40.2	56.1	56.1	18.2	18.2	0.0	18.3	18.3	0.0
Volume/Cap:	0.69	0.55	0.49	0.55	0.69	0.16	0.40	0.69	0.00	0.69	0.64	0.00
Delay/Veh:	53.8	29.8	29.5	22.2	11.6	7.7	46.2	51.1	0.0	52.4	52.7	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:	53.8	29.8	29.5	22.2	11.6	7.7	46.2	51.1	0.0	52.4	52.7	0.0
LOS by Move:	D-	C	C	C+	B+	A	D	D-	A	D-	D-	A
HCM2k95thQ:	13	15	13	15	20	3	8	15	0	14	12	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound		South Bound		East Bound		West Bound					
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	19	0	0	39	16	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	565	224	579	1265	149	113	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	565	224	579	1265	149	113	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	565	224	579	1265	149	113	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	565	224	579	1265	149	113	397	0	331	186	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

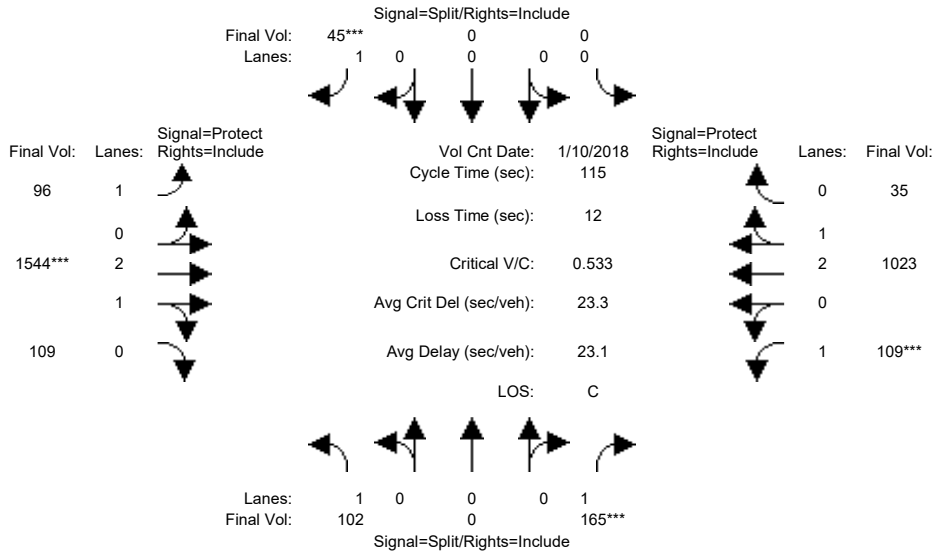
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.13	0.18	0.33	0.09	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***			****			****			****		
Green Time:	15.2	32.3	32.3	39.9	56.9	56.9	17.9	17.9	0.0	18.0	18.0	0.0
Volume/Cap:	0.70	0.55	0.48	0.55	0.70	0.18	0.43	0.70	0.00	0.70	0.65	0.00
Delay/Veh:	55.0	29.1	28.5	22.5	11.2	7.3	46.7	51.6	0.0	53.2	53.5	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:	55.0	29.1	28.5	22.5	11.2	7.3	46.7	51.6	0.0	53.2	53.5	0.0
LOS by Move:	D-	C	C	C+	B+	A	D	D-	A	D-	D-	A
HCM2k95thQ:	14	15	13	15	21	3	9	16	0	14	13	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	102	0	165	0	0	45	96	1544	109	109	1023	35						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	102	0	165	0	0	45	96	1544	109	109	1023	35						

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	2.79	0.21	1.00	2.90	0.10		
Final Sat.:	1750	0	1750	0	0	1750	1750	5230	369	1750	5414	185		

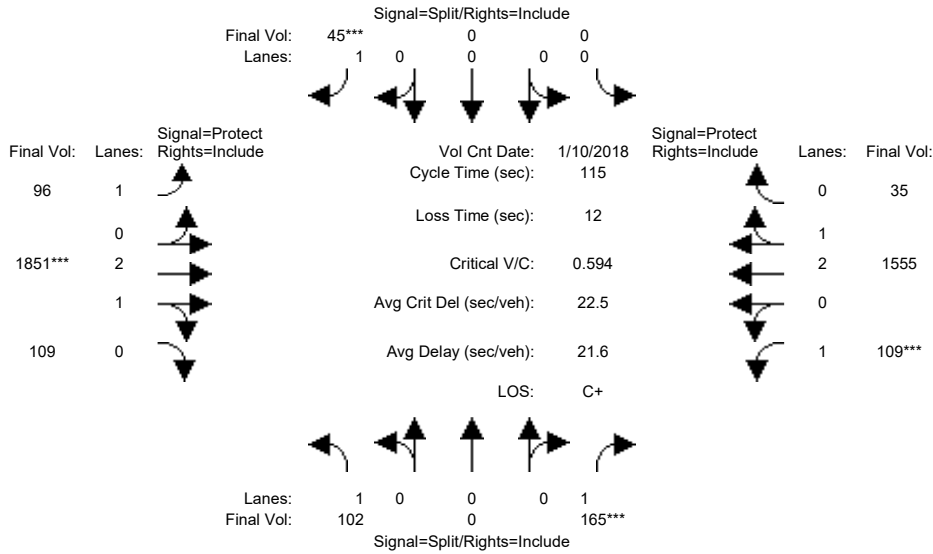
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.30	0.30	0.06	0.19	0.19		
Crit Moves:	****			****			****			****				
Green Time:	19.4	0.0	19.4	0.0	0.0	10.0	17.9	60.8	60.8	12.8	55.7	55.7		
Volume/Cap:	0.35	0.00	0.56	0.00	0.00	0.30	0.35	0.56	0.56	0.56	0.39	0.39		
Delay/Veh:	42.9	0.0	46.3	0.0	0.0	50.3	44.1	18.4	18.4	52.0	19.0	19.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	42.9	0.0	46.3	0.0	0.0	50.3	44.1	18.4	18.4	52.0	19.0	19.0		
LOS by Move:	D	A	D	A	A	D	D	B-	B-	D-	B-	B-		
HCM2k95thQ:	7	0	12	0	0	4	6	23	23	8	15	15		

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	307	0	0	532	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	165	0	0	45	96	1851	109	109	1555	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	1851	109	109	1555	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1851	109	109	1555	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	1851	109	109	1555	35

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	2.83	0.17	1.00	2.93	0.07
Final Sat.:	1750	0	1750	0	0	1750	1750	5288	311	1750	5477	123

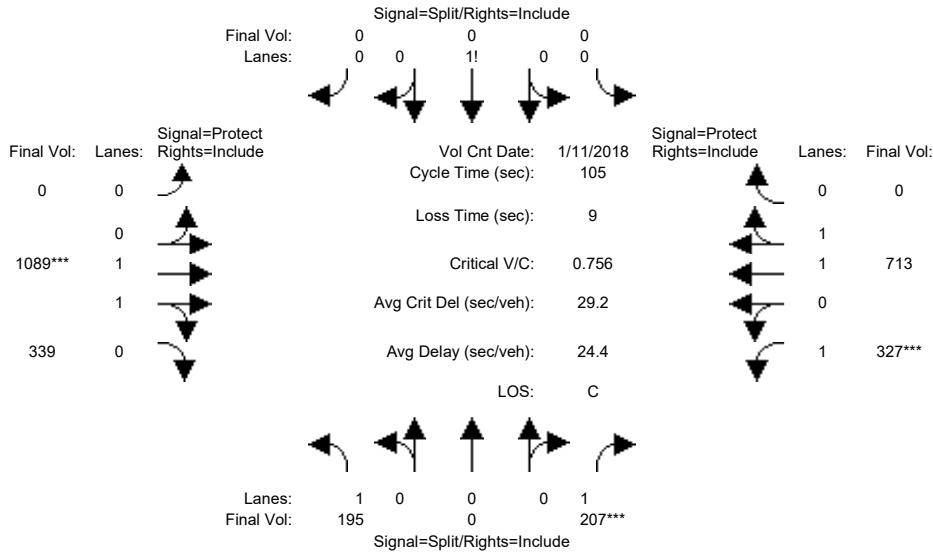
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.35	0.35	0.06	0.28	0.28
Crit Moves:			****			****		****				****
Green Time:	17.3	0.0	17.3	0.0	0.0	10.0	13.4	64.3	64.3	11.4	62.3	62.3
Volume/Cap:	0.39	0.00	0.63	0.00	0.00	0.30	0.47	0.63	0.63	0.63	0.52	0.52
Delay/Veh:	45.0	0.0	50.5	0.0	0.0	50.3	49.3	17.6	17.6	56.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	0.0	50.5	0.0	0.0	50.3	49.3	17.6	17.6	56.8	17.0	17.0
LOS by Move:	D	A	D	A	A	D	D	B	B	E+	B	B
HCM2k95thQ:	8	0	13	0	0	4	7	27	27	8	21	21

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	207	0	0	0	0	1089	339	327	713	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
Final Volume:	195	0	207	0	0	0	0	1089	339	327	713	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2821	878	1750	3700	0

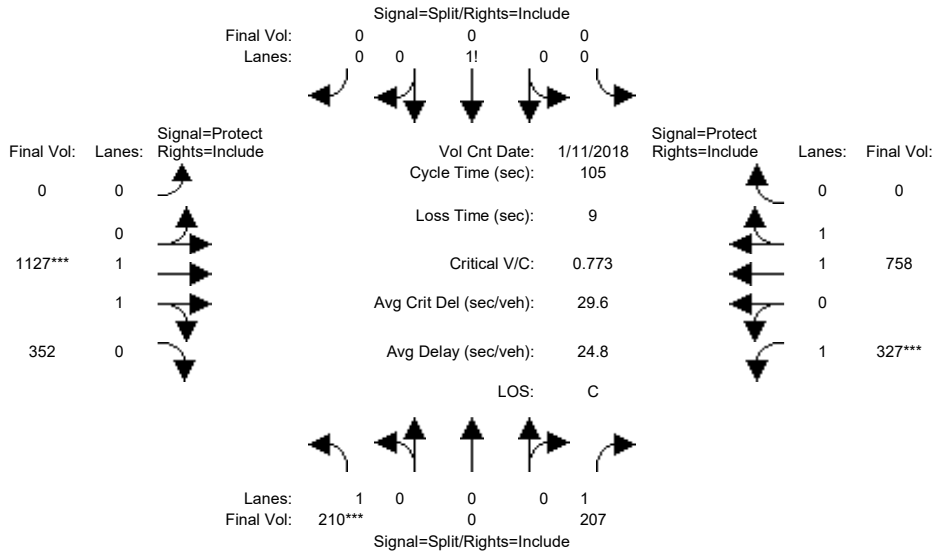
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.39	0.39	0.19	0.19	0.00
Crit Moves:			****					****				
Green Time:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	53.6	53.6	26.0	79.6	0.0
Volume/Cap:	0.71	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.25	0.00
Delay/Veh:	50.5	0.0	53.8	0.0	0.0	0.0	0.0	22.3	22.3	44.1	3.9	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:	50.5	0.0	53.8	0.0	0.0	0.0	0.0	22.3	22.3	44.1	3.9	0.0
LOS by Move:	D	A	D-	A	A	A	A	C+	C+	D	A	A
HCM2k95thQ:	15	0	16	0	0	0	0	33	33	20	7	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	15	0	0	0	0	0	0	38	13	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	0	207	0	0	0	0	1127	352	327	758	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:	210	0	207	0	0	0	0	1127	352	327	758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	207	0	0	0	0	1127	352	327	758	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
Final Volume:	210	0	207	0	0	0	0	1127	352	327	758	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2819	880	1750	3700	0

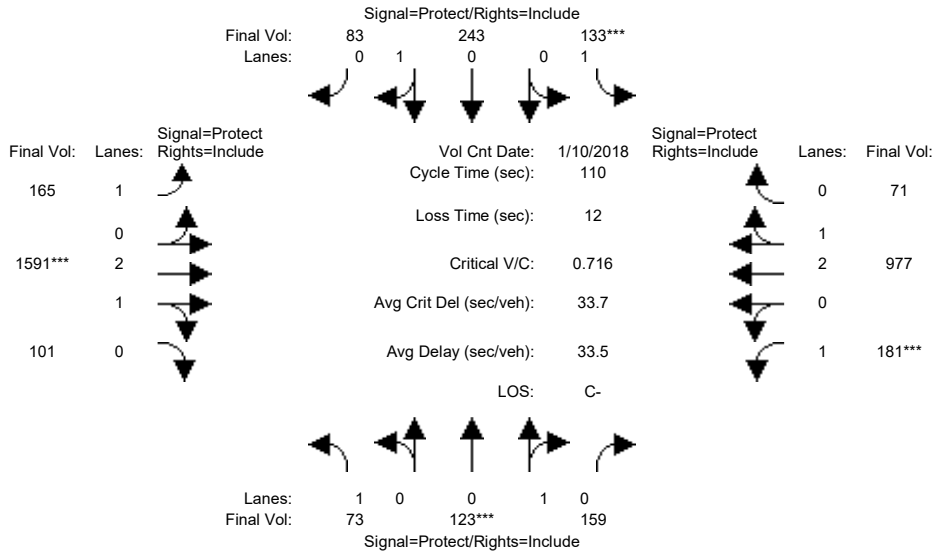
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.40	0.40	0.19	0.20	0.00
Crit Moves:	***						***			***		
Green Time:	16.3	0.0	16.3	0.0	0.0	0.0	0.0	54.3	54.3	25.4	79.7	0.0
Volume/Cap:	0.77	0.00	0.76	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.27	0.00
Delay/Veh:	55.4	0.0	54.4	0.0	0.0	0.0	0.0	22.4	22.4	45.7	3.9	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:	55.4	0.0	54.4	0.0	0.0	0.0	0.0	22.4	22.4	45.7	3.9	0.0
LOS by Move:	E+	A	D-	A	A	A	A	C+	C+	D	A	A
HCM2k95thQ:	17	0	16	0	0	0	0	34	34	20	7	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	159	133	243	83	165	1591	101	181	977	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
Final Volume:	73	123	159	133	243	83	165	1591	101	181	977	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.44	0.56	1.00	0.75	0.25	1.00	2.81	0.19	1.00	2.79	0.21
Final Sat.:	1750	785	1015	1750	1342	458	1750	5265	334	1750	5220	379

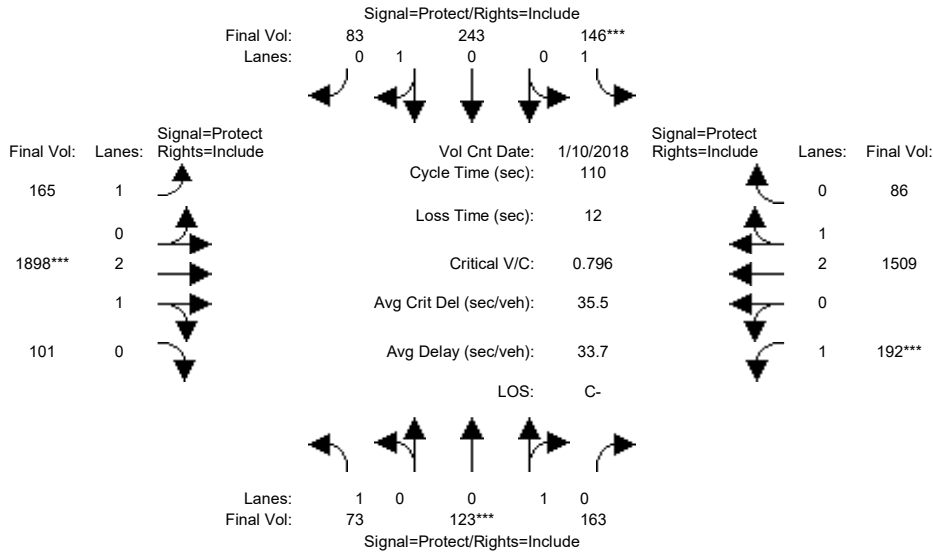
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.30	0.30	0.10	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	9.3	24.1	24.1	11.7	26.4	26.4	20.9	46.4	46.4	15.9	41.4	41.4
Volume/Cap:	0.49	0.72	0.72	0.72	0.75	0.75	0.50	0.72	0.72	0.72	0.50	0.50
Delay/Veh:	50.7	46.0	46.0	60.1	46.1	46.1	41.0	27.4	27.4	54.3	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	46.0	46.0	60.1	46.1	46.1	41.0	27.4	27.4	54.3	26.5	26.5
LOS by Move:	D	D	D	E	D	D	D	C	C	D-	C	C
HCM2k95thQ:	5	18	18	12	22	22	10	28	28	13	17	17

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	4	13	0	0	0	307	0	11	532	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	123	163	146	243	83	165	1898	101	192	1509	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	163	146	243	83	165	1898	101	192	1509	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	163	146	243	83	165	1898	101	192	1509	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	163	146	243	83	165	1898	101	192	1509	86

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	0.43	0.57	1.00	0.75	0.25	1.00	2.84	0.16	1.00	2.83	0.17
Final Sat.:	1750	774	1026	1750	1342	458	1750	5317	283	1750	5298	302

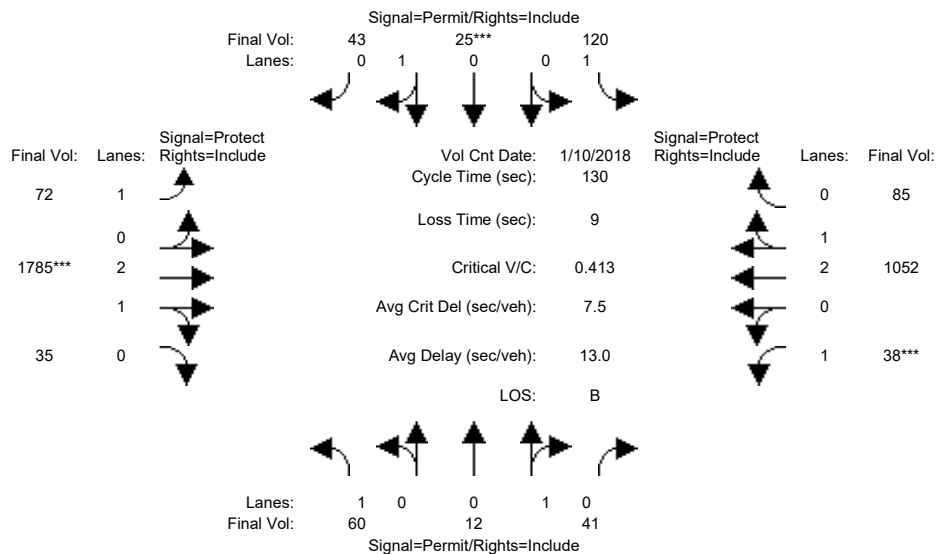
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.36	0.36	0.11	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.7	22.0	22.0	11.5	24.8	24.8	16.0	49.3	49.3	15.2	48.5	48.5
Volume/Cap:	0.53	0.80	0.80	0.80	0.80	0.80	0.65	0.80	0.80	0.80	0.65	0.65
Delay/Veh:	52.4	53.6	53.6	69.1	51.4	51.4	50.0	27.9	27.9	62.5	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	53.6	53.6	69.1	51.4	51.4	50.0	27.9	27.9	62.5	24.7	24.7
LOS by Move:	D-	D-	D-	E	D-	D-	D	C	C	E	C	C
HCM2k95thQ:	5	19	19	14	23	23	11	33	33	14	25	25

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	1785	35	38	1052	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	1785	35	38	1052	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	1785	35	38	1052	85

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	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	0.37	0.63	1.00	2.94	0.06	1.00	2.77	0.23
Final Sat.:	1750	408	1392	1750	662	1138	1750	5492	108	1750	5181	419

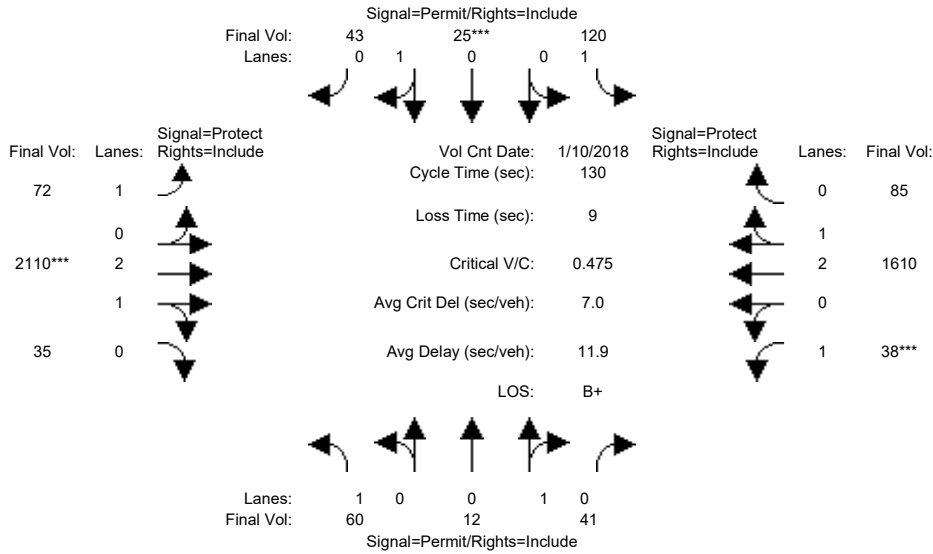
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.33	0.33	0.02	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	11.9	11.9	11.9	11.9	11.9	11.9	22.9	102	102.1	7.0	86.3	86.3
Volume/Cap:	0.38	0.32	0.32	0.75	0.41	0.41	0.23	0.41	0.41	0.40	0.31	0.31
Delay/Veh:	57.1	56.4	56.4	75.5	57.5	57.5	46.4	4.5	4.5	62.3	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	56.4	56.4	75.5	57.5	57.5	46.4	4.5	4.5	62.3	9.3	9.3
LOS by Move:	E+	E+	E+	E-	E+	E+	D	A	A	E	A	A
HCM2k95thQ:	6	5	5	13	6	6	5	14	14	3	12	12

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	325	0	0	558	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	2110	35	38	1610	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2110	35	38	1610	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2110	35	38	1610	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2110	35	38	1610	85

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	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.84	0.16
Final Sat.:	1750	408	1392	1750	662	1138	1750	5509	91	1750	5319	281

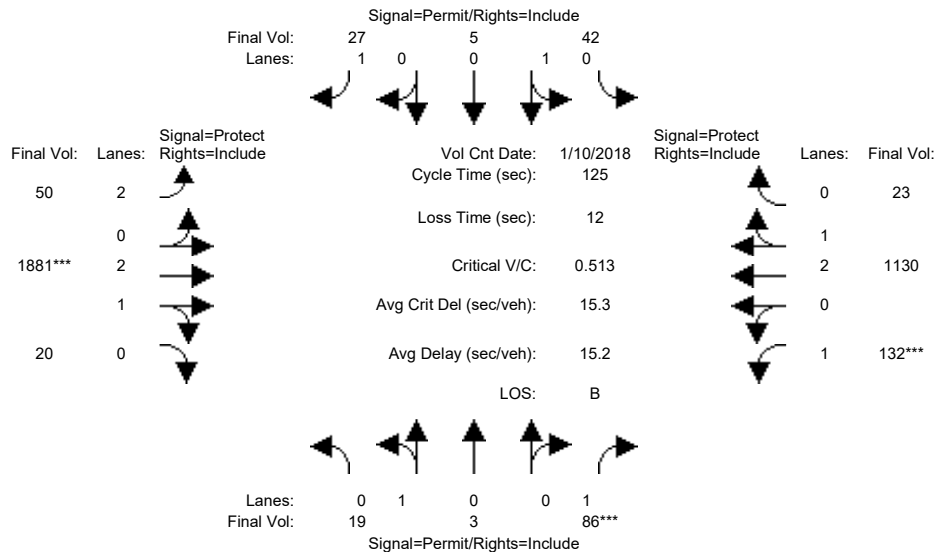
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.38	0.38	0.02	0.30	0.30
Crit Moves:					****			****			****	
Green Time:	10.2	10.2	10.2	10.2	10.2	10.2	16.7	104	103.8	7.0	94.0	94.0
Volume/Cap:	0.44	0.37	0.37	0.87	0.48	0.48	0.32	0.48	0.48	0.40	0.42	0.42
Delay/Veh:	59.3	58.5	58.5	100.3	59.9	59.9	52.3	4.4	4.4	62.3	7.2	7.2
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:	59.3	58.5	58.5	100.3	59.9	59.9	52.3	4.4	4.4	62.3	7.2	7.2
LOS by Move:	E+	E+	E+	F	E+	E+	D-	A	A	E	A	A
HCM2k95thQ:	6	5	5	14	7	7	5	17	17	3	16	16

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	42	5	27	50	1881	20	132	1130	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	42	5	27	50	1881	20	132	1130	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	42	5	27	50	1881	20	132	1130	23

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:	0.86	0.14	1.00	0.89	0.11	1.00	2.00	2.97	0.03	1.00	2.94	0.06
Final Sat.:	1555	245	1750	1609	191	1750	3150	5541	59	1750	5488	112

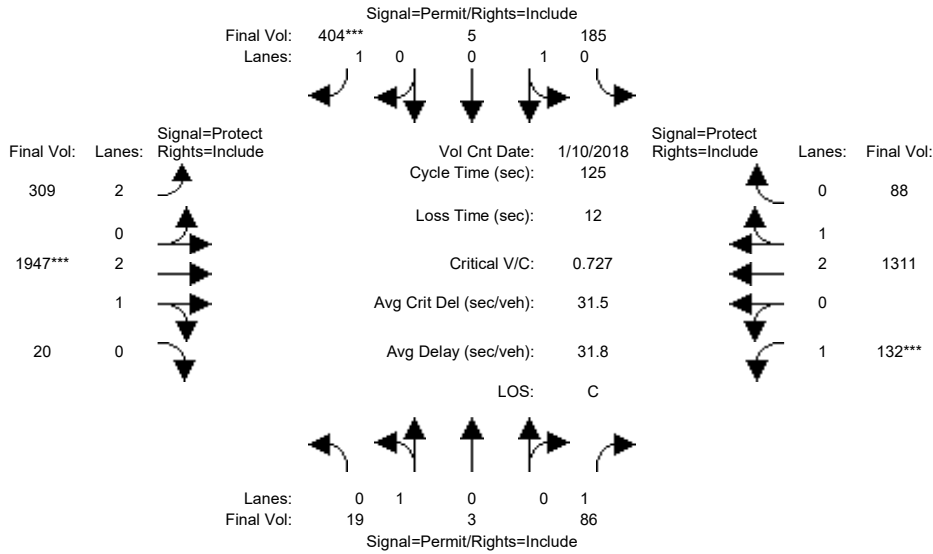
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.03	0.03	0.02	0.02	0.34	0.34	0.08	0.21	0.21
Crit Moves:	***						***			***		
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	21.6	82.7	82.7	18.4	79.4	79.4
Volume/Cap:	0.13	0.13	0.51	0.27	0.27	0.16	0.09	0.51	0.51	0.51	0.32	0.32
Delay/Veh:	52.1	52.1	56.4	53.3	53.3	52.4	43.5	11.0	11.0	51.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	52.1	56.4	53.3	53.3	52.4	43.5	11.0	11.0	51.0	10.5	10.5
LOS by Move:	D-	D-	E+	D-	D-	D-	D	B+	B+	D	B+	B+
HCM2k95thQ:	2	2	8	4	4	2	2	22	22	10	13	13

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	143	0	377	259	66	0	0	181	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	185	5	404	309	1947	20	132	1311	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	185	5	404	309	1947	20	132	1311	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	185	5	404	309	1947	20	132	1311	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	185	5	404	309	1947	20	132	1311	88

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:	0.86	0.14	1.00	0.97	0.03	1.00	2.00	2.97	0.03	1.00	2.80	0.20
Final Sat.:	1555	245	1750	1753	47	1750	3150	5543	57	1750	5247	352

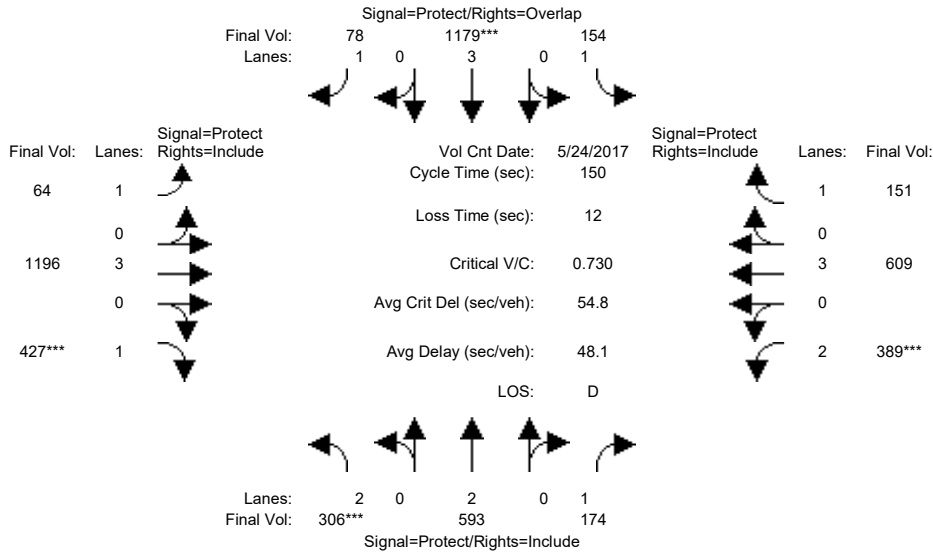
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.11	0.23	0.10	0.35	0.35	0.08	0.25	0.25
Crit Moves:						****		****		****		
Green Time:	39.7	39.7	39.7	39.7	39.7	39.7	20.7	60.4	60.4	13.0	52.7	52.7
Volume/Cap:	0.04	0.04	0.15	0.33	0.33	0.73	0.59	0.73	0.73	0.73	0.59	0.59
Delay/Veh:	29.5	29.5	30.8	32.9	32.9	42.7	50.1	26.8	26.8	68.1	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	30.8	32.9	32.9	42.7	50.1	26.8	26.8	68.1	28.3	28.3
LOS by Move:	C	C	C	C-	C-	D	D	C	C	E	C	C
HCM2k95thQ:	1	1	5	11	11	28	12	34	34	10	24	24

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	593	174	154	1179	78	64	1196	427	389	609	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	593	174	154	1179	78	64	1196	427	389	609	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	593	174	154	1179	78	64	1196	427	389	609	151

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

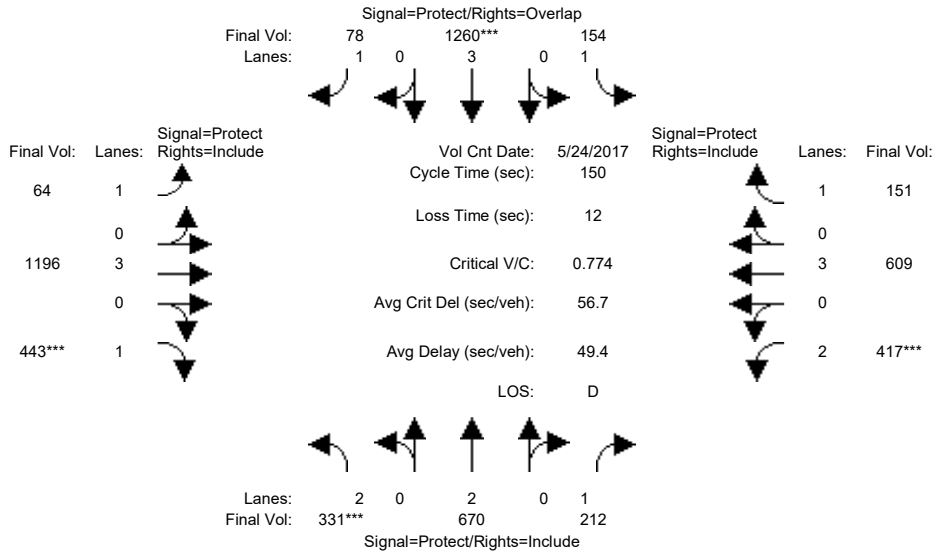
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.10	0.09	0.21	0.04	0.04	0.21	0.24	0.12	0.11	0.09
Crit Moves:	***				****				****	****		
Green Time:	20.0	39.9	39.9	22.5	42.5	65.5	23.0	50.1	50.1	25.4	52.6	52.6
Volume/Cap:	0.73	0.59	0.37	0.59	0.73	0.10	0.24	0.63	0.73	0.73	0.30	0.25
Delay/Veh:	68.8	48.7	45.3	62.8	50.3	25.0	56.3	42.7	48.6	64.2	35.5	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	48.7	45.3	62.8	50.3	25.0	56.3	42.7	48.6	64.2	35.5	34.8
LOS by Move:	E	D	D	E	D	C	E+	D	D	E	D+	C-
HCM2k95thQ:	15	21	13	15	30	4	6	27	33	19	12	10

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM											
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151					
Added Vol:	25	77	38	0	81	0	0	0	16	28	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	331	670	212	154	1260	78	64	1196	443	417	609	151					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	331	670	212	154	1260	78	64	1196	443	417	609	151					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	331	670	212	154	1260	78	64	1196	443	417	609	151					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	331	670	212	154	1260	78	64	1196	443	417	609	151					

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

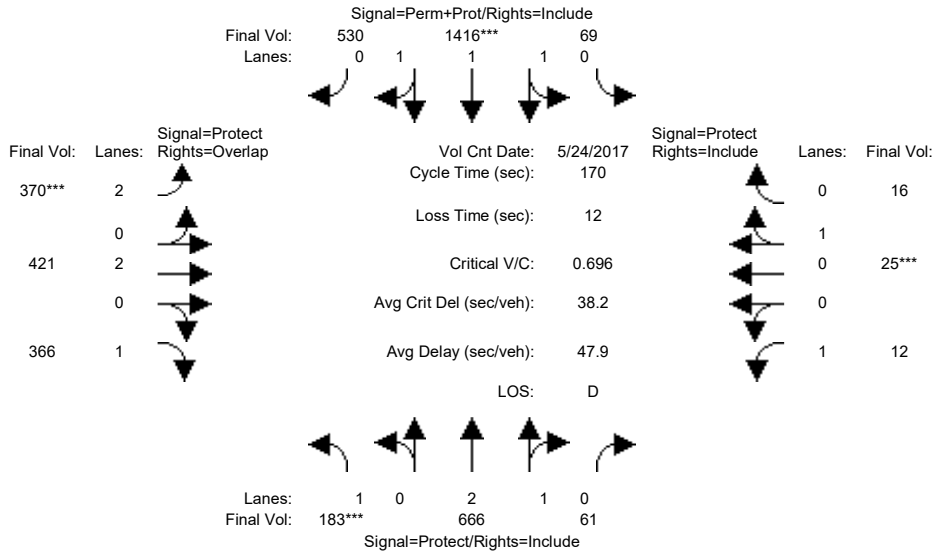
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.09	0.22	0.04	0.04	0.21	0.25	0.13	0.11	0.09
Crit Moves:	***			***			***			***		
Green Time:	20.4	42.2	42.2	21.1	42.9	65.6	22.7	49.1	49.1	25.7	52.0	52.0
Volume/Cap:	0.77	0.63	0.43	0.63	0.77	0.10	0.24	0.64	0.77	0.77	0.31	0.25
Delay/Veh:	71.1	48.2	44.7	65.8	51.5	24.9	56.5	43.7	51.9	66.3	35.9	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	48.2	44.7	65.8	51.5	24.9	56.5	43.7	51.9	66.3	35.9	35.2
LOS by Move:	E	D	D	E	D-	C	E+	D	D-	E	D+	D+
HCM2k95thQ:	16	23	15	15	32	4	6	28	35	20	12	10

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	666	61	69	1416	530	370	421	366	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	666	61	69	1416	530	370	421	366	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	666	61	69	1416	530	370	421	366	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	666	61	69	1416	530	370	421	366	12	25	16

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	2.74	0.26	0.10	2.10	0.80	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5130	470	188	3864	1446	3150	3800	1750	1750	1098	702

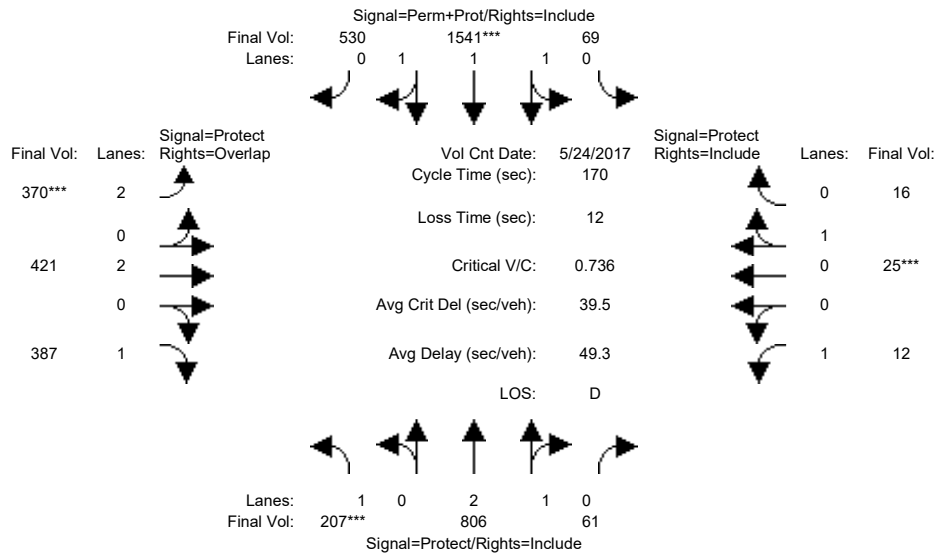
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.00	0.37	0.37	0.12	0.11	0.21	0.01	0.02	0.02
Crit Moves:	***				****		****				****	
Green Time:	26.6	31.3	31.3	91.4	93.1	93.1	28.3	27.9	54.5	10.4	10.0	10.0
Volume/Cap:	0.67	0.70	0.70	0.68	0.67	0.67	0.70	0.67	0.65	0.11	0.39	0.39
Delay/Veh:	73.8	67.3	67.3	29.4	28.0	28.0	71.2	69.7	52.3	75.9	79.4	79.4
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:	73.8	67.3	67.3	29.4	28.0	28.0	71.2	69.7	52.3	75.9	79.4	79.4
LOS by Move:	E	E	E	C	C	C	E	E	D-	E-	E-	E-
HCM2k95thQ:	18	22	22	42	41	41	19	18	29	1	5	5

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #23: 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	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	24	140	0	0	125	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	806	61	69	1541	530	370	421	387	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	806	61	69	1541	530	370	421	387	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	806	61	69	1541	530	370	421	387	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	207	806	61	69	1541	530	370	421	387	12	25	16

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	2.78	0.22	0.10	2.14	0.76	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5205	394	177	3960	1362	3150	3800	1750	1750	1098	702

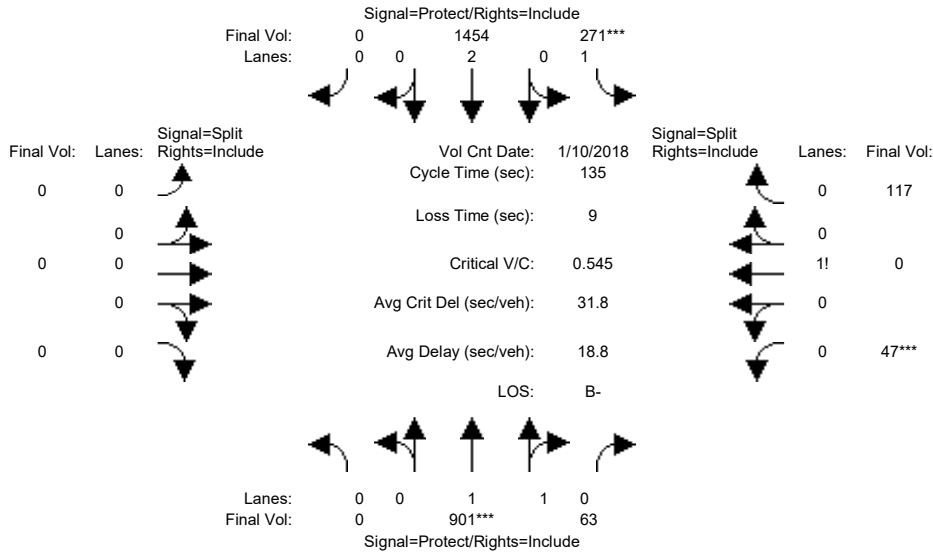
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.39	0.39	0.12	0.11	0.22	0.01	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	28.4	34.6	34.6	90.1	93.3	93.3	26.3	26.5	54.8	9.8	10.0	10.0
Volume/Cap:	0.71	0.76	0.76	0.73	0.71	0.71	0.76	0.71	0.69	0.12	0.39	0.39
Delay/Veh:	74.7	66.8	66.8	31.8	29.1	29.1	75.7	72.2	53.6	76.5	79.4	79.4
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:	74.7	66.8	66.8	31.8	29.1	29.1	75.7	72.2	53.6	76.5	79.4	79.4
LOS by Move:	E	E	E	C	C	C	E-	E	D-	E-	E-	E-
HCM2k95thQ:	20	25	25	46	44	44	20	19	31	1	5	5

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	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	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	901	63	271	1454	0	0	0	0	47	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	901	63	271	1454	0	0	0	0	47	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	901	63	271	1454	0	0	0	0	47	0	117

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	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	3458	242	1750	3800	0	0	0	0	502	0	1248

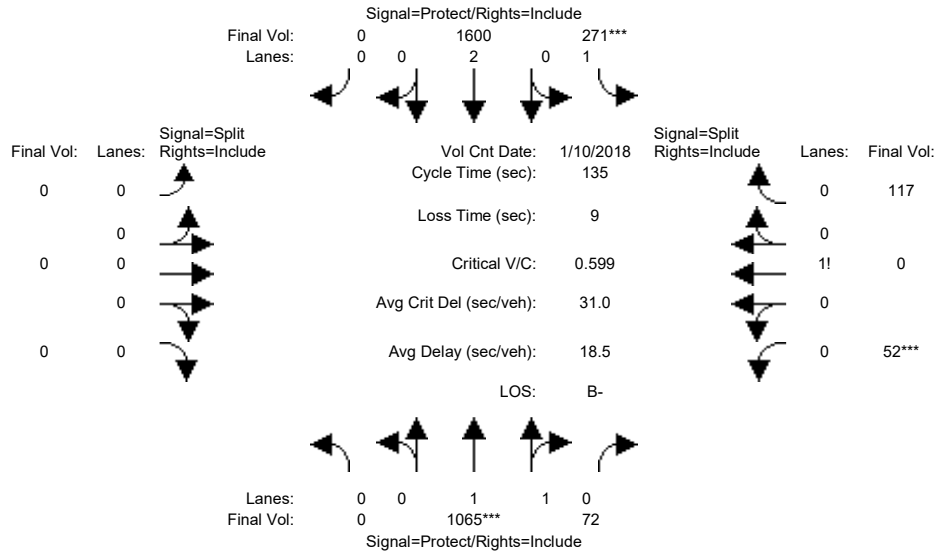
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.15	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	0.0	64.5	64.5	38.3	103	0.0	0.0	0.0	0.0	23.2	0.0	23.2
Volume/Cap:	0.00	0.55	0.55	0.55	0.50	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Delay/Veh:	0.0	25.3	25.3	42.2	6.4	0.0	0.0	0.0	0.0	53.2	0.0	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	42.2	6.4	0.0	0.0	0.0	0.0	53.2	0.0	53.2
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	D-
HCM2k95thQ:	0	25	25	18	21	0	0	0	0	14	0	14

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #24: Wolfe Road / Marion Way



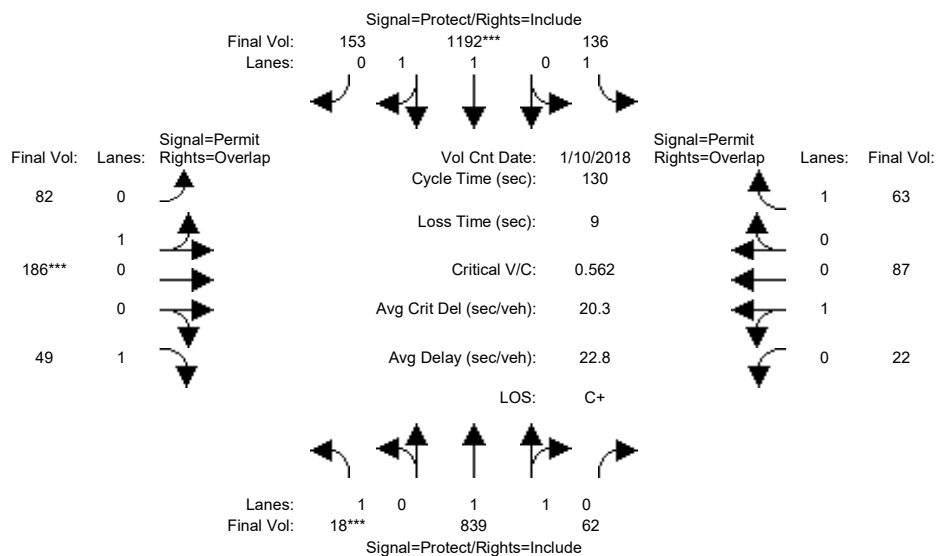
Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 05:00:00 PM												
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	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	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	164	9	0	146	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1065	72	271	1600	0	0	0	0	52	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1065	72	271	1600	0	0	0	0	52	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	72	271	1600	0	0	0	0	52	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1065	72	271	1600	0	0	0	0	52	0	117
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	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3466	234	1750	3800	0	0	0	0	538	0	1212
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.15	0.42	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	69.3	69.3	34.9	104	0.0	0.0	0.0	0.0	21.8	0.0	21.8
Volume/Cap:	0.00	0.60	0.60	0.60	0.55	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	0.0	23.6	23.6	46.1	6.3	0.0	0.0	0.0	0.0	56.1	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.6	23.6	46.1	6.3	0.0	0.0	0.0	0.0	56.1	0.0	56.1
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	29	29	19	23	0	0	0	0	15	0	15

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	18	839	62	136	1192	153	82	186	49	22	87	63					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	18	839	62	136	1192	153	82	186	49	22	87	63					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	18	839	62	136	1192	153	82	186	49	22	87	63					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	18	839	62	136	1192	153	82	186	49	22	87	63					

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	1.86	0.14	1.00	1.77	0.23	0.31	0.69	1.00	0.20	0.80	1.00
Final Sat.:	1750	3445	255	1750	3279	421	551	1249	1750	363	1437	1750

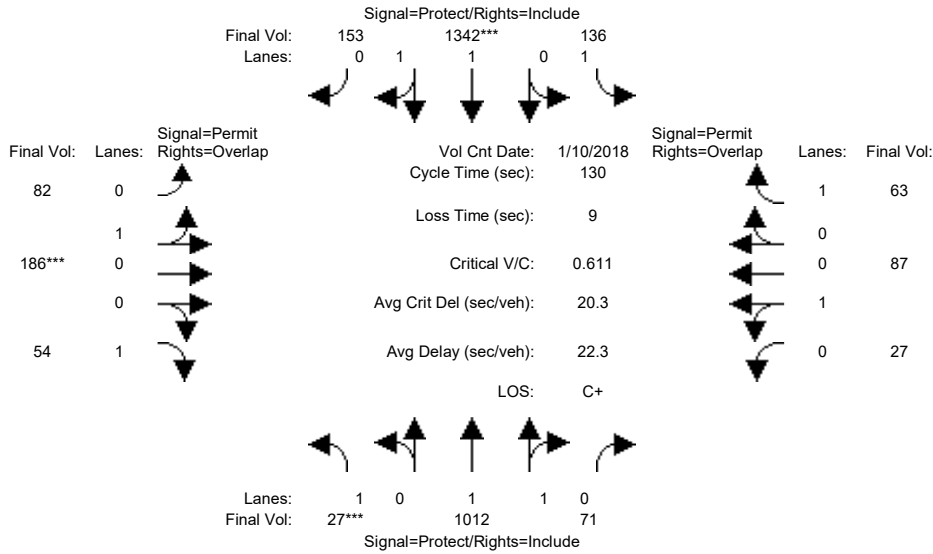
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.08	0.36	0.36	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	66.6	66.6	21.3	80.9	80.9	33.1	33.1	40.1	33.1	33.1	54.4
Volume/Cap:	0.19	0.48	0.48	0.48	0.58	0.58	0.58	0.58	0.09	0.24	0.24	0.09
Delay/Veh:	59.8	20.6	20.6	50.6	15.0	15.0	44.4	44.4	32.0	38.7	38.7	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	20.6	20.6	50.6	15.0	15.0	44.4	44.4	32.0	38.7	38.7	22.9
LOS by Move:	E+	C+	C+	D	B	B	D	D	C-	D+	D+	C+
HCM2k95thQ:	1	21	21	10	28	28	19	19	3	7	7	3

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63					
Added Vol:	9	173	9	0	150	0	0	0	5	5	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	27	1012	71	136	1342	153	82	186	54	27	87	63					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	27	1012	71	136	1342	153	82	186	54	27	87	63					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	27	1012	71	136	1342	153	82	186	54	27	87	63					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	27	1012	71	136	1342	153	82	186	54	27	87	63					

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	1.87	0.13	1.00	1.79	0.21	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3457	243	1750	3321	379	551	1249	1750	426	1374	1750

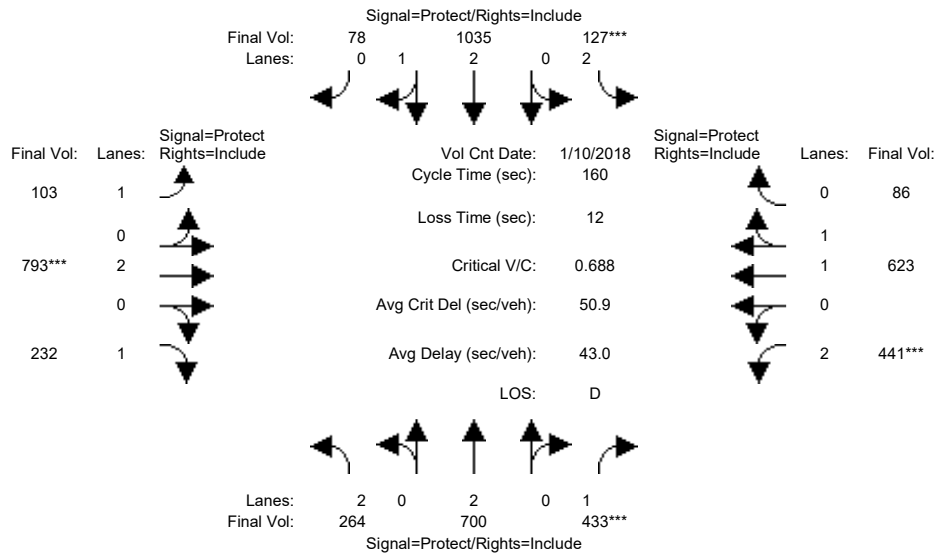
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.08	0.40	0.40	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	71.4	71.4	18.9	83.3	83.3	30.7	30.7	37.7	30.7	30.7	49.6
Volume/Cap:	0.29	0.53	0.53	0.53	0.63	0.63	0.63	0.63	0.11	0.27	0.27	0.09
Delay/Veh:	60.8	19.0	19.0	53.6	14.6	14.6	47.6	47.6	33.9	40.8	40.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	19.0	19.0	53.6	14.6	14.6	47.6	47.6	33.9	40.8	40.8	25.8
LOS by Move:	E	B-	B-	D-	B	B	D	D	C-	D	D	C
HCM2k95thQ:	2	24	24	10	31	31	20	20	3	8	8	3

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM
Base Vol:	264	700	433	127	1035	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	264	700	433	127	1035	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	700	433	127	1035	78
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	264	700	433	127	1035	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	700	433	127	1035	78

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	2.78	0.22	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5207	392	1750	3800	1750	3150	3251	449

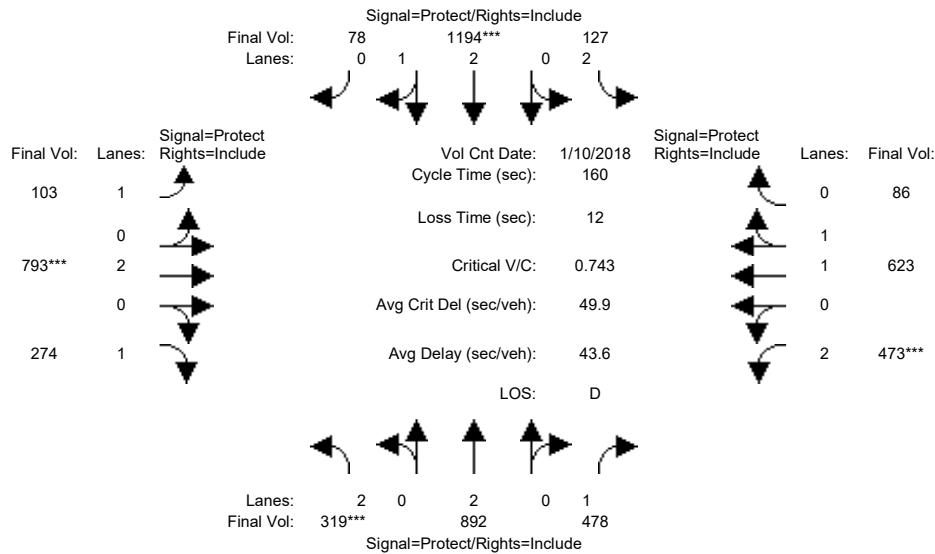
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.25	0.04	0.20	0.20	0.06	0.21	0.13	0.14	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	19.8	57.5	57.5	9.4	47.1	47.1	19.1	48.5	48.5	32.6	62.0	62.0
Volume/Cap:	0.68	0.51	0.69	0.69	0.68	0.68	0.49	0.69	0.44	0.69	0.49	0.49
Delay/Veh:	65.3	25.5	30.5	81.2	37.1	37.1	67.8	50.8	45.3	62.2	37.4	37.4
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:	65.3	25.5	30.5	81.2	37.1	37.1	67.8	50.8	45.3	62.2	37.4	37.4
LOS by Move:	E	C	C	F	D+	D+	E	D	D	E	D+	D+
HCM2k95thQ:	14	18	28	7	25	25	9	27	16	21	20	20

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	55	192	45	0	159	0	0	0	42	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	892	478	127	1194	78	103	793	274	473	623	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	892	478	127	1194	78	103	793	274	473	623	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	892	478	127	1194	78	103	793	274	473	623	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	892	478	127	1194	78	103	793	274	473	623	86

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	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.81	0.19	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5256	343	1750	3800	1750	3150	3251	449

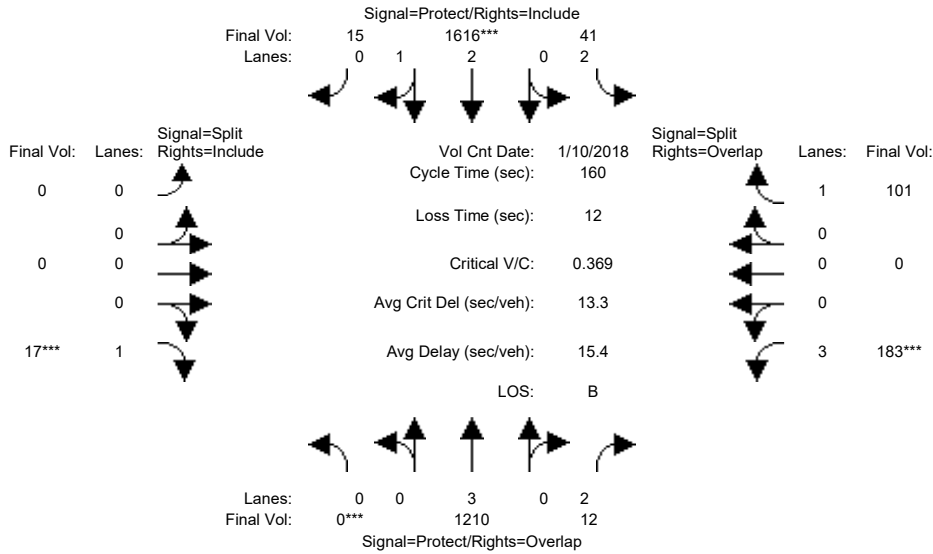
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.27	0.04	0.23	0.23	0.06	0.21	0.16	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	21.8	61.0	61.0	9.8	48.9	48.9	18.2	44.9	44.9	32.3	59.1	59.1
Volume/Cap:	0.74	0.62	0.72	0.66	0.74	0.74	0.52	0.74	0.56	0.74	0.52	0.52
Delay/Veh:	66.3	24.4	28.6	78.6	37.0	37.0	69.2	55.1	50.5	64.6	39.7	39.7
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:	66.3	24.4	28.6	78.6	37.0	37.0	69.2	55.1	50.5	64.6	39.7	39.7
LOS by Move:	E	C	C	E-	D+	D+	E	E+	D	E	D	D
HCM2k95thQ:	17	23	30	7	29	29	9	28	20	23	21	21

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1210	12	41	1616	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1210	12	41	1616	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5548	52	0	0	1750	4551	0	1750

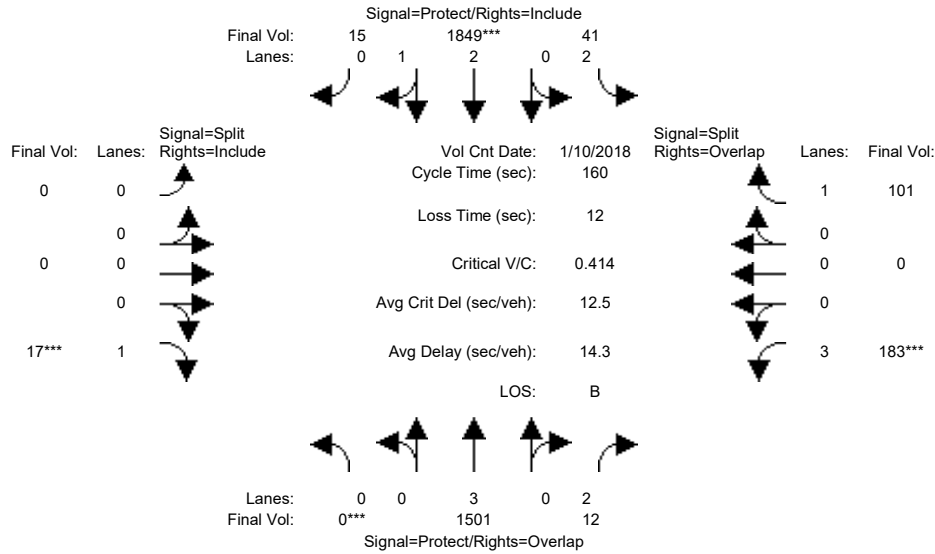
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.01	0.29	0.29	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***			****			****		****	****		
Green Time:	0.0	101	117.3	20.7	121	121.3	0.0	0.0	10.0	16.7	0.0	37.5
Volume/Cap:	0.00	0.34	0.01	0.10	0.38	0.38	0.00	0.00	0.16	0.38	0.00	0.25
Delay/Veh:	0.0	14.1	5.7	61.5	6.7	6.7	0.0	0.0	71.7	67.3	0.0	50.1
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	14.1	5.7	61.5	6.7	6.7	0.0	0.0	71.7	67.3	0.0	50.1
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D
HCM2k95thQ:	0	17	0	2	17	17	0	0	2	7	0	8

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	291	0	0	233	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1501	12	41	1849	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1501	12	41	1849	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1501	12	41	1849	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1501	12	41	1849	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5555	45	0	0	1750	4551	0	1750

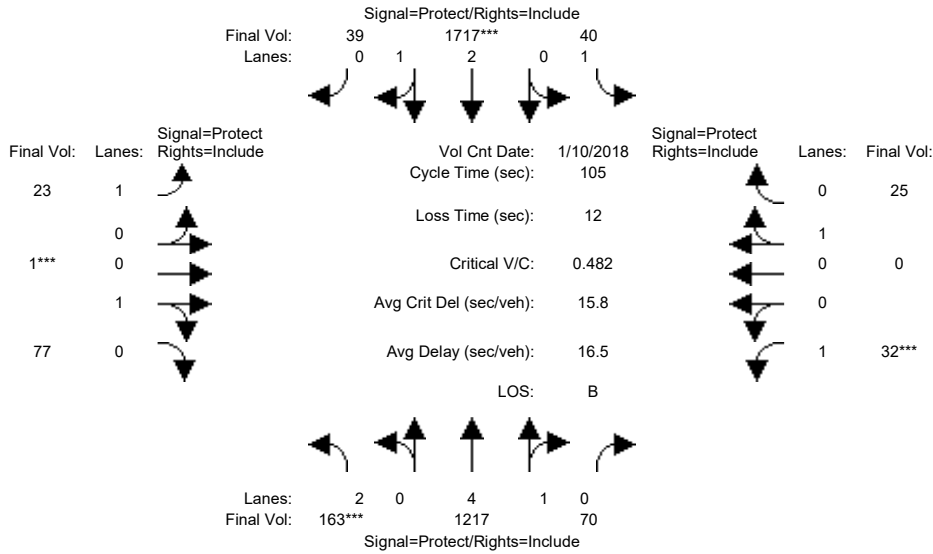
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.01	0.33	0.33	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***				***				***	***		
Green Time:	0.0	106	120.5	17.5	123	123.1	0.0	0.0	10.0	14.9	0.0	32.4
Volume/Cap:	0.00	0.40	0.01	0.12	0.43	0.43	0.00	0.00	0.16	0.43	0.00	0.28
Delay/Veh:	0.0	12.6	4.9	64.4	6.4	6.4	0.0	0.0	71.7	69.3	0.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	4.9	64.4	6.4	6.4	0.0	0.0	71.7	69.3	0.0	54.4
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D-
HCM2k95thQ:	0	20	0	2	19	19	0	0	2	8	0	9

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	163	1217	70	40	1717	39	23	1	77	32	0	25					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	163	1217	70	40	1717	39	23	1	77	32	0	25					

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95		
Lanes:	2.00	4.72	0.28	1.00	2.93	0.07	1.00	0.01	0.99	1.00	0.00	1.00		
Final Sat.:	3150	8888	511	1750	5475	124	1750	23	1777	1750	0	1800		

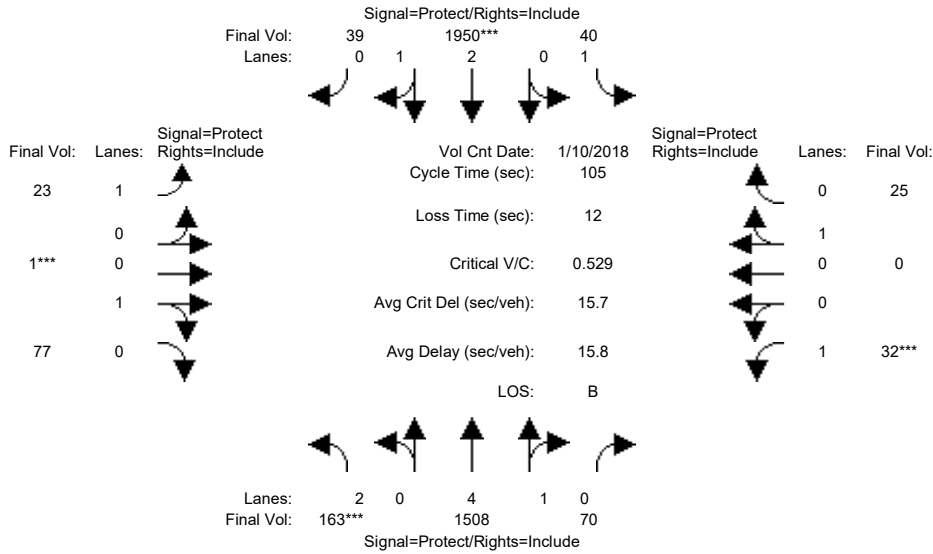
Capacity Analysis Module:														
Vol/Sat:	0.05	0.14	0.14	0.02	0.31	0.31	0.01	0.04	0.04	0.02	0.00	0.01		
Crit Moves:	***			****			****			****				
Green Time:	10.8	51.1	51.1	24.9	65.2	65.2	7.0	10.0	10.0	7.0	0.0	10.0		
Volume/Cap:	0.50	0.28	0.28	0.10	0.50	0.50	0.20	0.46	0.46	0.27	0.00	0.15		
Delay/Veh:	45.9	16.1	16.1	31.4	11.1	11.1	47.2	46.8	46.8	47.9	0.0	44.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	45.9	16.1	16.1	31.4	11.1	11.1	47.2	46.8	46.8	47.9	0.0	44.0		
LOS by Move:	D	B	B	C	B+	B+	D	D	D	D	A	D		
HCM2k95thQ:	6	9	9	2	19	19	2	6	6	3	0	2		

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	10 Jan 2018	<<	05:00:00 PM
Base Vol:	163 1217 70	40 1717 39	23 1 77	32 0 25	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	163 1217 70	40 1717 39	23 1 77	32 0 25	
Added Vol:	0 291 0	0 233 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	163 1508 70	40 1950 39	23 1 77	32 0 25	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	163 1508 70	40 1950 39	23 1 77	32 0 25	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	163 1508 70	40 1950 39	23 1 77	32 0 25	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	163 1508 70	40 1950 39	23 1 77	32 0 25	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.83 0.99 0.95	0.92 0.98 0.95	0.92 0.95 0.95	0.92 1.00 0.95								
Lanes:	2.00 4.77 0.23	1.00 2.94 0.06	1.00 0.01 0.99	1.00 0.00 1.00								
Final Sat.:	3150 8982 417	1750 5490 110	1750 23 1777	1750 0 1800								

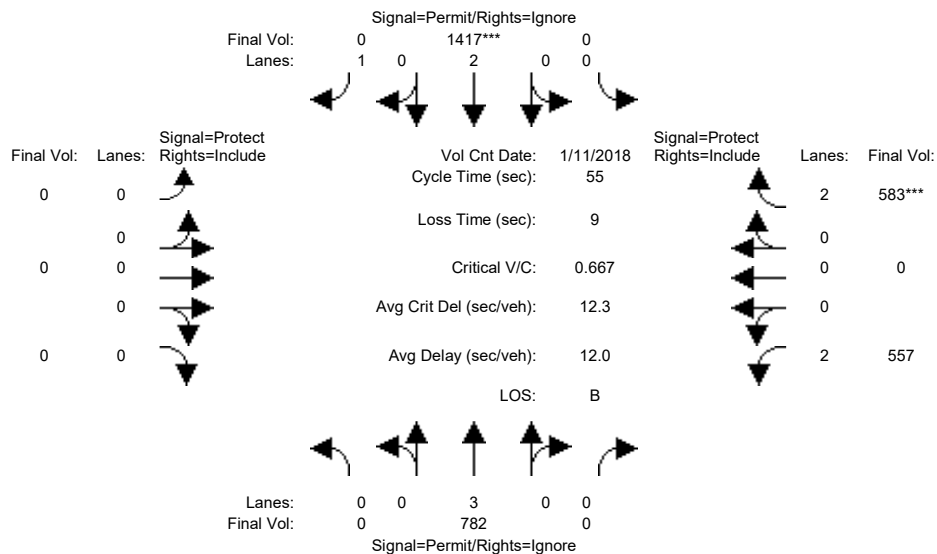
Capacity Analysis Module:												
Vol/Sat:	0.05 0.17 0.17	0.02 0.36 0.36	0.01 0.04 0.04	0.02 0.00 0.01								
Crit Moves:	***	****	****	****								
Green Time:	9.7 54.4 54.4	21.6 66.3 66.3	7.0 10.0 10.0	7.0 0.0 10.0								
Volume/Cap:	0.56 0.32 0.32	0.11 0.56 0.56	0.20 0.46 0.46	0.27 0.00 0.15								
Delay/Veh:	48.2 14.7 14.7	34.0 11.2 11.2	47.2 46.8 46.8	47.9 0.0 44.0								
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:	48.2 14.7 14.7	34.0 11.2 11.2	47.2 46.8 46.8	47.9 0.0 44.0								
LOS by Move:	D B B	C- B+ B+	D D D	D A D								
HCM2k95thQ:	6 11 11	2 22 22	2 6 6	3 0 2								

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #29: Wolfe Road / I-280 Ramp (North)



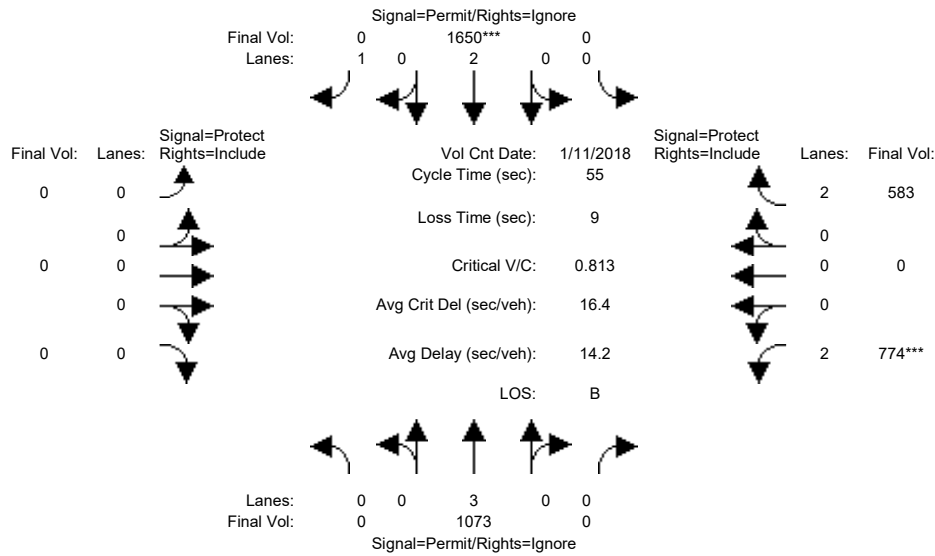
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	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	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	782	526	0	1417	562	0	0	0	557	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	782	0	0	1417	0	0	0	0	557	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	782	0	0	1417	0	0	0	0	557	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	782	0	0	1417	0	0	0	0	557	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.18	0.00	0.19
Crit Moves:	****											
Green Time:	0.0	30.7	0.0	0.0	30.7	0.0	0.0	0.0	0.0	15.3	0.0	15.3
Volume/Cap:	0.00	0.25	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.64	0.00	0.67
Delay/Veh:	0.0	6.3	0.0	0.0	9.4	0.0	0.0	0.0	0.0	19.0	0.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	9.4	0.0	0.0	0.0	0.0	19.0	0.0	19.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	B-
HCM2k95thQ:	0	1	0	0	6	0	0	0	0	12	0	13

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #29: Wolfe Road / I-280 Ramp (North)



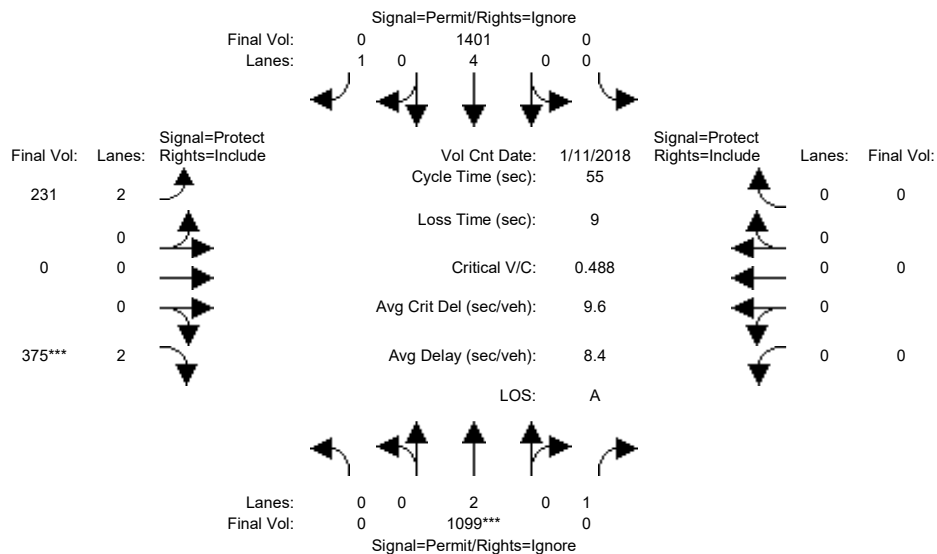
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	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	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	291	311	0	233	0	0	0	0	217	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1073	837	0	1650	562	0	0	0	774	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1073	0	0	1650	0	0	0	0	774	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1073	0	0	1650	0	0	0	0	774	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1073	0	0	1650	0	0	0	0	774	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.25	0.00	0.19
Crit Moves:	****						****					
Green Time:	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.00	0.36	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.00	0.61
Delay/Veh:	0.0	7.5	0.0	0.0	13.2	0.0	0.0	0.0	0.0	23.2	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	0.0	0.0	13.2	0.0	0.0	0.0	0.0	23.2	0.0	17.6
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	2	0	0	13	0	0	0	0	19	0	12

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1099	463	0	1401	565	231	0	375	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	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1099	463	0	1401	565	231	0	375	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	0	0	1401	0	231	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	0	0	1401	0	231	0	375	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1099	0	0	1401	0	231	0	375	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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

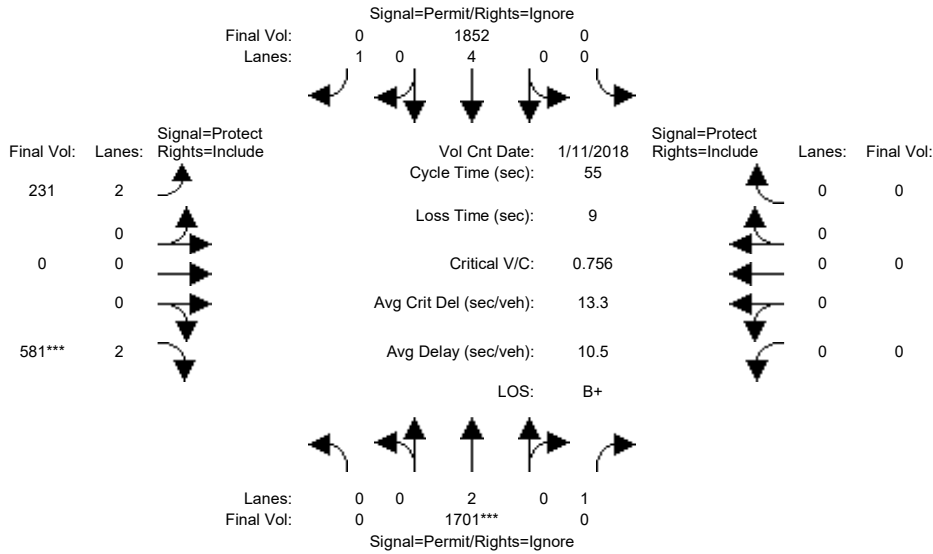
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.18	0.00	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	32.6	0.0	0.0	32.6	0.0	13.4	0.0	13.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.31	0.00	0.30	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	5.6	0.0	17.2	0.0	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	5.6	0.0	17.2	0.0	18.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B-	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	4	0	8	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



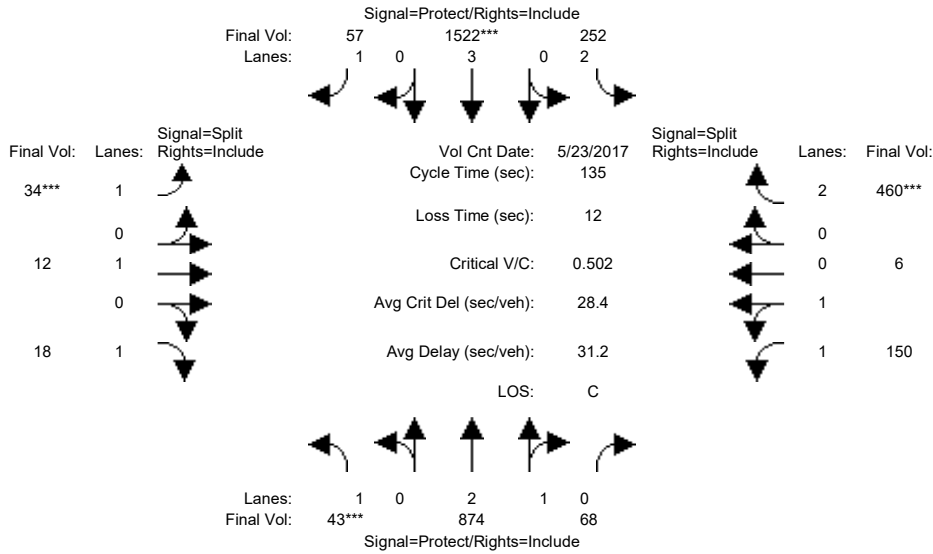
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1099	463	0	1401	565	231	0	375	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	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	602	379	0	451	0	0	0	206	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1701	842	0	1852	565	231	0	581	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1701	0	0	1852	0	231	0	581	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1701	0	0	1852	0	231	0	581	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1701	0	0	1852	0	231	0	581	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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.24	0.00	0.07	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.6	0.0	0.0	32.6	0.0	13.4	0.0	13.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.00	0.00	0.41	0.00	0.30	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	0.0	0.0	6.1	0.0	17.2	0.0	23.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.0	0.0	6.1	0.0	17.2	0.0	23.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	C	A	A	A
HCM2k95thQ:	0	5	0	0	1	0	4	0	14	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	874	68	252	1522	57	34	12	18	150	6	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	874	68	252	1522	57	34	12	18	150	6	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	874	68	252	1522	57	34	12	18	150	6	460

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	0.93	0.95	0.83
Lanes:	1.00	2.78	0.22	2.00	3.00	1.00	1.00	1.00	1.00	1.92	0.08	2.00
Final Sat.:	1750	5195	404	3150	5700	1750	1750	1900	1750	3413	137	3150

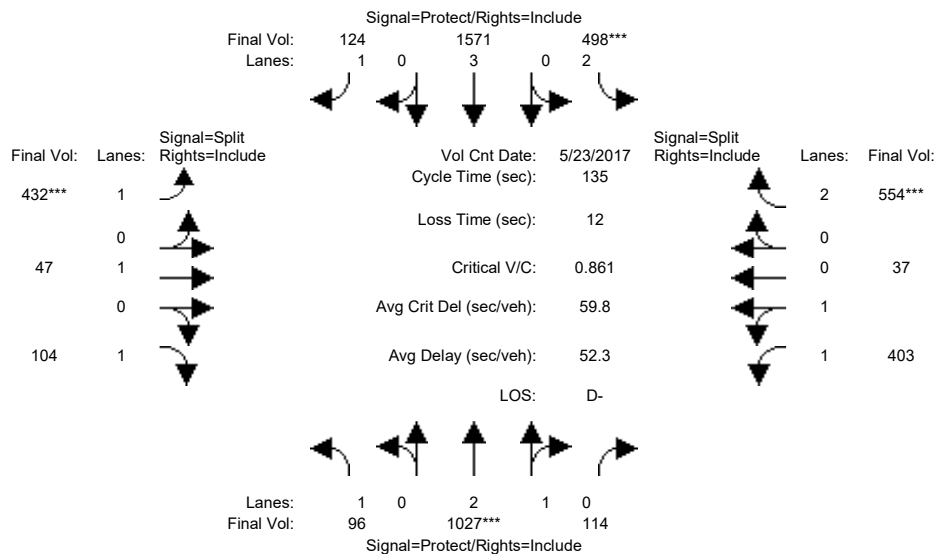
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.08	0.27	0.03	0.02	0.01	0.01	0.04	0.04	0.15
Crit Moves:	***			****			****					****
Green Time:	7.0	51.2	51.2	24.3	68.5	68.5	10.0	10.0	10.0	37.5	37.5	37.5
Volume/Cap:	0.47	0.44	0.44	0.44	0.53	0.06	0.26	0.09	0.14	0.16	0.16	0.53
Delay/Veh:	66.1	31.4	31.4	49.9	22.5	16.9	60.1	58.5	59.0	36.9	36.9	41.8
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:	66.1	31.4	31.4	49.9	22.5	16.9	60.1	58.5	59.0	36.9	36.9	41.8
LOS by Move:	E	C	C	D	C+	B	E	E+	E+	D+	D+	D
HCM2k95thQ:	4	18	18	11	24	3	3	1	2	5	5	18

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	53	153	46	246	49	67	398	35	86	253	31	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	1027	114	498	1571	124	432	47	104	403	37	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1027	114	498	1571	124	432	47	104	403	37	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1027	114	498	1571	124	432	47	104	403	37	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	1027	114	498	1571	124	432	47	104	403	37	554

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	0.93	0.95	0.83
Lanes:	1.00	2.69	0.31	2.00	3.00	1.00	1.00	1.00	1.00	1.83	0.17	2.00
Final Sat.:	1750	5040	559	3150	5700	1750	1750	1900	1750	3251	299	3150

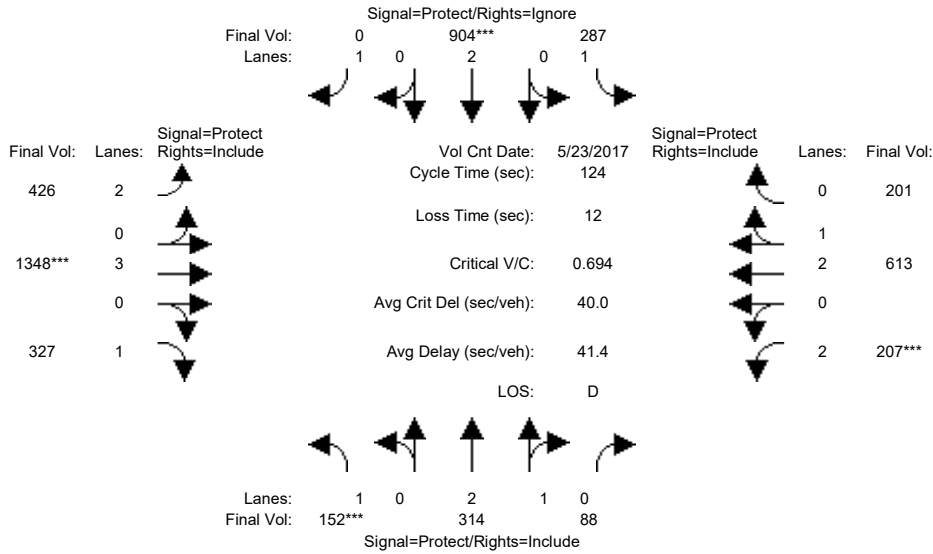
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.16	0.28	0.07	0.25	0.02	0.06	0.12	0.12	0.18
Crit Moves:	****			****			****			****		
Green Time:	9.4	31.9	31.9	24.8	47.3	47.3	38.7	38.7	38.7	27.6	27.6	27.6
Volume/Cap:	0.79	0.86	0.86	0.86	0.79	0.20	0.86	0.09	0.21	0.61	0.61	0.86
Delay/Veh:	89.6	55.4	55.4	66.0	41.5	30.8	59.7	35.3	36.7	50.3	50.3	63.3
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:	89.6	55.4	55.4	66.0	41.5	30.8	59.7	35.3	36.7	50.3	50.3	63.3
LOS by Move:	F	E+	E+	E	D	C	E+	D+	D+	D	D	E
HCM2k95thQ:	9	27	27	23	34	7	35	3	7	16	16	24

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM						
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	314	88	287	904	429	426	1348	327	207	613	201
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	314	88	287	904	0	426	1348	327	207	613	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	314	88	287	904	0	426	1348	327	207	613	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	314	88	287	904	0	426	1348	327	207	613	201

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	2.32	0.68	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.23	0.77
Final Sat.:	1750	4373	1225	1750	3800	1750	3150	5700	1750	3150	4215	1382

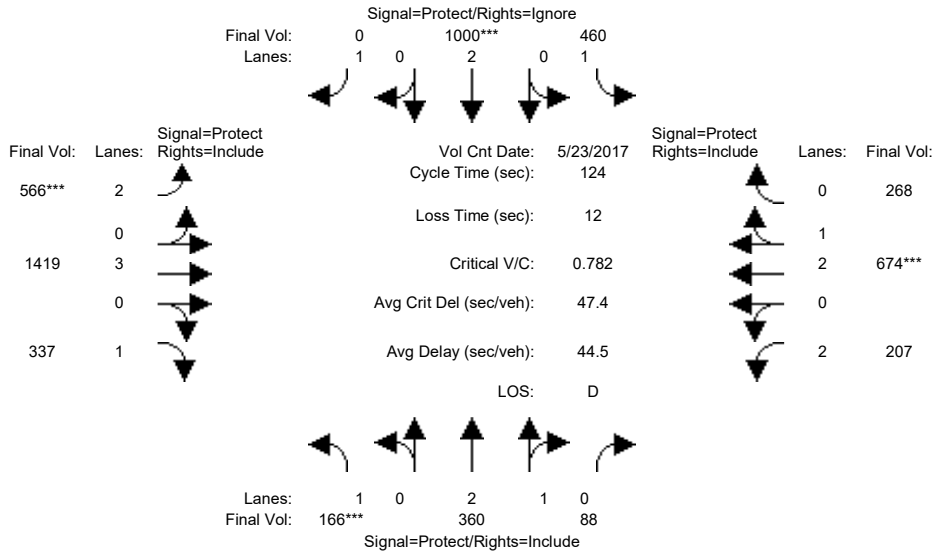
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.16	0.24	0.00	0.14	0.24	0.19	0.07	0.15	0.15
Crit Moves:	***				****			****		****		
Green Time:	15.5	19.1	19.1	38.9	42.5	0.0	26.0	42.2	42.2	11.7	28.0	28.0
Volume/Cap:	0.69	0.47	0.47	0.52	0.69	0.00	0.64	0.69	0.55	0.69	0.64	0.64
Delay/Veh:	61.2	48.2	48.2	35.9	36.8	0.0	47.0	36.4	34.2	61.3	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:	61.2	48.2	48.2	35.9	36.8	0.0	47.0	36.4	34.2	61.3	44.7	44.7
LOS by Move:	E	D	D	D+	D+	A	D	D+	C-	E	D	D
HCM2k95thQ:	12	9	9	16	24	0	15	22	16	9	16	16

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM											
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201					
Added Vol:	14	46	0	173	96	131	140	71	10	0	61	67					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	166	360	88	460	1000	560	566	1419	337	207	674	268					
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	166	360	88	460	1000	0	566	1419	337	207	674	268					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	166	360	88	460	1000	0	566	1419	337	207	674	268					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	166	360	88	460	1000	0	566	1419	337	207	674	268					

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	1.00	0.95
Lanes:	1.00	2.39	0.61	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.12	0.88
Final Sat.:	1750	4499	1100	1750	3800	1750	3150	5700	1750	3150	4005	1592

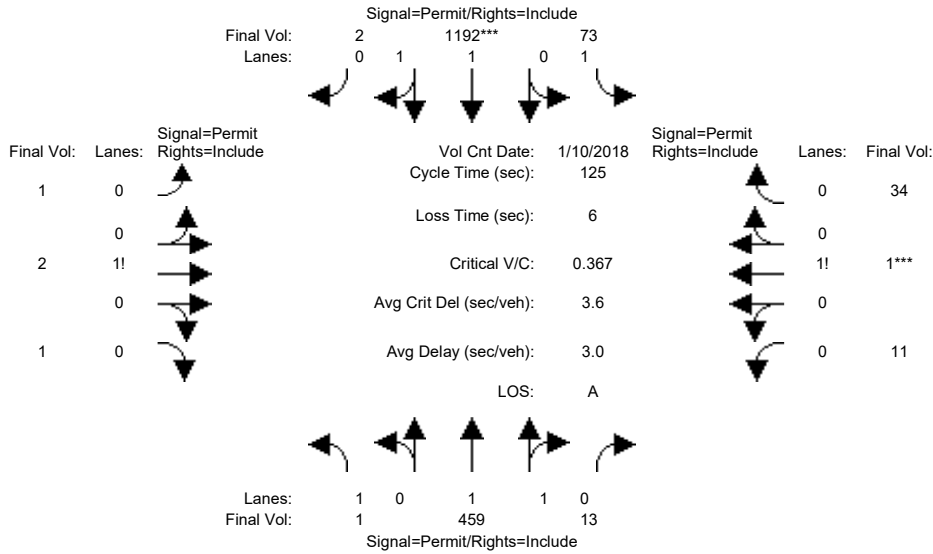
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.26	0.26	0.00	0.18	0.25	0.19	0.07	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	15.0	13.3	13.3	43.5	41.7	0.0	28.5	43.7	43.7	11.5	26.7	26.7
Volume/Cap:	0.78	0.74	0.74	0.75	0.78	0.00	0.78	0.71	0.55	0.71	0.78	0.78
Delay/Veh:	69.8	58.7	58.7	40.6	40.2	0.0	50.3	35.8	33.3	62.3	49.3	49.3
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:	69.8	58.7	58.7	40.6	40.2	0.0	50.3	35.8	33.3	62.3	49.3	49.3
LOS by Move:	E	E+	E+	D	D	A	D	D+	C-	E	D	D
HCM2k95thQ:	13	11	11	27	28	0	21	22	15	9	21	21

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	459	13	73	1192	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	459	13	73	1192	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	459	13	73	1192	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3598	102	1750	3694	6	438	875	438	418	38	1293

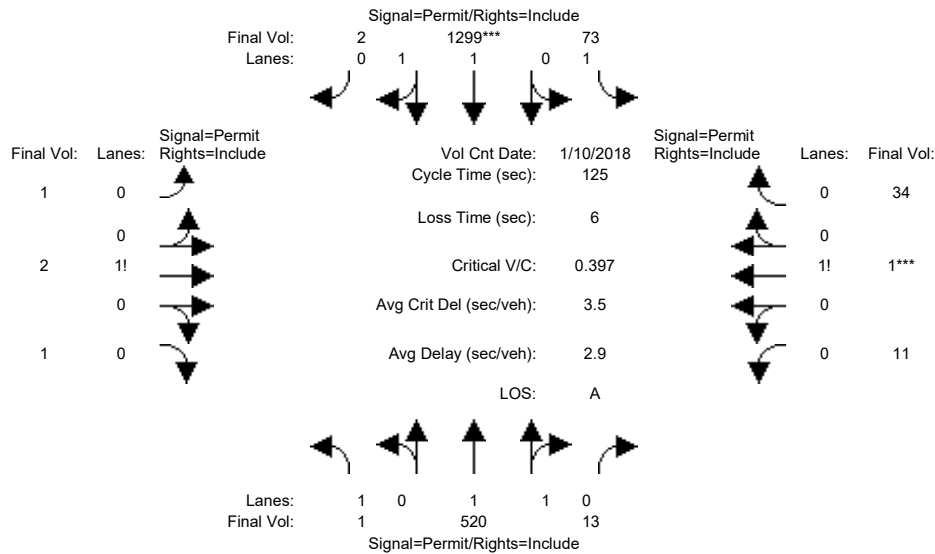
Capacity Analysis Module:													
Vol/Sat:	0.00	0.13	0.13	0.04	0.32	0.32	0.00	0.00	0.00	0.03	0.03	0.03	
Crit Moves:							****						
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.00	0.15	0.15	0.05	0.37	0.37	0.03	0.03	0.03	0.33	0.33	0.33	
Delay/Veh:	1.0	1.2	1.2	1.1	1.6	1.6	53.1	53.1	53.1	55.7	55.7	55.7	
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:	1.0	1.2	1.2	1.1	1.6	1.6	53.1	53.1	53.1	55.7	55.7	55.7	
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+	
HCM2k95thQ:	0	3	3	1	9	9	0	0	0	4	4	4	

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	61	0	0	107	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	520	13	73	1299	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	520	13	73	1299	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	520	13	73	1299	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	520	13	73	1299	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3610	90	1750	3694	6	438	875	438	418	38	1293

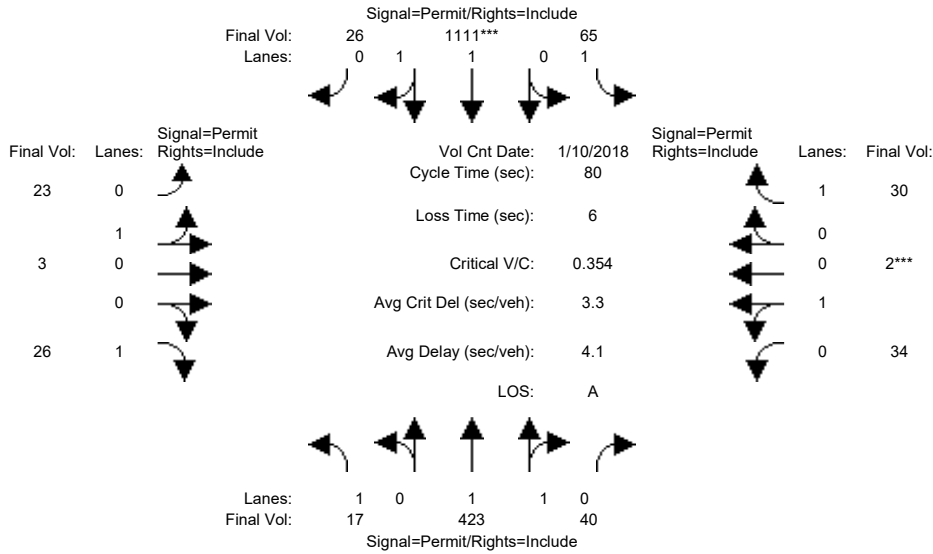
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.35	0.35	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.17	0.17	0.05	0.40	0.40	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7
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:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+
HCM2k95thQ:	0	3	3	1	10	10	0	0	0	4	4	4

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	17	423	40	65	1111	26	23	3	26	34	2	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					
Final Volume:	17	423	40	65	1111	26	23	3	26	34	2	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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	1.95	0.05	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3380	320	1750	3615	85	1592	208	1750	1700	100	1750

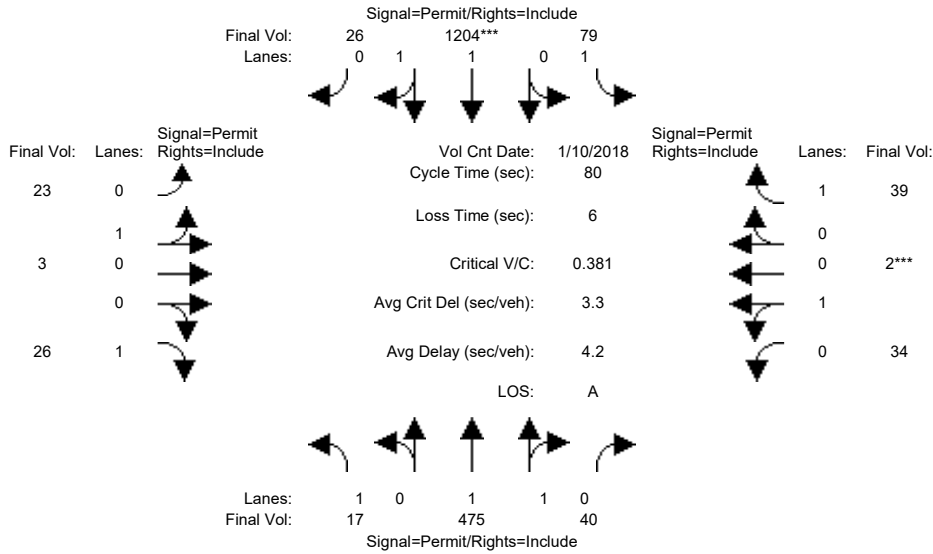
Capacity Analysis Module:													
Vol/Sat:	0.01	0.13	0.13	0.04	0.31	0.31	0.01	0.01	0.01	0.02	0.02	0.02	
Crit Moves:							****						
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.01	0.16	0.16	0.05	0.38	0.38	0.12	0.12	0.12	0.16	0.16	0.14	
Delay/Veh:	1.6	1.9	1.9	1.7	2.4	2.4	31.3	31.3	31.3	31.6	31.6	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:	1.6	1.9	1.9	1.7	2.4	2.4	31.3	31.3	31.3	31.6	31.6	31.4	
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C	
HCM2k95thQ:	0	3	3	1	8	8	1	1	1	2	2	2	

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	52	0	14	93	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	475	40	79	1204	26	23	3	26	34	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	475	40	79	1204	26	23	3	26	34	2	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	475	40	79	1204	26	23	3	26	34	2	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	475	40	79	1204	26	23	3	26	34	2	39

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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3412	287	1750	3622	78	1592	208	1750	1700	100	1750

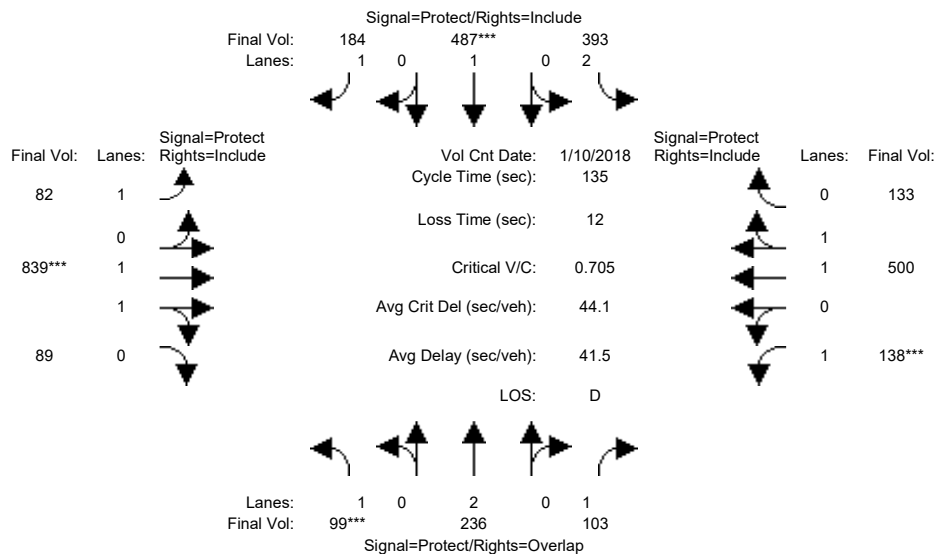
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.05	0.33	0.33	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.17	0.17	0.06	0.42	0.42	0.12	0.12	0.12	0.16	0.16	0.18
Delay/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	3	3	1	9	9	1	1	1	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	99	236	103	393	487	184	82	839	89	138	500	133					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	99	236	103	393	487	184	82	839	89	138	500	133					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	99	236	103	393	487	184	82	839	89	138	500	133					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	99	236	103	393	487	184	82	839	89	138	500	133					

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2922	777

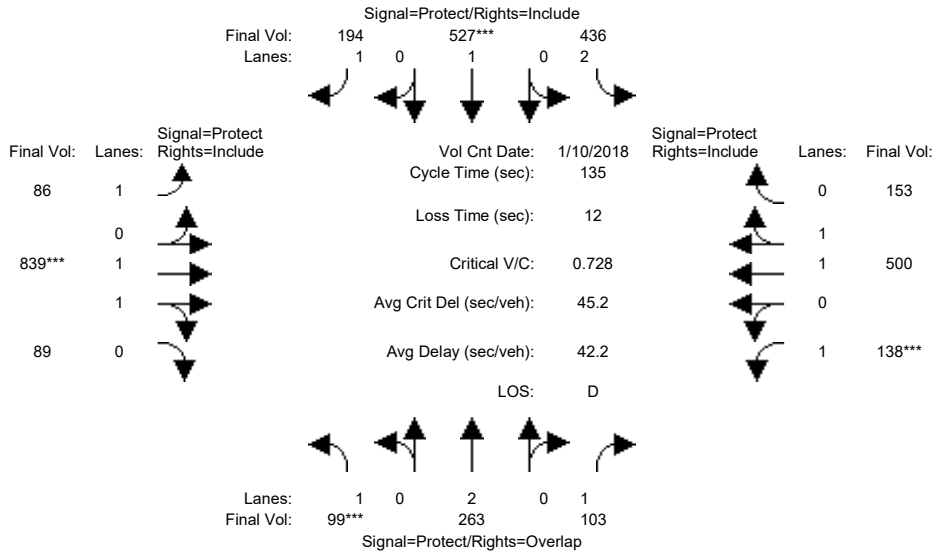
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.26	0.11	0.05	0.25	0.25	0.08	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	10.8	22.3	37.4	37.6	49.1	49.1	14.7	48.0	48.0	15.1	48.4	48.4
Volume/Cap:	0.71	0.38	0.21	0.45	0.71	0.29	0.43	0.71	0.71	0.71	0.48	0.48
Delay/Veh:	75.6	50.5	37.7	40.5	40.1	30.8	57.8	39.2	39.2	68.9	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	50.5	37.7	40.5	40.1	30.8	57.8	39.2	39.2	68.9	33.8	33.8
LOS by Move:	E-	D	D+	D	D	C	E+	D	D	E	C-	C-
HCM2k95thQ:	9	8	7	15	30	11	7	29	29	12	19	19

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	27	0	43	40	10	4	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	263	103	436	527	194	86	839	89	138	500	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	263	103	436	527	194	86	839	89	138	500	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	263	103	436	527	194	86	839	89	138	500	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	263	103	436	527	194	86	839	89	138	500	153

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2832	867

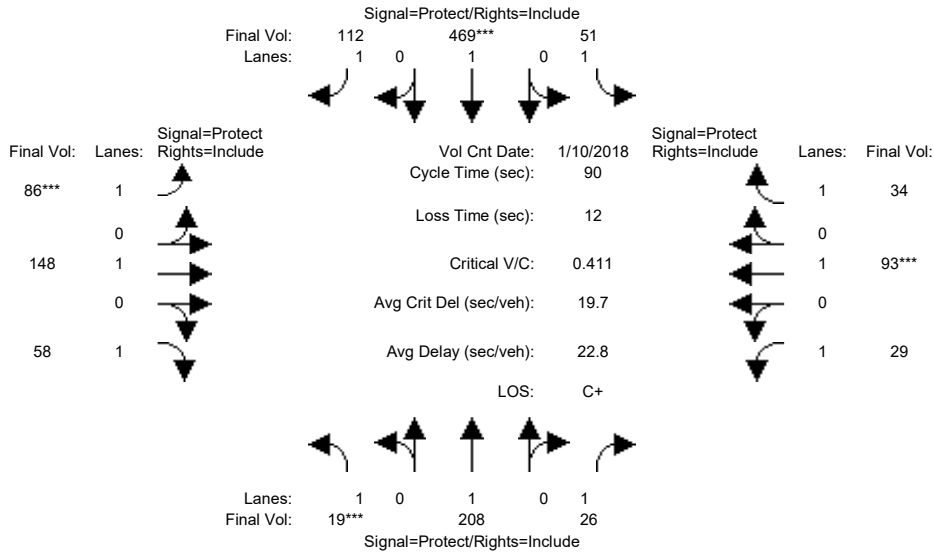
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.06	0.14	0.28	0.11	0.05	0.25	0.25	0.08	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	10.5	21.6	36.2	40.3	51.4	51.4	13.9	46.5	46.5	14.6	47.2	47.2
Volume/Cap:	0.73	0.43	0.22	0.46	0.73	0.29	0.48	0.73	0.73	0.73	0.50	0.50
Delay/Veh:	78.8	51.7	38.7	38.9	39.6	29.4	59.1	40.9	40.9	71.6	35.0	35.0
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:	78.8	51.7	38.7	38.9	39.6	29.4	59.1	40.9	40.9	71.6	35.0	35.0
LOS by Move:	E-	D-	D+	D+	D	C	E+	D	D	E	C-	C-
HCM2k95thQ:	9	9	7	16	32	11	7	30	30	12	19	19

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	208	26	51	469	112	86	148	58	29	93	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	208	26	51	469	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	208	26	51	469	112	86	148	58	29	93	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	208	26	51	469	112	86	148	58	29	93	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

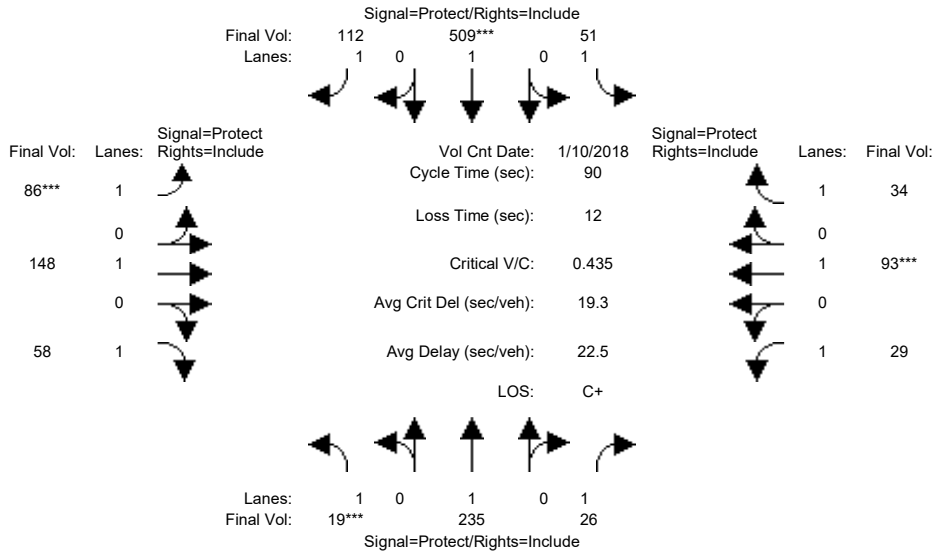
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.03	0.25	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	34.0	34.0	23.8	50.8	50.8	10.1	11.9	11.9	8.3	10.1	10.1
Volume/Cap:	0.14	0.29	0.04	0.11	0.44	0.11	0.44	0.59	0.25	0.18	0.44	0.17
Delay/Veh:	39.2	19.8	17.7	25.2	11.6	9.2	38.8	40.5	35.6	38.2	38.8	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	19.8	17.7	25.2	11.6	9.2	38.8	40.5	35.6	38.2	38.8	36.6
LOS by Move:	D	B-	B	C	B+	A	D+	D	D+	D+	D+	D+
HCM2k95thQ:	1	8	1	2	14	3	6	9	4	2	6	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34					
Added Vol:	0	27	0	0	40	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	19	235	26	51	509	112	86	148	58	29	93	34					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	19	235	26	51	509	112	86	148	58	29	93	34					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	19	235	26	51	509	112	86	148	58	29	93	34					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	19	235	26	51	509	112	86	148	58	29	93	34					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

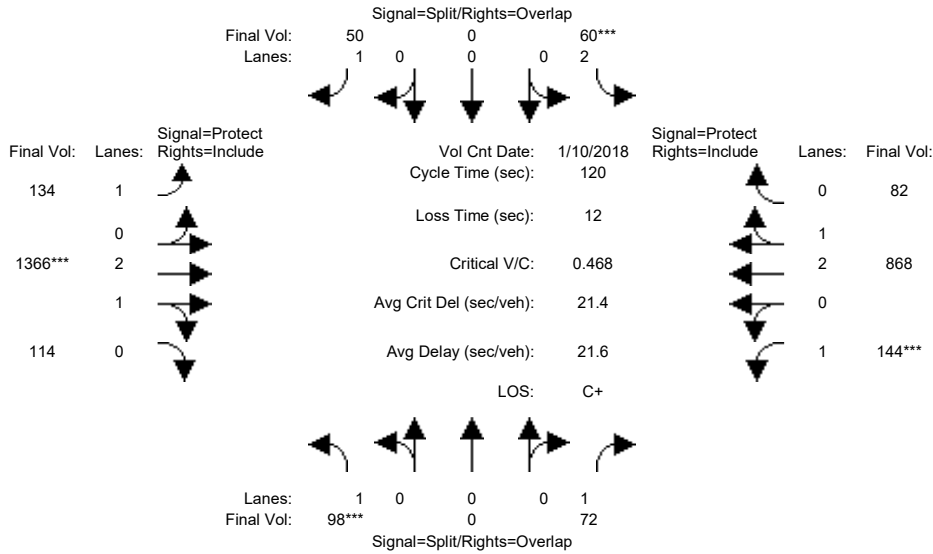
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.01	0.03	0.27	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	35.9	35.9	22.6	51.5	51.5	9.5	11.4	11.4	8.0	10.0	10.0
Volume/Cap:	0.14	0.31	0.04	0.12	0.47	0.11	0.47	0.61	0.26	0.19	0.44	0.17
Delay/Veh:	39.2	18.8	16.5	26.1	11.5	8.8	39.8	41.8	36.1	38.6	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	18.8	16.5	26.1	11.5	8.8	39.8	41.8	36.1	38.6	38.9	36.7
LOS by Move:	D	B-	B	C	B+	A	D	D	D+	D+	D+	D+
HCM2k95thQ:	1	8	1	2	15	3	6	10	4	2	6	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82
Growth Adj:	1.00	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	0	72	60	0	50	134	1366	114	144	868	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	0	72	60	0	50	134	1366	114	144	868	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	72	60	0	50	134	1366	114	144	868	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	60	0	50	134	1366	114	144	868	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	0	72	60	0	50	134	1366	114	144	868	82

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.76	0.24	1.00	2.73	0.27
Final Sat.:	1750	0	1750	3150	0	1750	1750	5168	431	1750	5116	483

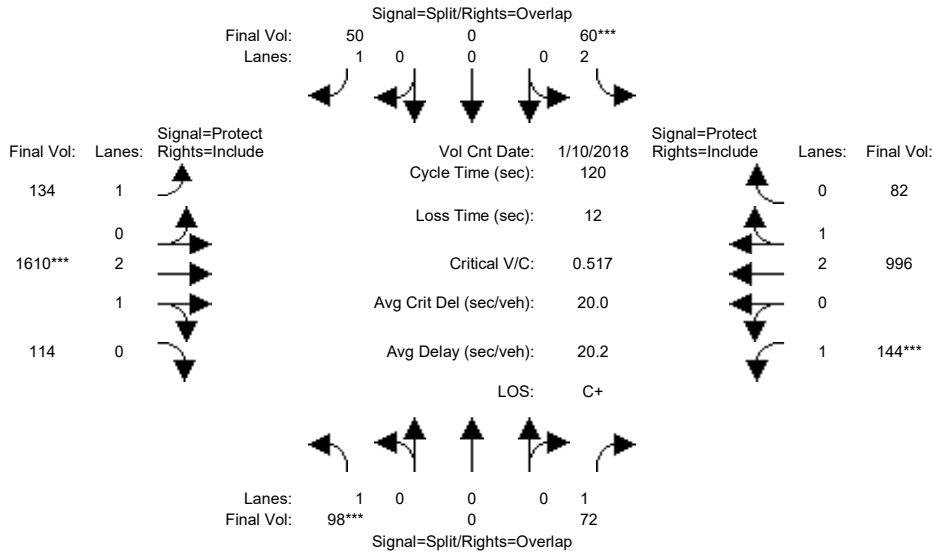
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.26	0.26	0.08	0.17	0.17
Crit Moves:	***			***			***			***		
Green Time:	14.3	0.0	35.4	4.9	0.0	34.1	29.2	67.7	67.7	21.1	59.5	59.5
Volume/Cap:	0.47	0.00	0.14	0.47	0.00	0.10	0.31	0.47	0.47	0.47	0.34	0.34
Delay/Veh:	50.9	0.0	31.2	59.0	0.0	31.7	37.6	15.6	15.6	45.6	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	0.0	31.2	59.0	0.0	31.7	37.6	15.6	15.6	45.6	18.4	18.4
LOS by Move:	D	A	C	E+	A	C	D+	B	B	D	B-	B-
HCM2k95thQ:	8	0	4	4	0	3	8	19	19	10	13	13

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82
Growth Adj:	1.00	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	0	72	60	0	50	134	1366	114	144	868	82
Added Vol:	0	0	0	0	0	0	0	244	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	0	72	60	0	50	134	1610	114	144	996	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	72	60	0	50	134	1610	114	144	996	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	60	0	50	134	1610	114	144	996	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	0	72	60	0	50	134	1610	114	144	996	82

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.79	0.21	1.00	2.76	0.24
Final Sat.:	1750	0	1750	3150	0	1750	1750	5229	370	1750	5173	426

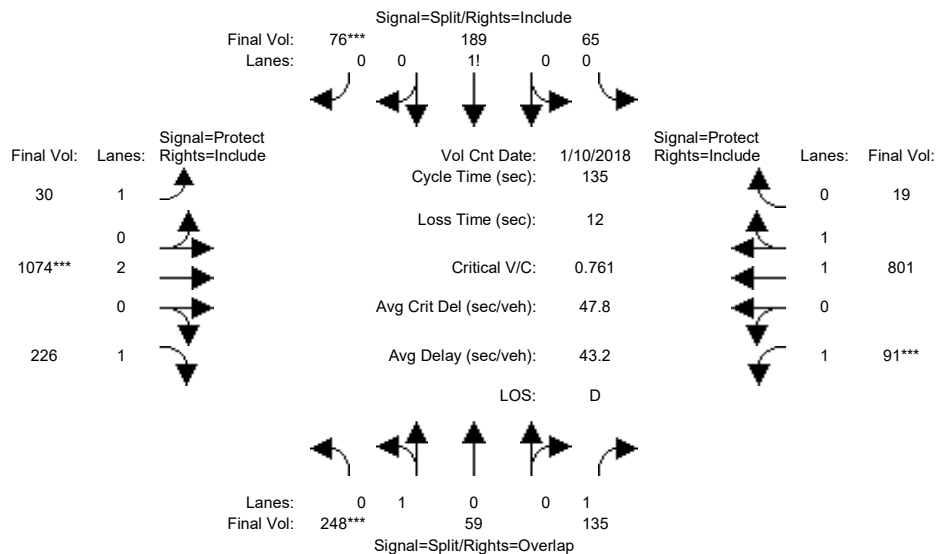
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.31	0.31	0.08	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	13.0	0.0	32.1	4.4	0.0	31.8	27.4	71.5	71.5	19.1	63.2	63.2
Volume/Cap:	0.52	0.00	0.15	0.52	0.00	0.11	0.34	0.52	0.52	0.52	0.37	0.37
Delay/Veh:	53.0	0.0	33.7	60.8	0.0	33.5	39.2	14.3	14.3	47.9	16.7	16.7
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:	53.0	0.0	33.7	60.8	0.0	33.5	39.2	14.3	14.3	47.9	16.7	16.7
LOS by Move:	D-	A	C-	E	A	C-	D	B	B	D	B	B
HCM2k95thQ:	9	0	4	4	0	3	8	22	22	10	14	14

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	248	59	135	65	189	76	30	1074	226	91	801	19					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	248	59	135	65	189	76	30	1074	226	91	801	19					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	248	59	135	65	189	76	30	1074	226	91	801	19					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	248	59	135	65	189	76	30	1074	226	91	801	19					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3614	86

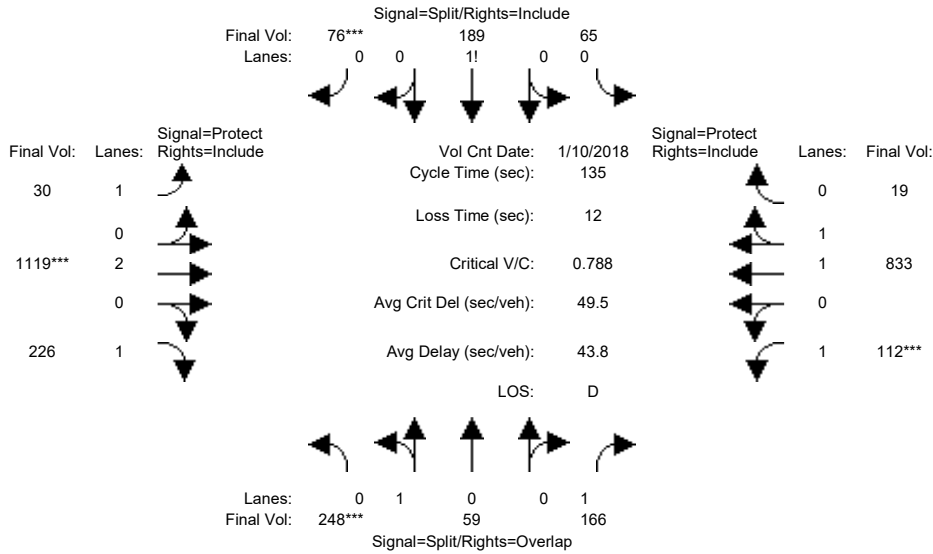
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.08	0.19	0.19	0.19	0.02	0.28	0.13	0.05	0.22	0.22
Crit Moves:	***					***		***		***		
Green Time:	30.2	30.2	39.5	33.4	33.4	33.4	11.2	50.1	50.1	9.2	48.1	48.1
Volume/Cap:	0.76	0.76	0.26	0.76	0.76	0.76	0.21	0.76	0.35	0.76	0.62	0.62
Delay/Veh:	57.3	57.3	36.9	54.8	54.8	54.8	58.4	39.7	31.0	86.3	36.9	36.9
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:	57.3	57.3	36.9	54.8	54.8	54.8	58.4	39.7	31.0	86.3	36.9	36.9
LOS by Move:	E+	E+	D+	D-	D-	D-	E+	D	C	F	D+	D+
HCM2k95thQ:	23	23	9	27	27	27	2	33	13	8	25	25

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	31	0	0	0	0	45	0	21	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	59	166	65	189	76	30	1119	226	112	833	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	59	166	65	189	76	30	1119	226	112	833	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	59	166	65	189	76	30	1119	226	112	833	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	59	166	65	189	76	30	1119	226	112	833	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3617	83

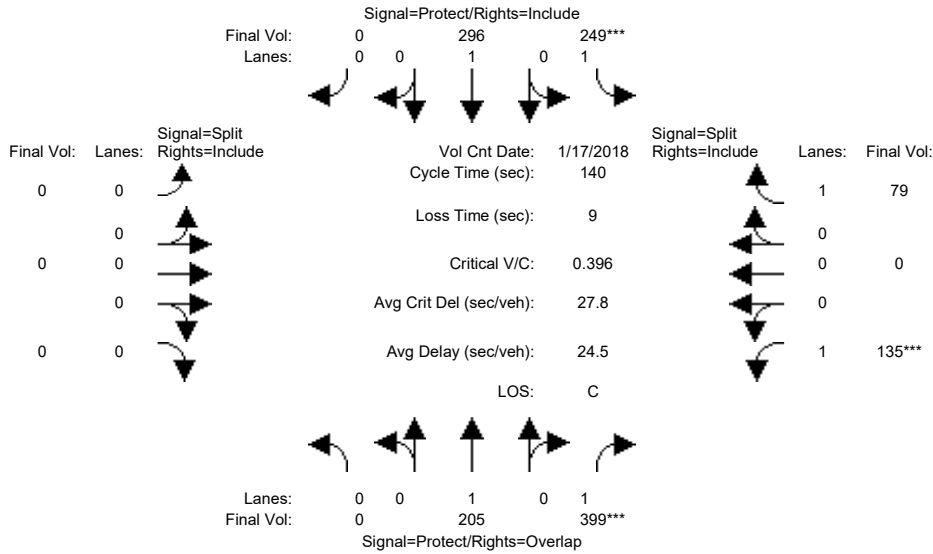
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.19	0.19	0.19	0.02	0.29	0.13	0.06	0.23	0.23
Crit Moves:	***					***		***		***		
Green Time:	29.2	29.2	40.2	32.3	32.3	32.3	11.3	50.5	50.5	11.0	50.2	50.2
Volume/Cap:	0.79	0.79	0.32	0.79	0.79	0.79	0.20	0.79	0.35	0.79	0.62	0.62
Delay/Veh:	60.2	60.2	37.1	57.7	57.7	57.7	58.4	40.5	30.7	85.6	35.5	35.5
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:	60.2	60.2	37.1	57.7	57.7	57.7	58.4	40.5	30.7	85.6	35.5	35.5
LOS by Move:	E	E	D+	E+	E+	E+	E+	D	C	F	D+	D+
HCM2k95thQ:	23	23	11	27	27	27	2	34	13	10	25	25

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	399	249	296	0	0	0	0	135	0	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
Final Volume:	0	205	399	249	296	0	0	0	0	135	0	79

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

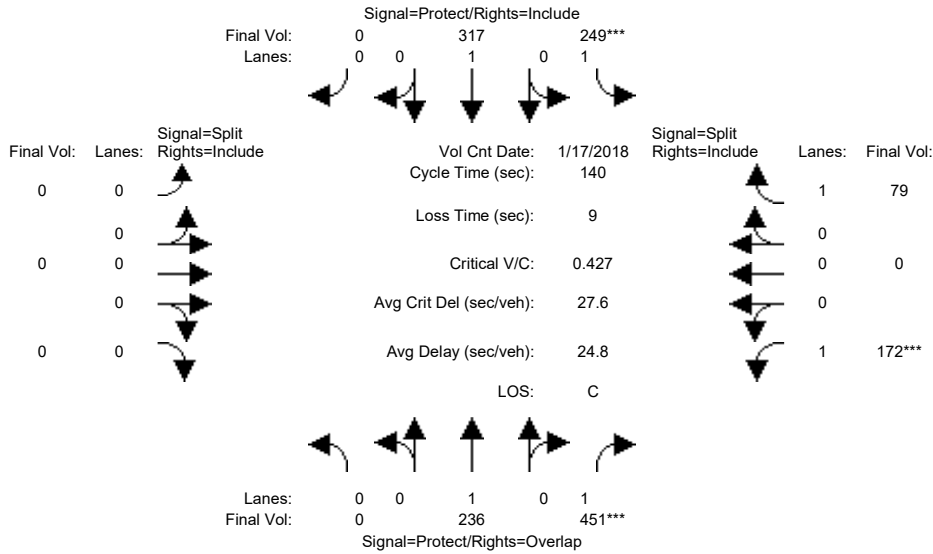
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.23	0.14	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	53.4	80.7	50.3	104	0.0	0.0	0.0	0.0	27.3	0.0	27.3
Volume/Cap:	0.00	0.28	0.40	0.40	0.21	0.00	0.00	0.00	0.00	0.40	0.00	0.23
Delay/Veh:	0.0	30.3	16.5	33.9	5.6	0.0	0.0	0.0	0.0	49.9	0.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	16.5	33.9	5.6	0.0	0.0	0.0	0.0	49.9	0.0	47.9
LOS by Move:	A	C	B	C-	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	11	18	15	7	0	0	0	0	10	0	6

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						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	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	31	52	0	21	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	236	451	249	317	0	0	0	0	172	0	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:	0	236	451	249	317	0	0	0	0	172	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	451	249	317	0	0	0	0	172	0	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
Final Volume:	0	236	451	249	317	0	0	0	0	172	0	79

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

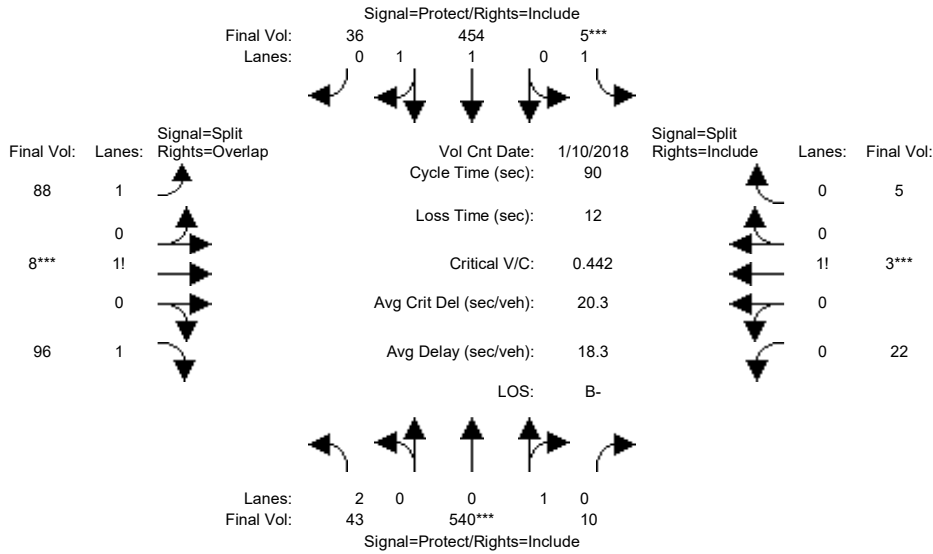
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.26	0.14	0.17	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	52.2	84.4	46.6	98.8	0.0	0.0	0.0	0.0	32.2	0.0	32.2
Volume/Cap:	0.00	0.33	0.43	0.43	0.24	0.00	0.00	0.00	0.00	0.43	0.00	0.20
Delay/Veh:	0.0	31.7	15.2	36.8	7.4	0.0	0.0	0.0	0.0	46.8	0.0	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	15.2	36.8	7.4	0.0	0.0	0.0	0.0	46.8	0.0	43.7
LOS by Move:	A	C	B	D+	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	13	20	16	9	0	0	0	0	13	0	6

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	540	10	5	454	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	540	10	5	454	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	540	10	5	454	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	540	10	5	454	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.85	0.15	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1767	33	1750	3428	272	2520	140	2590	1283	175	292

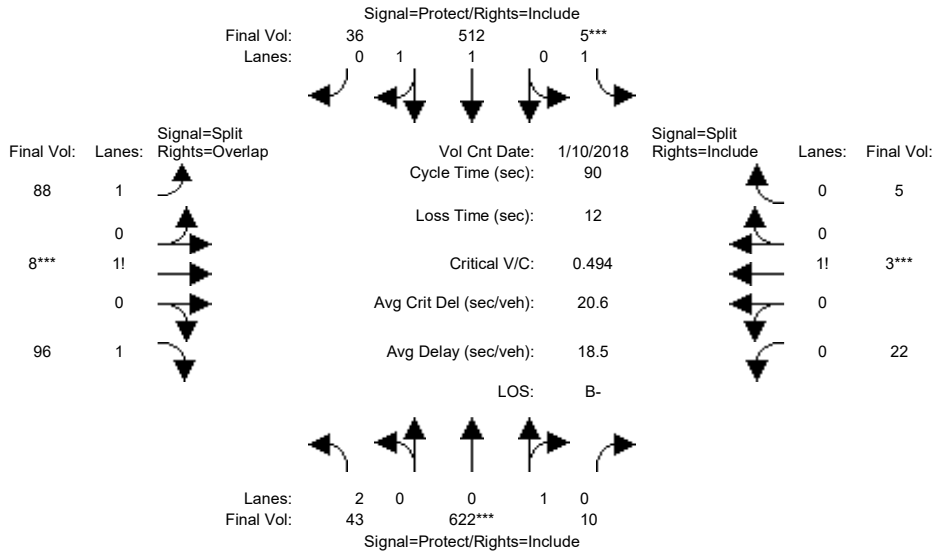
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.00	0.13	0.13	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	21.5	51.0	51.0	7.0	36.5	36.5	10.0	10.0	31.5	10.0	10.0	10.0
Volume/Cap:	0.06	0.54	0.54	0.04	0.33	0.33	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	26.5	12.8	12.8	38.5	18.4	18.4	37.1	38.9	19.8	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	12.8	12.8	38.5	18.4	18.4	37.1	38.9	19.8	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B-	B-	D+	D+	B-	D+	D+	D+
HCM2k95thQ:	1	18	18	0	9	9	4	7	3	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	82	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	622	10	5	512	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	622	10	5	512	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	622	10	5	512	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	622	10	5	512	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.86	0.14	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1772	28	1750	3457	243	2520	140	2590	1283	175	292

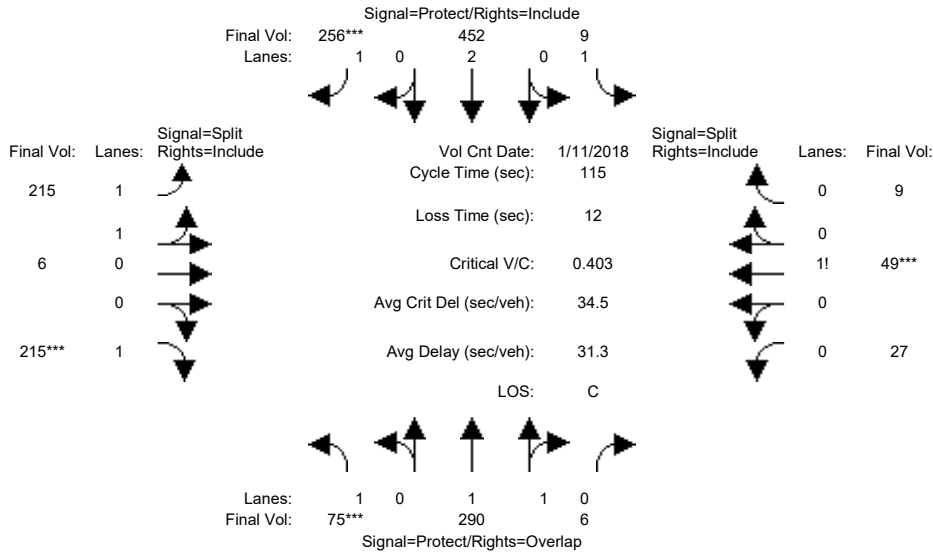
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.00	0.15	0.15	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	20.0	51.0	51.0	7.0	38.0	38.0	10.0	10.0	30.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.62	0.62	0.04	0.35	0.35	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	27.7	14.2	14.2	38.5	17.8	17.8	37.1	38.9	20.8	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	14.2	14.2	38.5	17.8	17.8	37.1	38.9	20.8	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B	B	D+	D+	C+	D+	D+	D+
HCM2k95thQ:	1	22	22	0	10	10	4	7	3	2	2	2

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9	215	6	215	27	49	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	290	6	9	452	256	215	6	215	27	49	9	215	6	215	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	290	6	9	452	256	215	6	215	27	49	9	215	6	215	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	290	6	9	452	256	215	6	215	27	49	9	215	6	215	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	290	6	9	452	256	215	6	215	27	49	9	215	6	215	27	49	9

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	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	0.93	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.95	0.05	1.00	0.32	0.58	0.10	0.32	0.58	0.10
Final Sat.:	1750	3625	75	1750	3800	1750	3454	96	1750	556	1009	185	556	1009	185

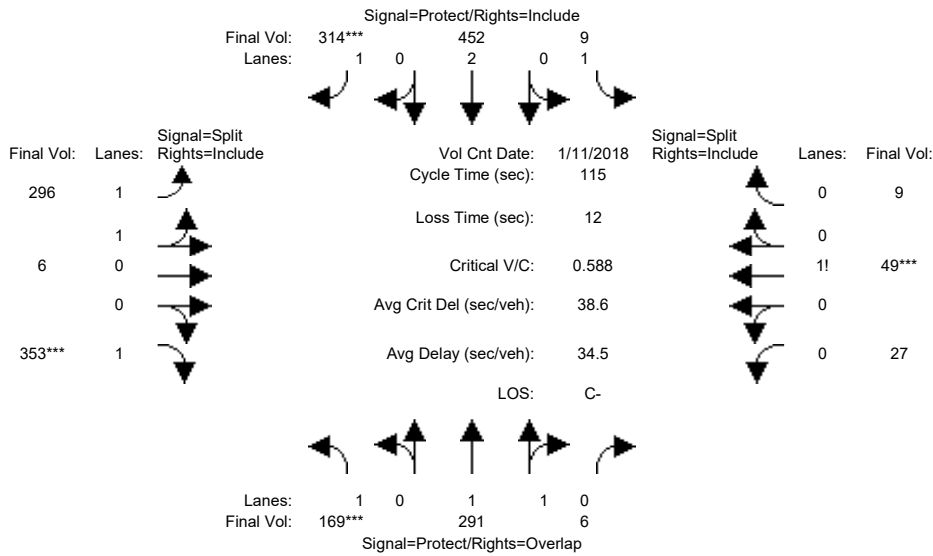
Capacity Analysis Module:															
Vol/Sat:	0.04	0.08	0.08	0.01	0.12	0.15	0.06	0.06	0.12	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	***					***			***			***			***
Green Time:	12.2	31.8	45.7	22.2	41.8	41.8	35.1	35.1	35.1	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.40	0.29	0.20	0.03	0.33	0.40	0.20	0.20	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Delay/Veh:	49.4	32.9	22.8	37.6	26.6	27.7	29.7	29.7	32.1	48.0	48.0	48.0	48.0	48.0	48.0
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	1.00	1.00	1.00
AdjDel/Veh:	49.4	32.9	22.8	37.6	26.6	27.7	29.7	29.7	32.1	48.0	48.0	48.0	48.0	48.0	48.0
LOS by Move:	D	C-	C+	D+	C	C	C	C	C-	D	D	D	D	D	D
HCM2k95thQ:	5	8	7	1	11	13	6	6	12	7	7	7	7	7	7

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	94	1	0	0	0	58	81	0	138	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	291	6	9	452	314	296	6	353	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	291	6	9	452	314	296	6	353	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	291	6	9	452	314	296	6	353	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	291	6	9	452	314	296	6	353	27	49	9

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10
Final Sat.:	1750	3625	75	1750	3800	1750	3479	71	1750	556	1009	185

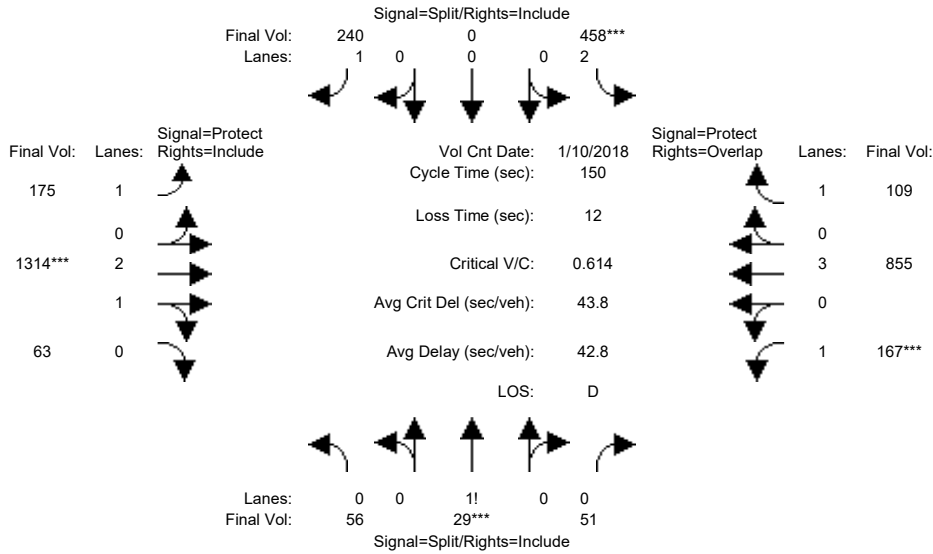
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.01	0.12	0.18	0.09	0.09	0.20	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	18.8	31.6	41.6	22.1	34.9	34.9	39.3	39.3	39.3	10.0	10.0	10.0
Volume/Cap:	0.59	0.29	0.22	0.03	0.39	0.59	0.25	0.25	0.59	0.56	0.56	0.56
Delay/Veh:	47.8	33.0	25.5	37.7	31.9	35.7	27.4	27.4	32.8	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	33.0	25.5	37.7	31.9	35.7	27.4	27.4	32.8	55.0	55.0	55.0
LOS by Move:	D	C-	C	D+	C	D+	C	C	C-	D-	D-	D-
HCM2k95thQ:	11	8	7	1	12	18	8	8	20	8	8	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	56	29	51	458	0	240	175	1314	63	167	855	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					
Final Volume:	56	29	51	458	0	240	175	1314	63	167	855	109					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.41	0.21	0.38	2.00	0.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	721	373	656	3150	0	1750	1750	5343	256	1750	5700	1750

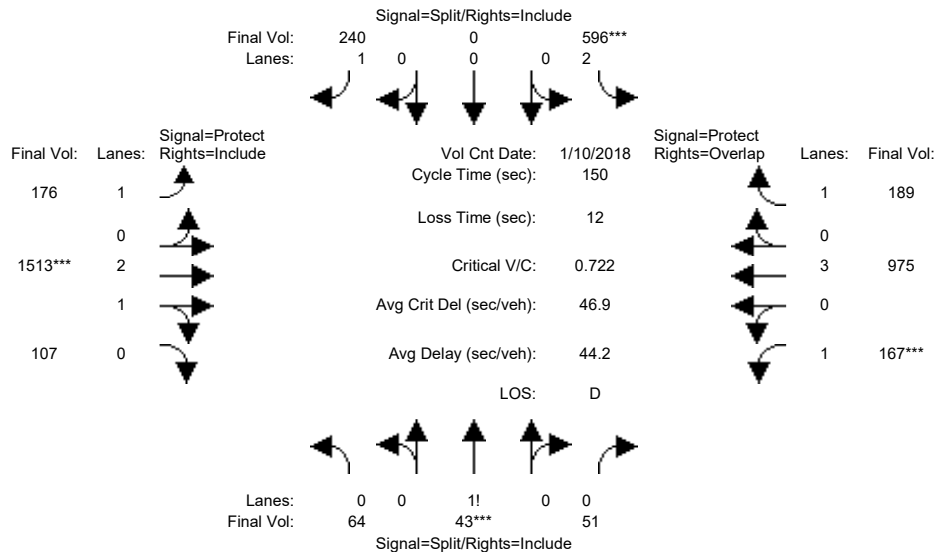
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.00	0.14	0.10	0.25	0.25	0.10	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.0	19.0	19.0	35.5	0.0	35.5	33.4	60.1	60.1	23.3	50.1	85.6
Volume/Cap:	0.61	0.61	0.61	0.61	0.00	0.58	0.45	0.61	0.61	0.61	0.45	0.11
Delay/Veh:	67.1	67.1	67.1	52.6	0.0	52.6	51.2	36.2	36.2	63.2	39.3	14.8
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:	67.1	67.1	67.1	52.6	0.0	52.6	51.2	36.2	36.2	63.2	39.3	14.8
LOS by Move:	E	E	E	D-	A	D-	D-	D+	D+	E	D	B
HCM2k95thQ:	12	12	12	20	0	19	14	29	29	15	18	5

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109					
Added Vol:	8	14	0	138	0	0	1	199	44	0	120	80					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	64	43	51	596	0	240	176	1513	107	167	975	189					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	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	43	51	596	0	240	176	1513	107	167	975	189					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	64	43	51	596	0	240	176	1513	107	167	975	189					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	64	43	51	596	0	240	176	1513	107	167	975	189					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.41	0.27	0.32	2.00	0.00	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	709	476	565	3150	0	1750	1750	5230	370	1750	5700	1750

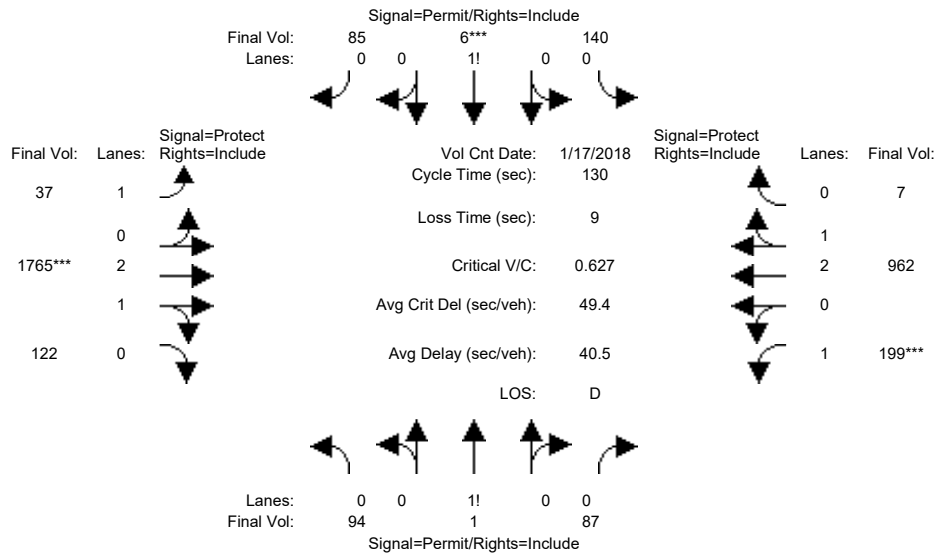
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.00	0.14	0.10	0.29	0.29	0.10	0.17	0.11
Crit Moves:	****			****			****			****		
Green Time:	18.8	18.8	18.8	39.3	0.0	39.3	29.6	60.1	60.1	19.8	50.3	89.6
Volume/Cap:	0.72	0.72	0.72	0.72	0.00	0.52	0.51	0.72	0.72	0.72	0.51	0.18
Delay/Veh:	74.3	74.3	74.3	53.5	0.0	48.4	55.0	39.1	39.1	73.1	40.2	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	74.3	74.3	53.5	0.0	48.4	55.0	39.1	39.1	73.1	40.2	13.7
LOS by Move:	E	E	E	D-	A	D	D-	D	D	E	D	B
HCM2k95thQ:	15	15	15	26	0	18	14	35	35	15	21	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	1659	115	187	904	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	1765	122	199	962	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	1765	122	199	962	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	1765	122	199	962	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.80	0.20	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5236	363	1750	5557	43

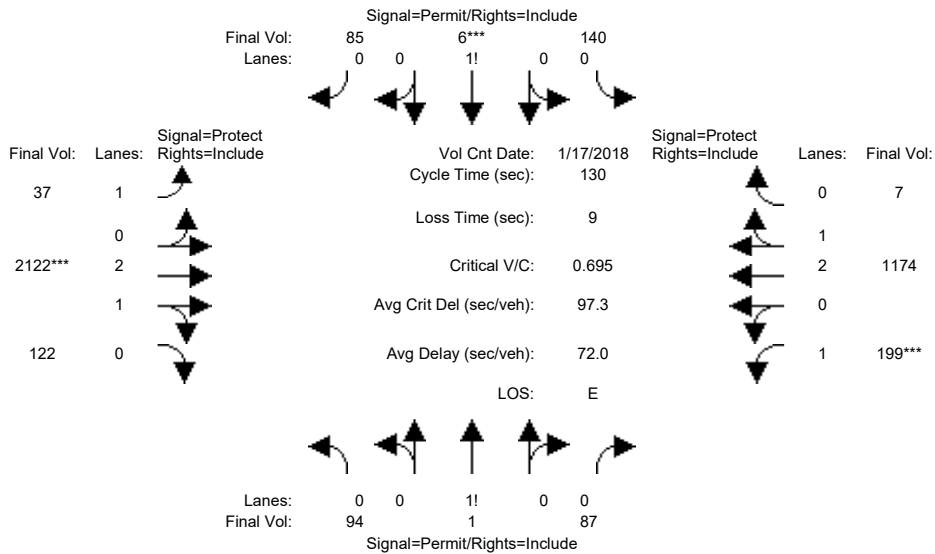
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.34	0.34	0.11	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	0.95	0.95	0.49	0.35	0.35
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	52.0	52.0	44.3	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	52.0	52.0	44.3	20.4	20.4
LOS by Move:	C	C	C	C-	C-	C-	E+	D-	D-	D	C+	C+
HCM2k95thQ:	11	11	11	14	14	14	3	44	44	14	15	15

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	336	0	0	200	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	1995	115	187	1104	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	2122	122	199	1174	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	2122	122	199	1174	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	2122	122	199	1174	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.83	0.17	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5294	305	1750	5565	35

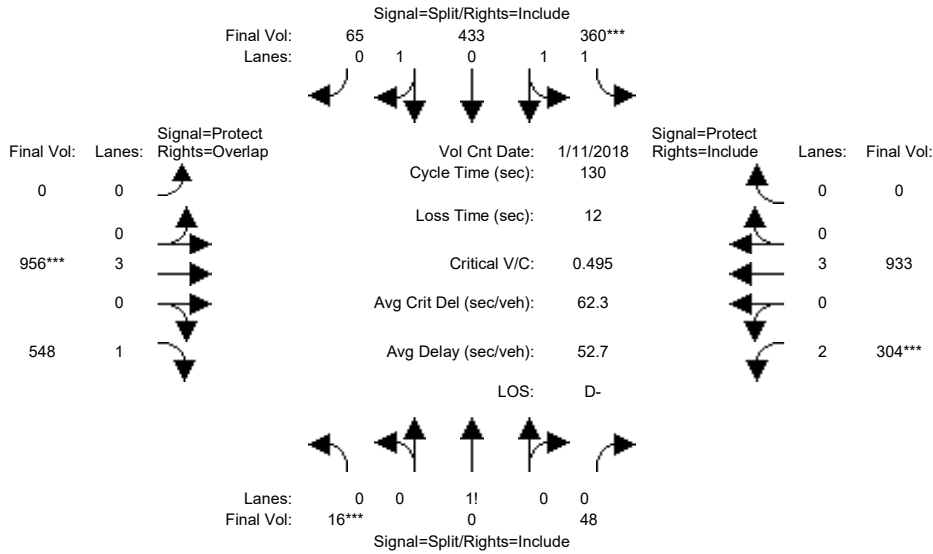
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.40	0.40	0.11	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	1.13	1.13	0.49	0.43	0.43
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	109	108.7	44.3	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	109	108.7	44.3	21.4	21.4
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D	C+	C+
HCM2k95thQ:	11	11	11	14	14	14	3	65	65	14	18	18

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	956	548	304	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	956	548	304	933	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
Final Volume:	16	0	48	360	433	65	0	956	548	304	933	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

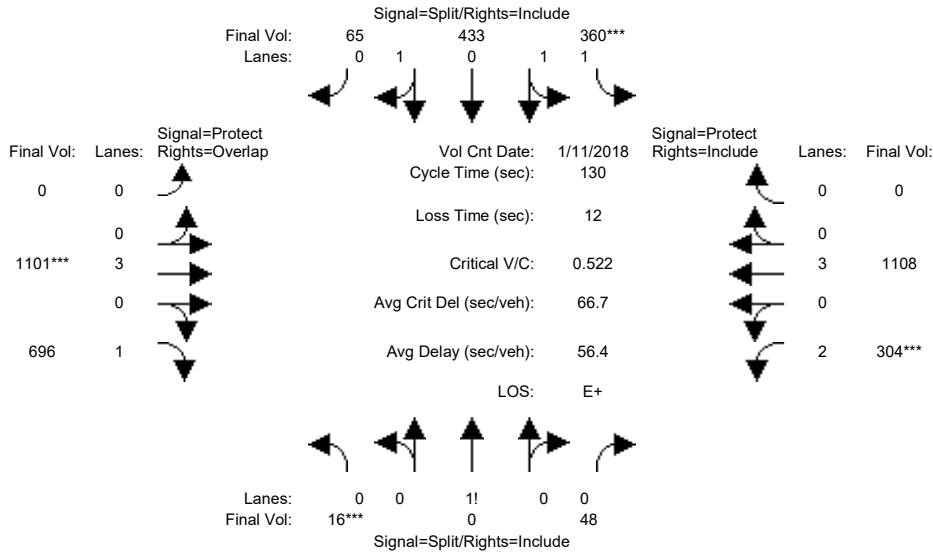
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.17	0.31	0.10	0.16	0.00
Crit Moves:	***			***			***			***		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.79	0.64	0.60	0.44	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	68.3	34.8	69.8	41.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	68.3	34.8	69.8	41.0	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E	C-	E	D	A
HCM2k95thQ:	5	0	5	25	25	25	0	26	37	17	21	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	0	0	0	166	170	0	200	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	55	413	496	74	0	1262	798	349	1270	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	1101	696	304	1108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	1101	696	304	1108	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
Final Volume:	16	0	48	360	433	65	0	1101	696	304	1108	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

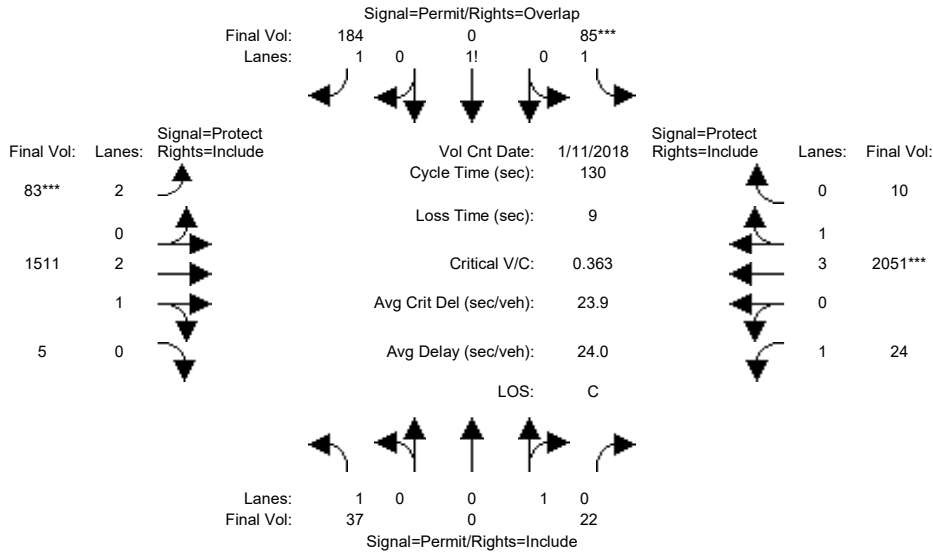
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.19	0.40	0.10	0.19	0.00
Crit Moves:	***			****				****		****		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.91	0.81	0.60	0.52	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	76.9	43.8	69.8	42.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	76.9	43.8	69.8	42.6	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E-	D	E	D	A
HCM2k95thQ:	5	0	5	25	25	25	0	31	50	16	26	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						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:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1420	5	23	1928	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1511	5	24	2051	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1511	5	24	2051	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1511	5	24	2051	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5580	20	1750	7465	35

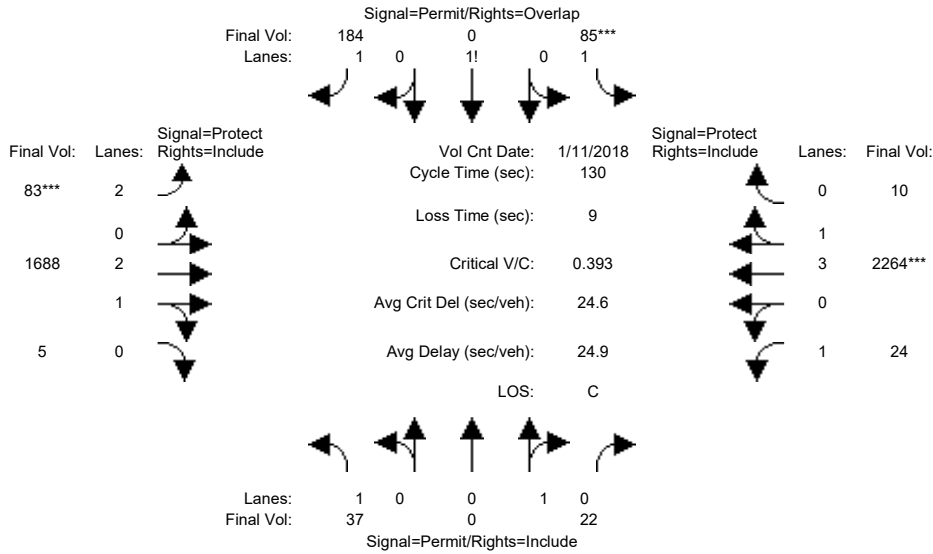
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.27	0.27	0.01	0.27	0.27
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.56	0.56	0.14	0.54	0.54
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	24.1	24.1	53.6	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	24.1	24.1	53.6	21.9	21.9
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+
HCM2k95thQ:	2	0	1	4	0	6	4	24	24	2	24	24

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	167	0	0	200	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1587	5	23	2128	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1688	5	24	2264	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1688	5	24	2264	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1688	5	24	2264	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5582	18	1750	7468	32

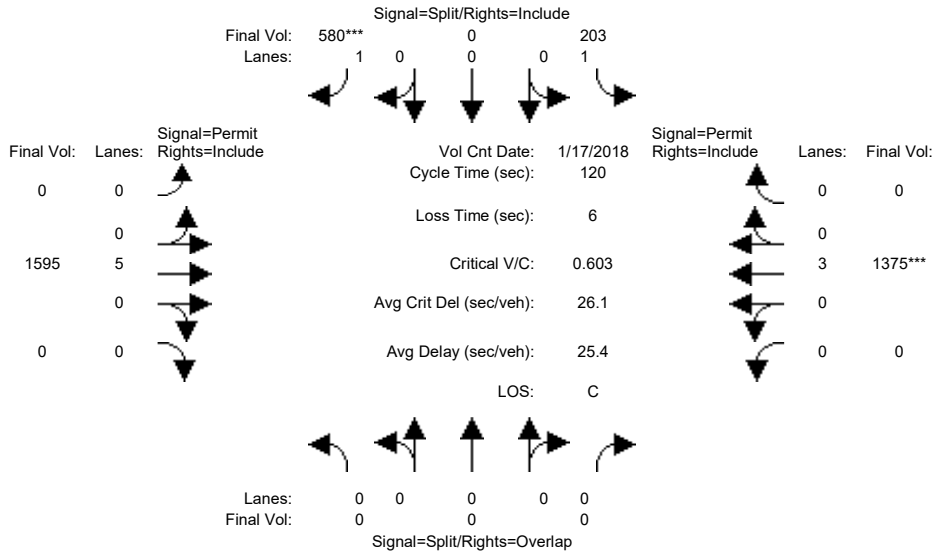
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.30	0.30	0.01	0.30	0.30
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.63	0.63	0.14	0.60	0.60
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.4	25.4	53.6	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.4	25.4	53.6	22.9	22.9
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+
HCM2k95thQ:	2	0	1	4	0	6	4	28	28	2	27	27

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	580	0	1595	0	0	1375	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
Final Volume:	0	0	0	203	0	580	0	1595	0	0	1375	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

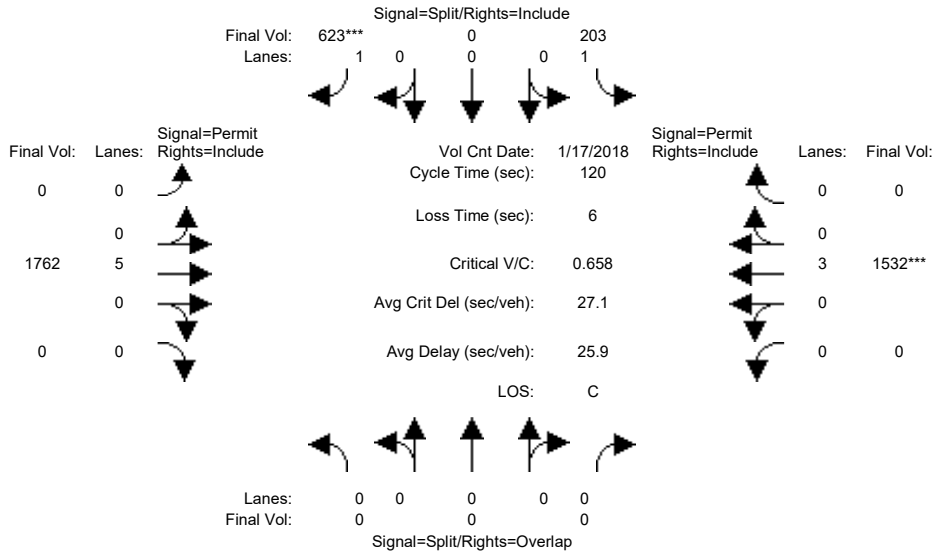
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.33	0.00	0.17	0.00	0.00	0.24	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	66.0	0.0	66.0	0.0	48.0	0.0	0.0	48.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.60	0.00	0.42	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	13.9	0.0	19.3	0.0	26.0	0.0	0.0	28.9	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:	0.0	0.0	0.0	13.9	0.0	19.3	0.0	26.0	0.0	0.0	28.9	0.0
LOS by Move:	A	A	A	B	A	B-	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	27	0	15	0	0	23	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	43	0	167	0	0	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	623	0	1762	0	0	1532	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	203	0	623	0	1762	0	0	1532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	623	0	1762	0	0	1532	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
Final Volume:	0	0	0	203	0	623	0	1762	0	0	1532	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

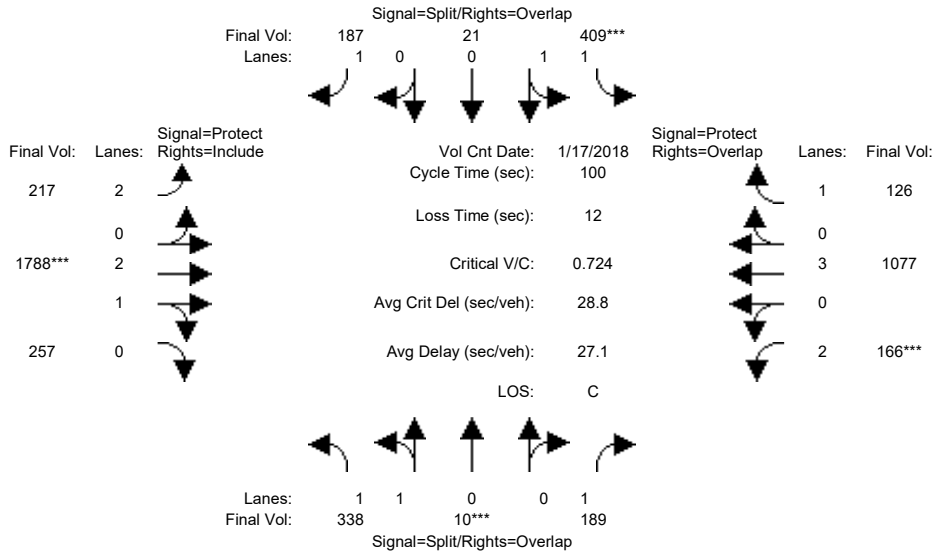
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.36	0.00	0.19	0.00	0.00	0.27	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	65.0	0.0	65.0	0.0	49.0	0.0	0.0	49.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.66	0.00	0.45	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	0.0	21.3	0.0	25.8	0.0	0.0	29.4	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	14.4	0.0	21.3	0.0	25.8	0.0	0.0	29.4	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	31	0	17	0	0	26	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	10	189	409	21	187	217	1788	257	166	1077	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	10	189	409	21	187	217	1788	257	166	1077	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	10	189	409	21	187	217	1788	257	166	1077	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.90	0.10	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	3448	102	1750	3377	173	1750	3150	4895	704	3150	5700	1750

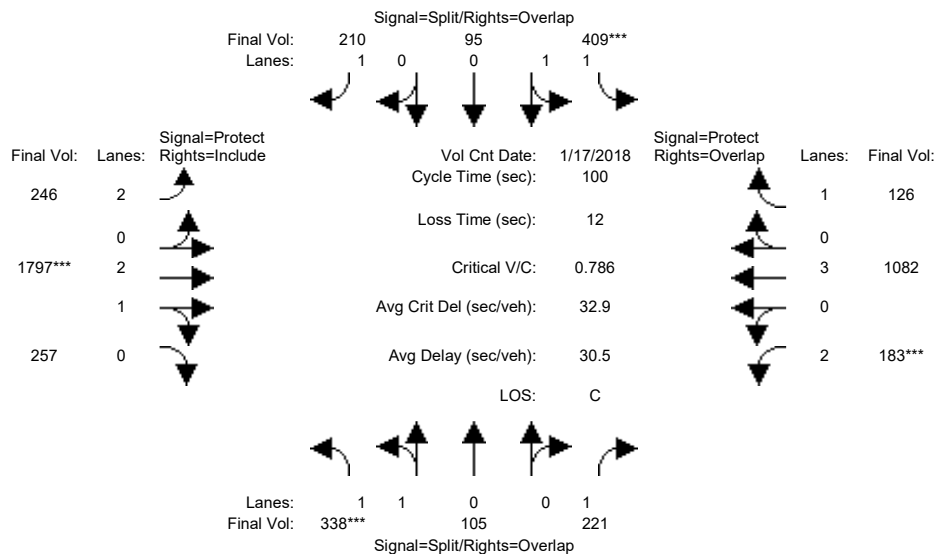
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.11	0.12	0.12	0.11	0.07	0.37	0.37	0.05	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	13.5	13.5	20.8	16.7	16.7	32.3	15.6	50.4	50.4	7.3	42.1	58.9
Volume/Cap:	0.72	0.72	0.52	0.72	0.72	0.33	0.44	0.72	0.72	0.72	0.45	0.12
Delay/Veh:	46.8	46.8	36.5	43.9	43.9	26.0	38.9	20.3	20.3	56.2	20.8	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	46.8	36.5	43.9	43.9	26.0	38.9	20.3	20.3	56.2	20.8	9.2
LOS by Move:	D	D	D+	D	D	C	D+	C+	C+	E+	C+	A
HCM2k95thQ:	13	13	12	12	12	9	7	29	29	9	15	4

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	95	32	0	74	23	29	9	0	17	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	105	221	409	95	210	246	1797	257	183	1082	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	105	221	409	95	210	246	1797	257	183	1082	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	105	221	409	95	210	246	1797	257	183	1082	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	105	221	409	95	210	246	1797	257	183	1082	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.53	0.47	1.00	1.63	0.37	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	2708	841	1750	2881	669	1750	3150	4898	701	3150	5700	1750

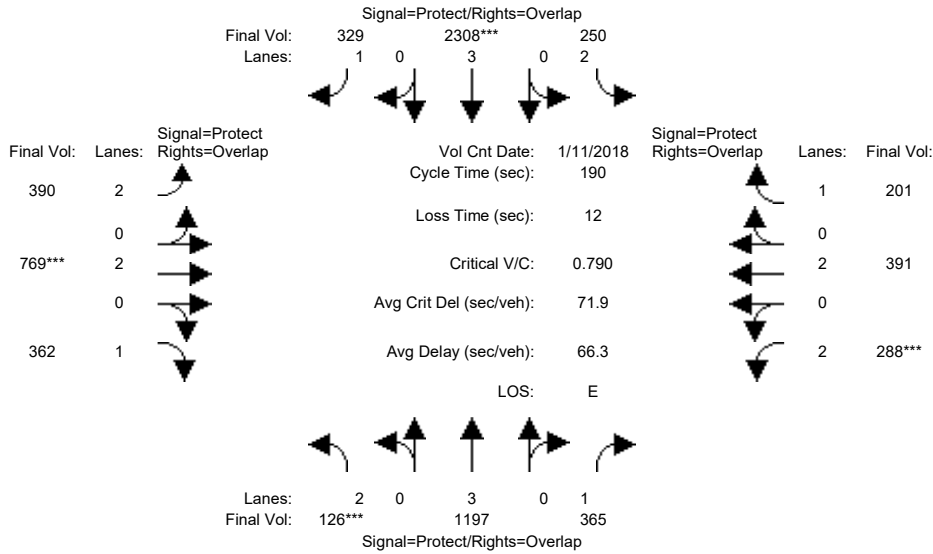
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.14	0.14	0.12	0.08	0.37	0.37	0.06	0.19	0.07
Crit Moves:	***			***			***			***		
Green Time:	15.9	15.9	23.3	18.1	18.1	33.8	15.8	46.7	46.7	7.4	38.3	56.4
Volume/Cap:	0.79	0.79	0.54	0.79	0.79	0.35	0.50	0.79	0.79	0.79	0.50	0.13
Delay/Veh:	47.6	47.6	35.2	45.5	45.5	25.3	39.3	24.1	24.1	61.6	23.7	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	47.6	35.2	45.5	45.5	25.3	39.3	24.1	24.1	61.6	23.7	10.3
LOS by Move:	D	D	D+	D	D	C	D	C	C	E	C	B+
HCM2k95thQ:	17	17	13	14	14	10	8	31	31	10	16	4

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1496	365	250	2921	329	390	769	362	288	391	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1197	365	250	2308	329	390	769	362	288	391	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1197	365	250	2308	329	390	769	362	288	391	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1197	365	250	2308	329	390	769	362	288	391	201

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

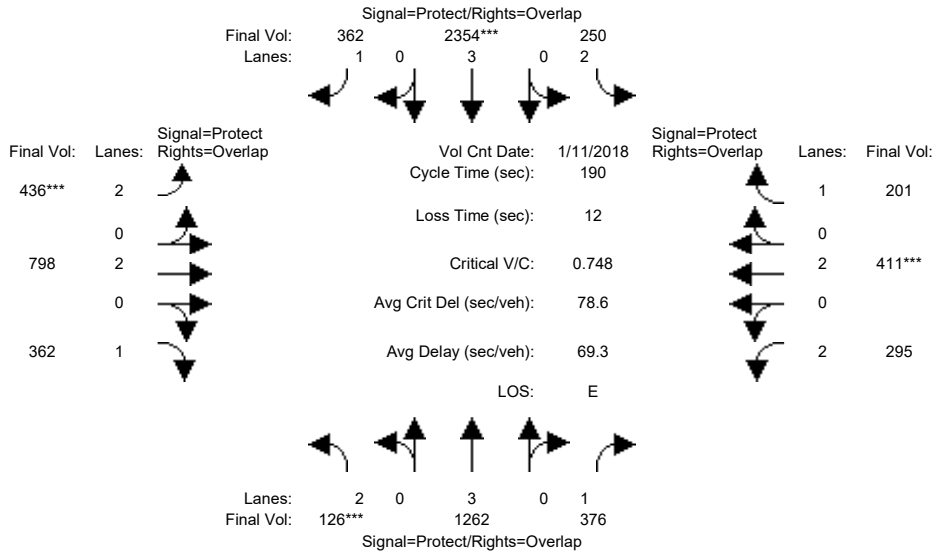
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.08	0.40	0.19	0.12	0.20	0.21	0.09	0.10	0.11
Crit Moves:	***			***			***			***		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.45	0.36	0.64	0.81	0.30	0.96	0.86	0.64	0.81	0.47	0.33
Delay/Veh:	87.3	53.7	40.6	88.5	66.9	33.7	114.7	76.1	56.3	93.6	63.4	45.5
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:	87.3	53.7	40.6	88.5	66.9	33.7	114.7	76.1	56.3	93.6	63.4	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2k95thQ:	8	33	31	17	65	28	25	35	31	21	18	17

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	81	11	0	59	33	46	29	0	7	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1577	376	250	2980	362	436	798	362	295	411	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1262	376	250	2354	362	436	798	362	295	411	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1262	376	250	2354	362	436	798	362	295	411	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1262	376	250	2354	362	436	798	362	295	411	201

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

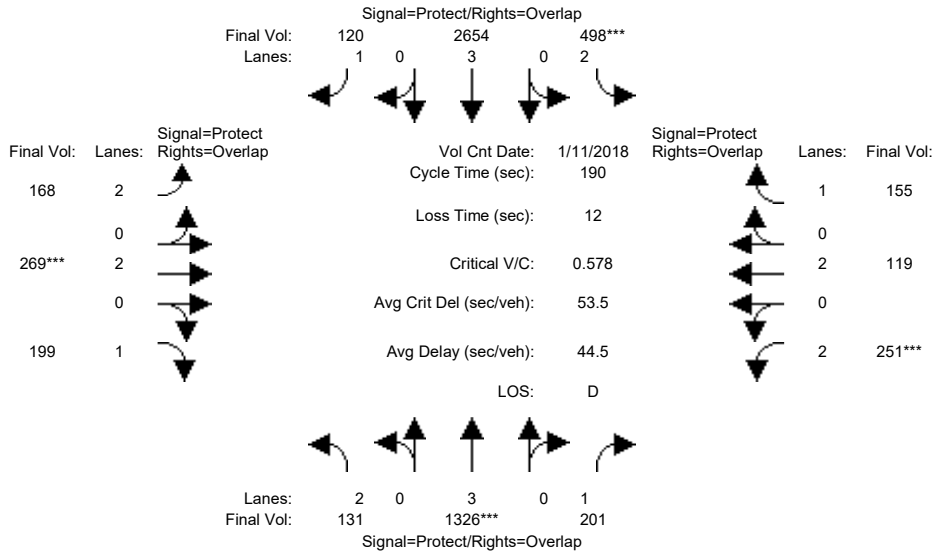
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.21	0.08	0.41	0.21	0.14	0.21	0.21	0.09	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.48	0.37	0.64	0.83	0.33	1.07	0.89	0.64	0.83	0.49	0.33
Delay/Veh:	87.3	54.5	40.9	88.5	68.1	34.6	146.4	79.3	56.3	95.7	63.8	45.5
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:	87.3	54.5	40.9	88.5	68.1	34.6	146.4	79.3	56.3	95.7	63.8	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2k95thQ:	8	35	32	17	67	31	31	37	31	22	19	17

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	131	1657	201	498	3360	120	168	269	199	251	119	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:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1657	201	498	3360	120	168	269	199	251	119	155
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1326	201	498	2654	120	168	269	199	251	119	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1326	201	498	2654	120	168	269	199	251	119	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
Final Volume:	131	1326	201	498	2654	120	168	269	199	251	119	155

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

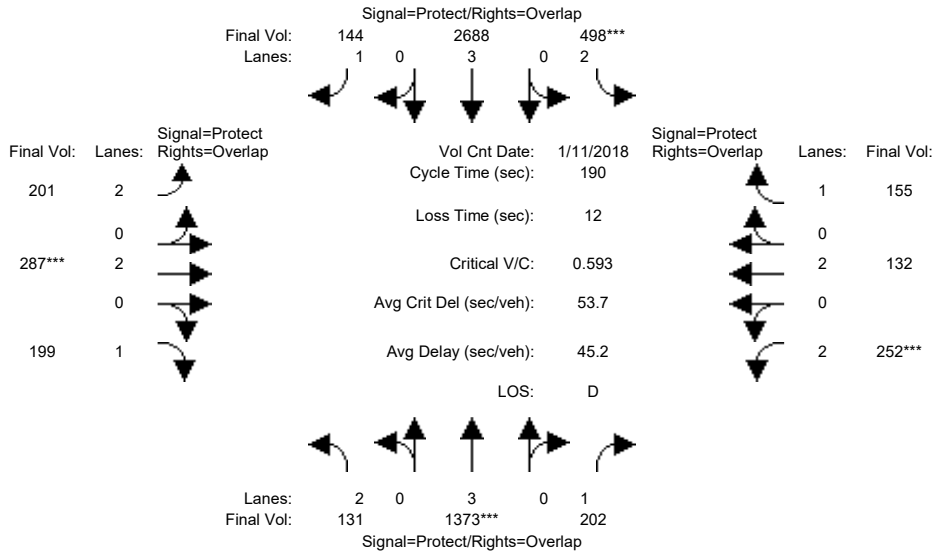
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.11	0.16	0.47	0.07	0.05	0.07	0.11	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.43	0.51	0.20	0.74	0.82	0.10	0.62	0.45	0.45	0.71	0.17	0.22
Delay/Veh:	80.1	36.6	20.0	72.3	33.9	11.9	86.4	71.9	59.3	85.9	64.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	36.6	20.0	72.3	33.9	11.9	86.4	71.9	59.3	85.9	64.2	37.2
LOS by Move:	F	D+	C+	E	C-	B+	F	E	E+	F	E	D+
HCM2k95thQ:	9	30	11	27	61	5	11	13	18	18	6	12

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	131	1657	201	498	3360	120	168	269	199	251	119	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:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	59	1	0	43	24	33	18	0	1	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1716	202	498	3403	144	201	287	199	252	132	155
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1373	202	498	2688	144	201	287	199	252	132	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1373	202	498	2688	144	201	287	199	252	132	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
Final Volume:	131	1373	202	498	2688	144	201	287	199	252	132	155

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

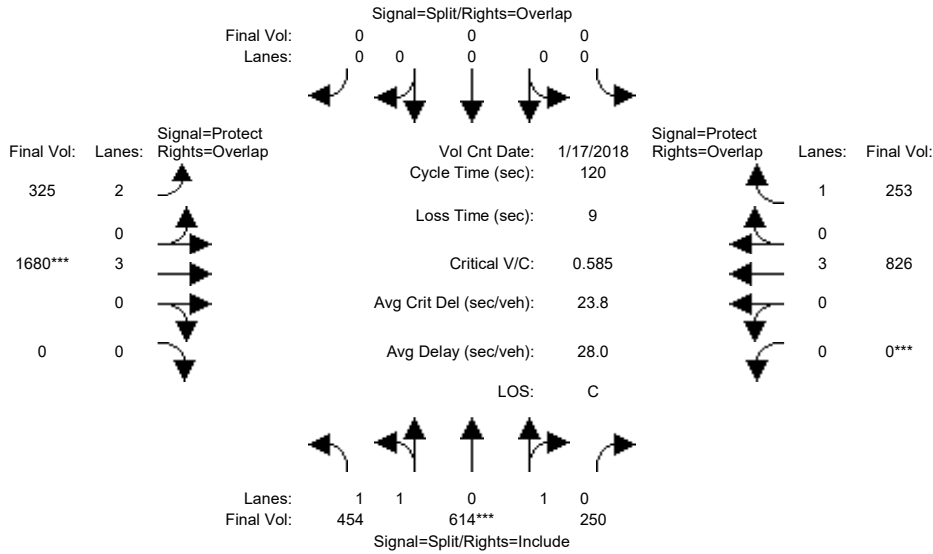
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.12	0.16	0.47	0.08	0.06	0.08	0.11	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.43	0.53	0.20	0.74	0.83	0.13	0.74	0.48	0.45	0.71	0.19	0.22
Delay/Veh:	80.1	37.1	20.0	72.3	34.4	12.0	93.5	72.3	59.3	86.0	64.5	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	37.1	20.0	72.3	34.4	12.0	93.5	72.3	59.3	86.0	64.5	37.2
LOS by Move:	F	D+	C+	E	C-	B	F	E	E+	F	E	D+
HCM2k95thQ:	9	31	11	27	62	6	13	14	18	18	6	12

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



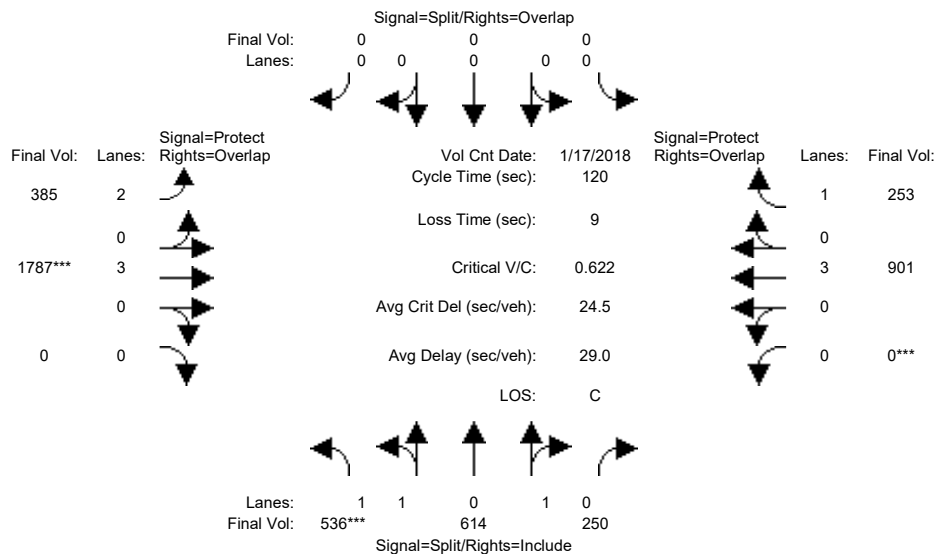
Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	614	250	0	0	0	325	1680	0	0	826	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	614	250	0	0	0	325	1680	0	0	826	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	454	614	250	0	0	0	325	1680	0	0	826	253
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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.05	1.39	0.56	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1843	2492	1015	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.10	0.29	0.00	0.00	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	25.1	60.5	0.0	0.0	35.3	35.3
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.49	0.59	0.00	0.00	0.49	0.49
Delay/Veh:	27.1	27.1	27.1	0.0	0.0	0.0	42.4	21.3	0.0	0.0	35.2	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	0.0	0.0	0.0	42.4	21.3	0.0	0.0	35.2	35.7
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	24	24	24	0	0	0	12	25	0	0	15	15

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	82	0	0	0	0	0	60	107	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	614	250	0	0	0	385	1787	0	0	901	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	614	250	0	0	0	385	1787	0	0	901	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	614	250	0	0	0	385	1787	0	0	901	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	536	614	250	0	0	0	385	1787	0	0	901	253

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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.17	1.30	0.53	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2048	2346	955	0	0	0	3150	5700	0	0	5700	1750

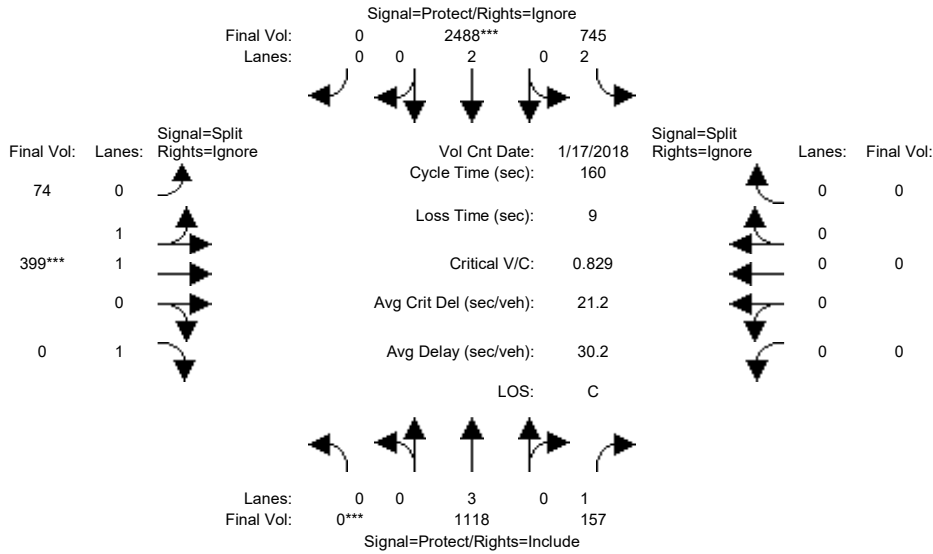
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.00	0.00	0.12	0.31	0.00	0.00	0.16	0.14
Crit Moves:	***						***			***		
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	26.4	60.5	0.0	0.0	34.1	34.1
Volume/Cap:	0.62	0.62	0.62	0.00	0.00	0.00	0.56	0.62	0.00	0.00	0.56	0.51
Delay/Veh:	27.8	27.8	27.8	0.0	0.0	0.0	42.6	21.9	0.0	0.0	36.9	36.8
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:	27.8	27.8	27.8	0.0	0.0	0.0	42.6	21.9	0.0	0.0	36.9	36.8
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	26	26	26	0	0	0	14	27	0	0	17	15

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1118	157	745	2488	0	74	399	834	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1118	157	745	2488	0	74	399	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1118	157	745	2488	0	74	399	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1118	157	745	2488	0	74	399	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	579	3121	1750	0	0	0

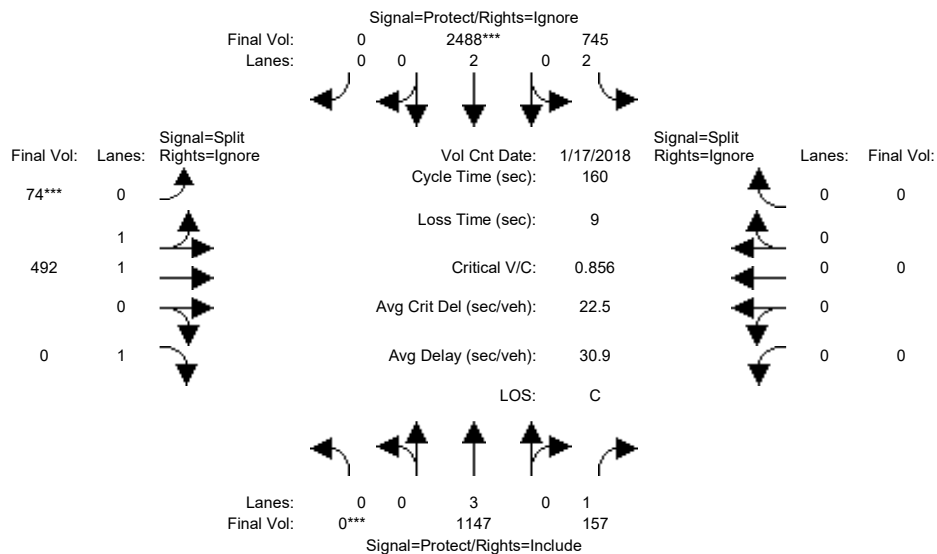
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.21	0.90	0.95	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	25.5	69.3	15.4	0.0	51.7	51.7	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	28.8	25.5	69.3	15.4	0.0	51.7	51.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	19	8	40	69	0	18	18	0	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	29	0	0	0	0	0	93	77	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1147	157	745	2488	0	74	492	911	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1147	157	745	2488	0	74	492	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1147	157	745	2488	0	74	492	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1147	157	745	2488	0	74	492	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.27	1.73	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	484	3216	1750	0	0	0

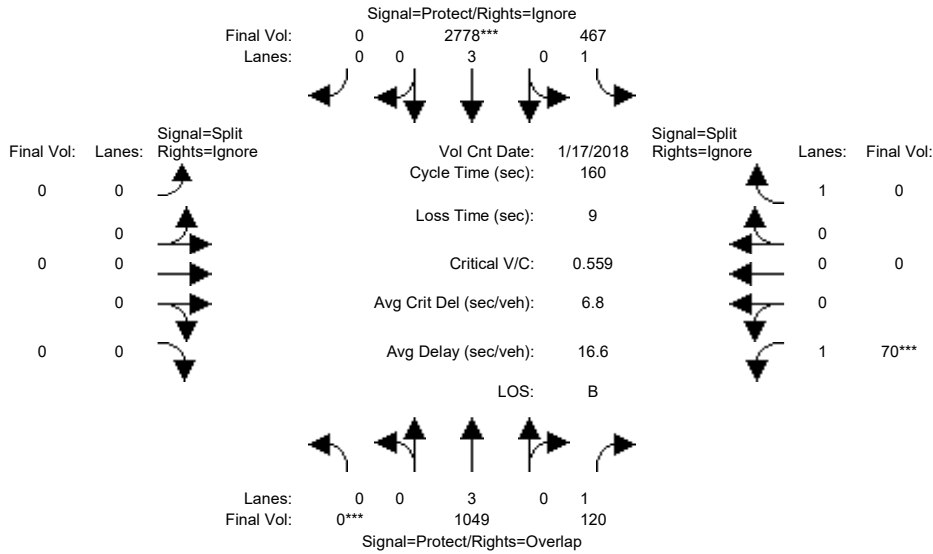
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.21	0.90	0.95	0.00	0.60	0.60	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	25.5	69.3	15.4	0.0	53.9	53.9	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	29.0	25.5	69.3	15.4	0.0	53.9	53.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	20	8	40	69	0	21	21	0	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	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	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1049	120	467	2778	0	0	0	0	70	0	237
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1049	120	467	2778	0	0	0	0	70	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1049	120	467	2778	0	0	0	0	70	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1049	120	467	2778	0	0	0	0	70	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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

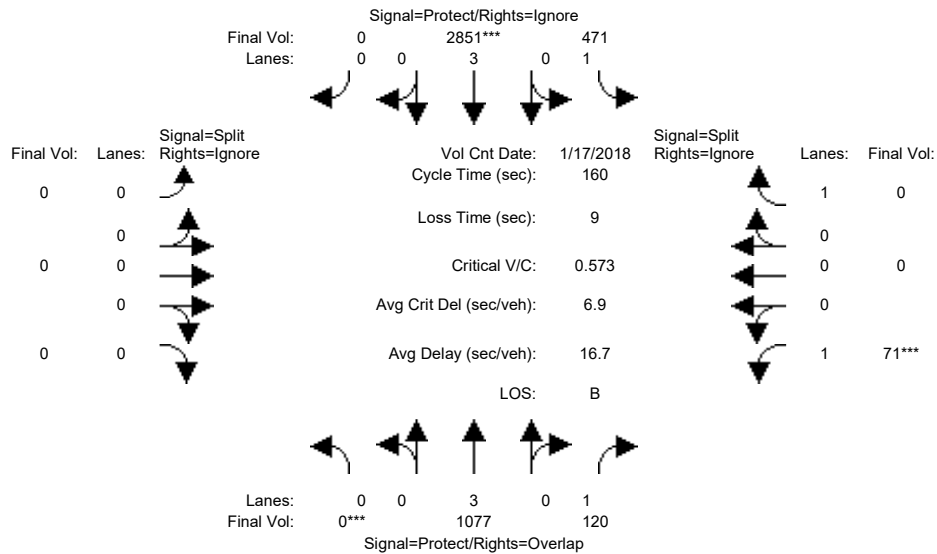
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.07	0.27	0.49	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.12	0.74	0.60	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.6	14.8	49.8	5.3	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	14.8	49.8	5.3	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	20	5	34	26	0	0	0	0	7	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	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	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	28	0	4	73	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1077	120	471	2851	0	0	0	0	71	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1077	120	471	2851	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1077	120	471	2851	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1077	120	471	2851	0	0	0	0	71	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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

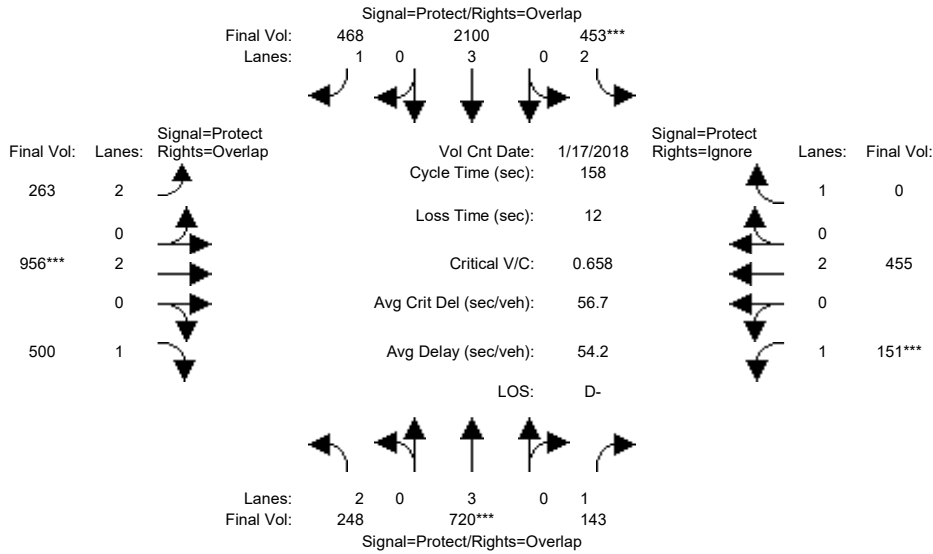
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.07	0.27	0.50	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.12	0.75	0.61	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.8	14.8	50.2	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	14.8	50.2	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	20	5	35	28	0	0	0	0	7	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	720	143	453	2100	468	263	956	500	151	455	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	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:	248	720	143	453	2100	468	263	956	500	151	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	720	143	453	2100	468	263	956	500	151	455	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
Final Volume:	248	720	143	453	2100	468	263	956	500	151	455	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

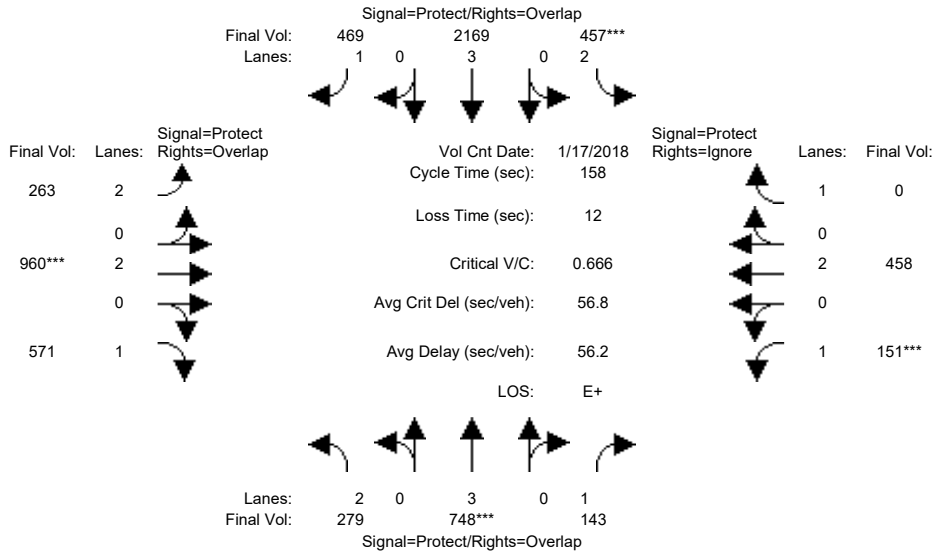
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.08	0.14	0.37	0.27	0.08	0.25	0.29	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	26.9	62.5	81.4	18.9	47.1	66.5	17.0	45.2	0.0
Volume/Cap:	0.64	0.36	0.18	0.84	0.93	0.52	0.70	0.84	0.68	0.80	0.42	0.00
Delay/Veh:	69.5	36.4	21.2	75.2	59.6	32.5	72.5	58.0	39.6	90.2	46.0	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:	69.5	36.4	21.2	75.2	59.6	32.5	72.5	58.0	39.6	90.2	46.0	0.0
LOS by Move:	E	D+	C+	E-	E+	C-	E	E+	D	F	D	A
HCM2k95thQ:	13	14	6	24	55	32	14	38	35	18	16	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00	PM					
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	31	28	0	4	69	1	0	4	71	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	748	143	457	2169	469	263	960	571	151	458	110
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:	279	748	143	457	2169	469	263	960	571	151	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	748	143	457	2169	469	263	960	571	151	458	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
Final Volume:	279	748	143	457	2169	469	263	960	571	151	458	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

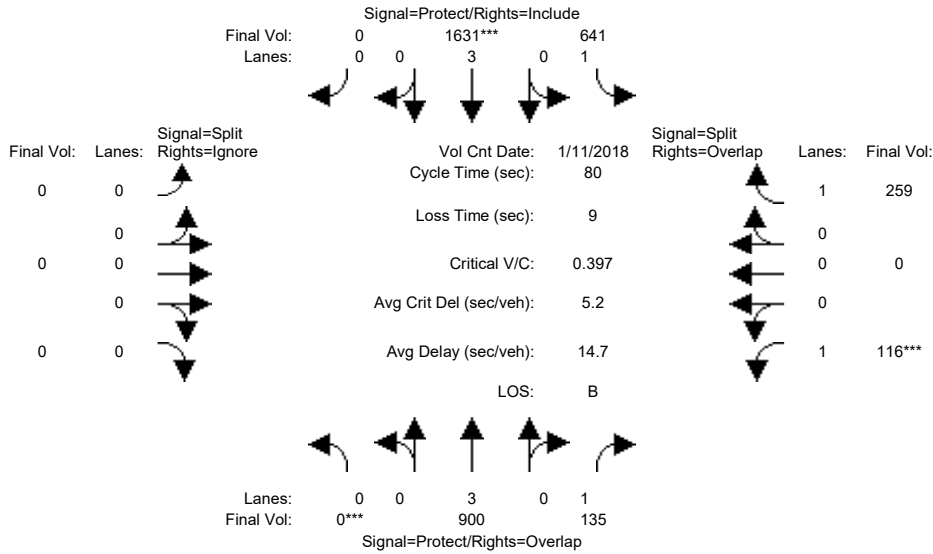
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.08	0.15	0.38	0.27	0.08	0.25	0.33	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	27.0	62.5	81.4	18.9	47.0	66.5	17.0	45.1	0.0
Volume/Cap:	0.72	0.38	0.18	0.85	0.96	0.52	0.70	0.85	0.78	0.80	0.42	0.00
Delay/Veh:	73.0	36.7	21.2	75.6	64.1	32.5	72.5	58.4	44.5	90.2	46.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	36.7	21.2	75.6	64.1	32.5	72.5	58.4	44.5	90.2	46.1	0.0
LOS by Move:	E	D+	C+	E-	E	C-	E	E+	D	F	D	A
HCM2k95thQ:	15	14	6	24	59	32	14	38	43	18	17	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	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	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	900	135	641	1631	0	0	0	0	116	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	900	135	641	1631	0	0	0	0	116	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	900	135	641	1631	0	0	0	0	116	0	259

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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

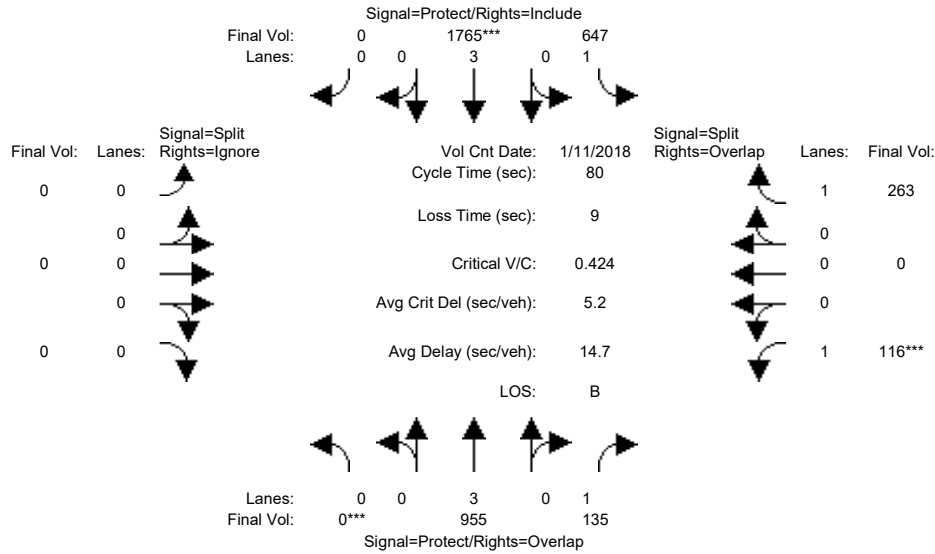
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.08	0.37	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.43	0.16	0.90	0.37	0.00	0.00	0.00	0.00	0.59	0.00	0.28
Delay/Veh:	0.0	19.1	11.8	36.6	2.9	0.0	0.0	0.0	0.0	38.4	0.0	11.0
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	19.1	11.8	36.6	2.9	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	10	4	27	8	0	0	0	0	8	0	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #54: Lawrence Expressway / Doyle Road



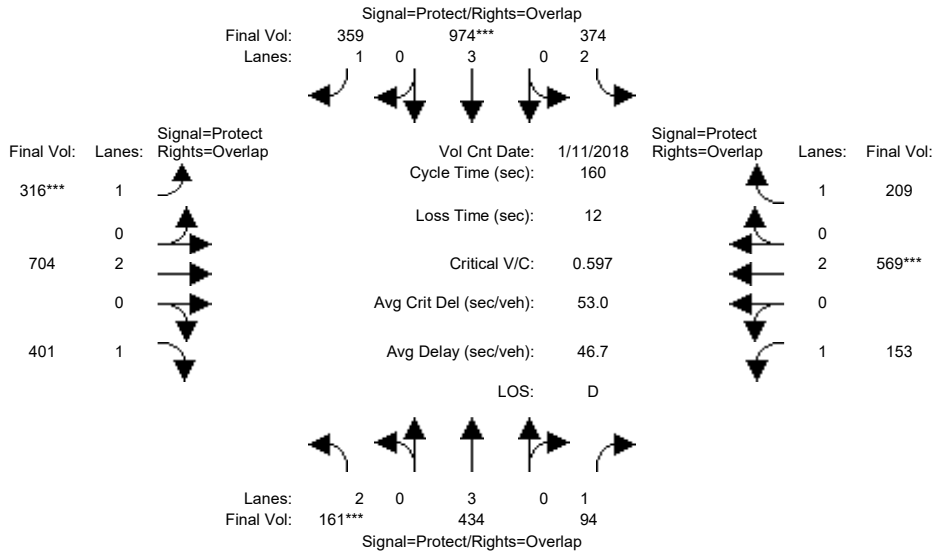
Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	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	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	55	0	6	134	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	955	135	647	1765	0	0	0	0	116	0	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	955	135	647	1765	0	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	955	135	647	1765	0	0	0	0	116	0	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	955	135	647	1765	0	0	0	0	116	0	263
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	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.37	0.31	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***			****						****		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.46	0.16	0.91	0.40	0.00	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	19.4	11.8	37.8	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
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	19.4	11.8	37.8	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	11	4	27	9	0	0	0	0	8	0	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	434	94	374	974	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	434	94	374	974	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	434	94	374	974	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

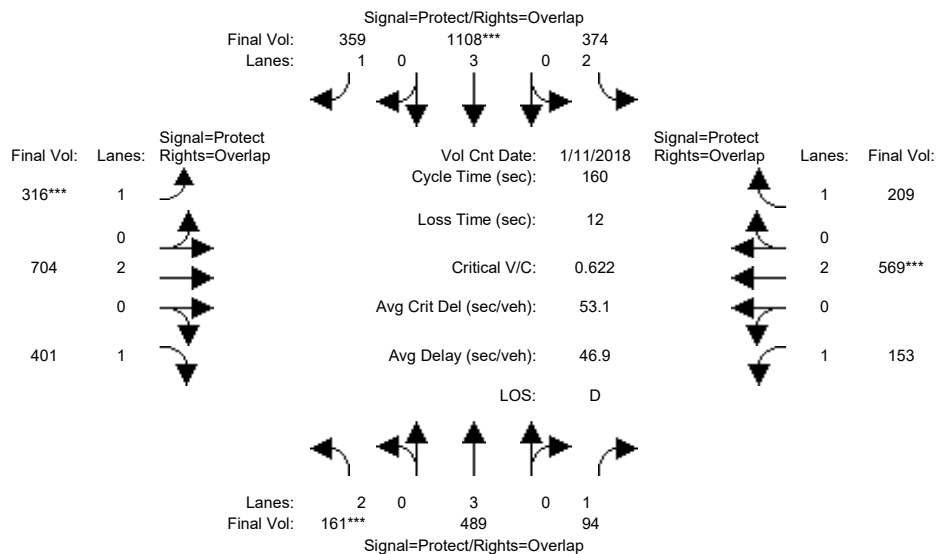
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.12	0.17	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.29	0.13	0.59	0.51	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	47.2	30.4	59.6	42.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	47.2	30.4	59.6	42.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2k95thQ:	9	11	6	18	22	19	30	25	26	16	23	13

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00	PM					
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	55	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:	161	489	94	374	1108	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	489	94	374	1108	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	489	94	374	1108	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	489	94	374	1108	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

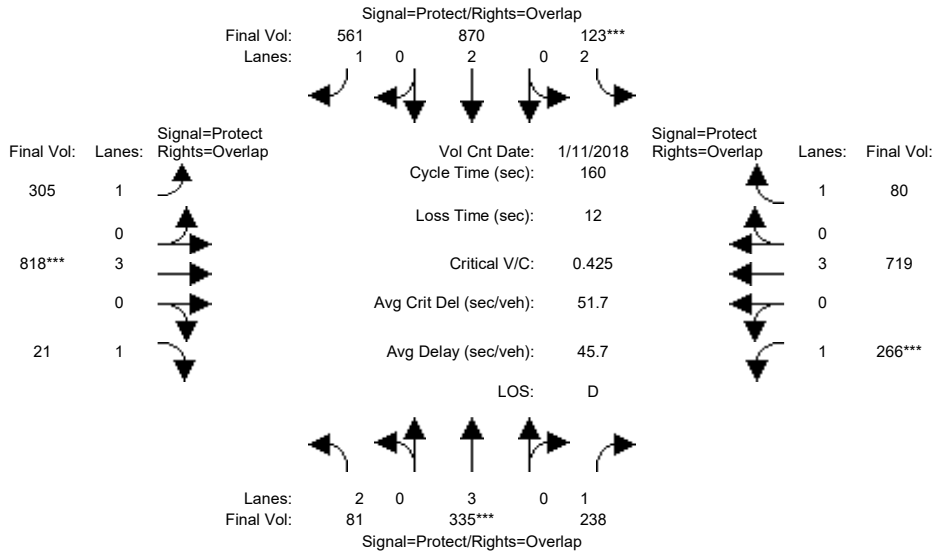
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.05	0.12	0.19	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.33	0.13	0.59	0.58	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	47.7	30.4	59.6	44.0	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	47.7	30.4	59.6	44.0	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2k95thQ:	9	12	6	18	25	19	30	25	26	16	23	13

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80	80	719	80			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80	80	719	80			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	81	335	238	123	870	561	305	818	21	266	719	80	80	719	80			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	81	335	238	123	870	561	305	818	21	266	719	80	80	719	80			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	81	335	238	123	870	561	305	818	21	266	719	80	80	719	80			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	81	335	238	123	870	561	305	818	21	266	719	80	80	719	80			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750	1750	5700	1750

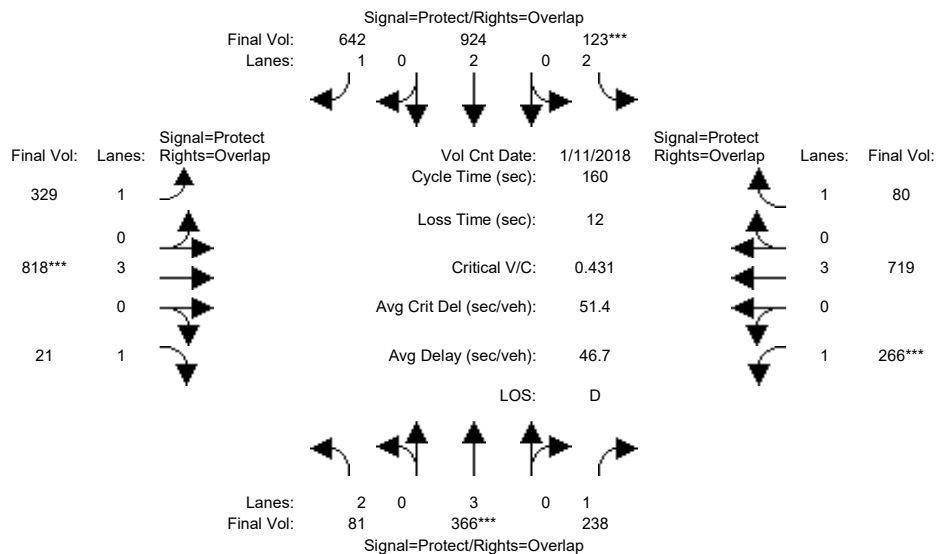
Capacity Analysis Module:															
Vol/Sat:	0.03	0.06	0.14	0.04	0.23	0.32	0.17	0.14	0.01	0.15	0.13	0.05	0.05	0.13	0.05
Crit Moves:	****			****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3	61.3	43.3	61.3
Volume/Cap:	0.32	0.17	0.26	0.35	0.62	0.56	0.85	0.51	0.03	0.78	0.47	0.12	0.12	0.47	0.12
Delay/Veh:	70.0	37.3	20.5	66.2	42.2	22.2	78.8	48.5	32.9	72.7	48.9	32.0	32.0	48.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	37.3	20.5	66.2	42.2	22.2	78.8	48.5	32.9	72.7	48.9	32.0	32.0	48.9	32.0
LOS by Move:	E	D+	C+	E	D	C+	E-	D	C-	E	D	C	C	D	C
HCM2k95thQ:	5	7	13	7	30	31	27	19	1	26	18	5	5	18	5

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM											
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80					
Added Vol:	0	31	0	0	54	81	24	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	81	366	238	123	924	642	329	818	21	266	719	80					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	81	366	238	123	924	642	329	818	21	266	719	80					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	81	366	238	123	924	642	329	818	21	266	719	80					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	81	366	238	123	924	642	329	818	21	266	719	80					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

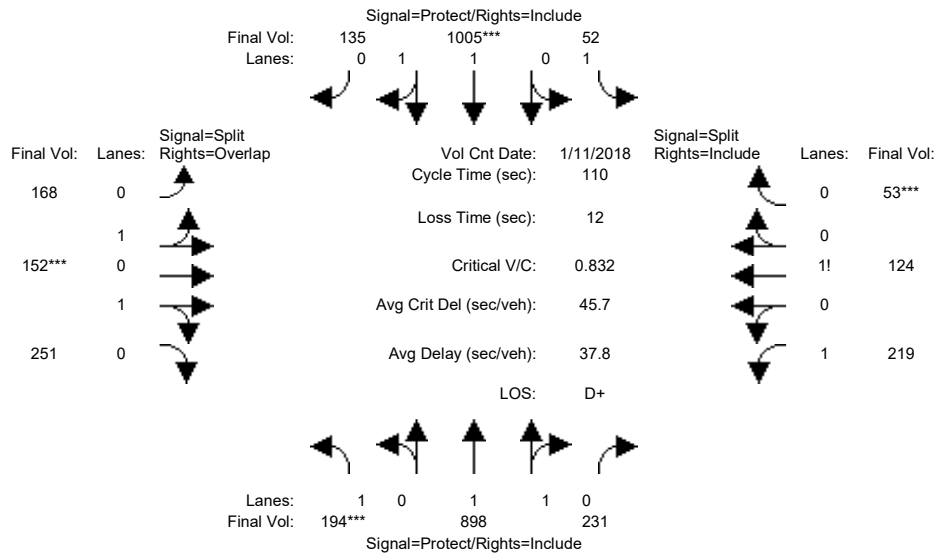
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.04	0.24	0.37	0.19	0.14	0.01	0.15	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.32	0.19	0.26	0.35	0.66	0.64	0.92	0.51	0.03	0.78	0.47	0.12
Delay/Veh:	70.0	37.6	20.5	66.2	43.3	24.4	90.5	48.5	32.9	72.7	48.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	37.6	20.5	66.2	43.3	24.4	90.5	48.5	32.9	72.7	48.9	32.0
LOS by Move:	E	D+	C+	E	D	C	F	D	C-	E	D	C
HCM2k95thQ:	5	8	13	7	32	38	30	19	1	26	18	5

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	898	231	52	1005	135	168	152	251	219	124	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
Final Volume:	194	898	231	52	1005	135	168	152	251	219	124	53

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.76	0.24	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2942	757	1750	3262	438	1059	958	1582	2419	757	324

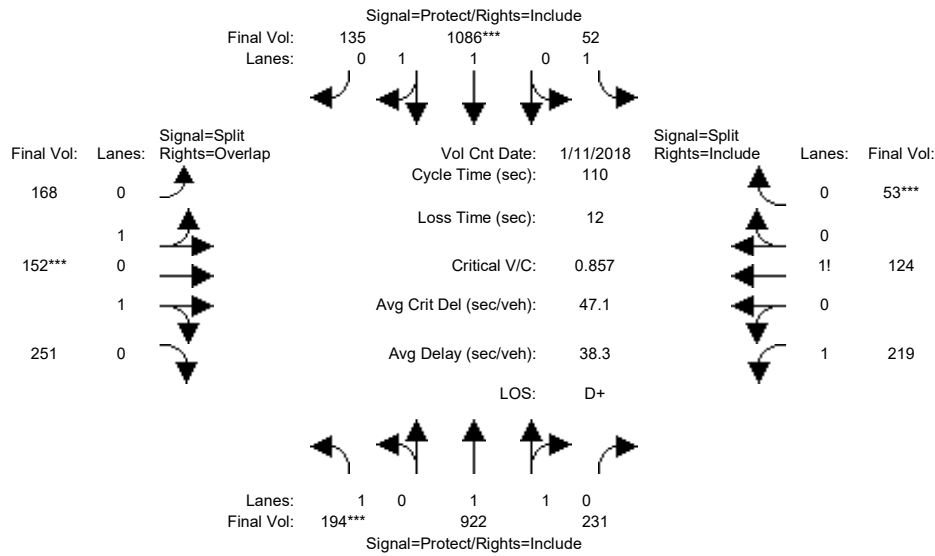
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.31	0.31	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***				***			***				***
Green Time:	14.7	45.8	45.8	9.6	40.7	40.7	21.0	21.0	35.6	21.6	21.6	21.6
Volume/Cap:	0.83	0.73	0.73	0.34	0.83	0.83	0.83	0.83	0.49	0.46	0.83	0.83
Delay/Veh:	68.2	28.8	28.8	48.6	36.0	36.0	51.4	51.4	30.2	39.4	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	28.8	28.8	48.6	36.0	36.0	51.4	51.4	30.2	39.4	54.3	54.3
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	D-	D-
HCM2k95thQ:	14	29	29	4	31	31	22	22	16	11	23	23

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox 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:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	24	0	0	81	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	922	231	52	1086	135	168	152	251	219	124	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:	194	922	231	52	1086	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	922	231	52	1086	135	168	152	251	219	124	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
Final Volume:	194	922	231	52	1086	135	168	152	251	219	124	53

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.59	0.41	1.00	1.77	0.23	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2958	741	1750	3291	409	1059	958	1582	2419	757	324

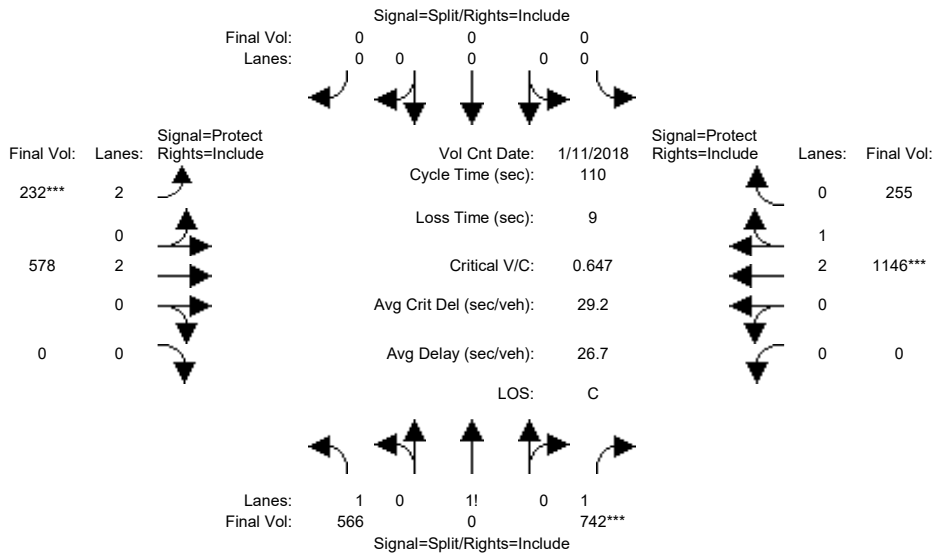
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.33	0.33	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	14.2	47.0	47.0	9.6	42.4	42.4	20.4	20.4	34.6	21.0	21.0	21.0
Volume/Cap:	0.86	0.73	0.73	0.34	0.86	0.86	0.86	0.86	0.50	0.47	0.86	0.86
Delay/Veh:	73.0	28.0	28.0	48.6	36.4	36.4	54.1	54.1	31.1	40.0	57.7	57.7
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:	73.0	28.0	28.0	48.6	36.4	36.4	54.1	54.1	31.1	40.0	57.7	57.7
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	E+	E+
HCM2k95thQ:	15	29	29	4	34	34	23	23	16	11	23	23

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	742	0	0	0	232	578	0	0	1146	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	742	0	0	0	232	578	0	0	1146	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	742	0	0	0	232	578	0	0	1146	255

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	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.43	0.57
Final Sat.:	2507	0	2743	0	0	0	3150	3800	0	0	4579	1019

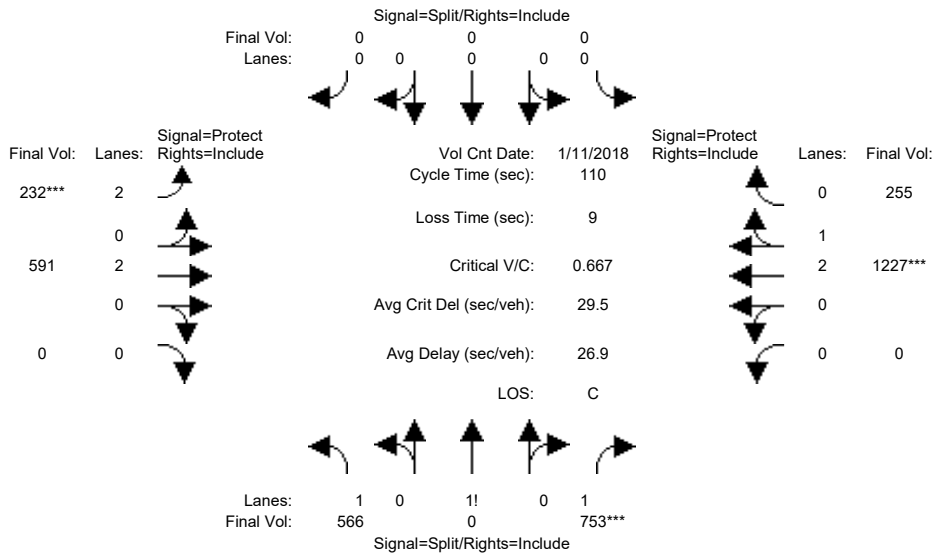
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.07	0.15	0.00	0.00	0.25	0.25
Crit Moves:	****						****			****		
Green Time:	46.0	0.0	46.0	0.0	0.0	0.0	12.5	55.0	0.0	0.0	42.5	42.5
Volume/Cap:	0.54	0.00	0.65	0.00	0.00	0.00	0.65	0.30	0.00	0.00	0.65	0.65
Delay/Veh:	24.3	0.0	26.3	0.0	0.0	0.0	50.7	16.3	0.0	0.0	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	0.0	26.3	0.0	0.0	0.0	50.7	16.3	0.0	0.0	28.3	28.3
LOS by Move:	C	A	C	A	A	A	D	B	A	A	C	C
HCM2k95thQ:	20	0	25	0	0	0	9	11	0	0	22	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	11	0	0	0	0	13	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	753	0	0	0	232	591	0	0	1227	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	753	0	0	0	232	591	0	0	1227	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	753	0	0	0	232	591	0	0	1227	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	753	0	0	0	232	591	0	0	1227	255

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	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.46	0.54
Final Sat.:	2501	0	2749	0	0	0	3150	3800	0	0	4635	963

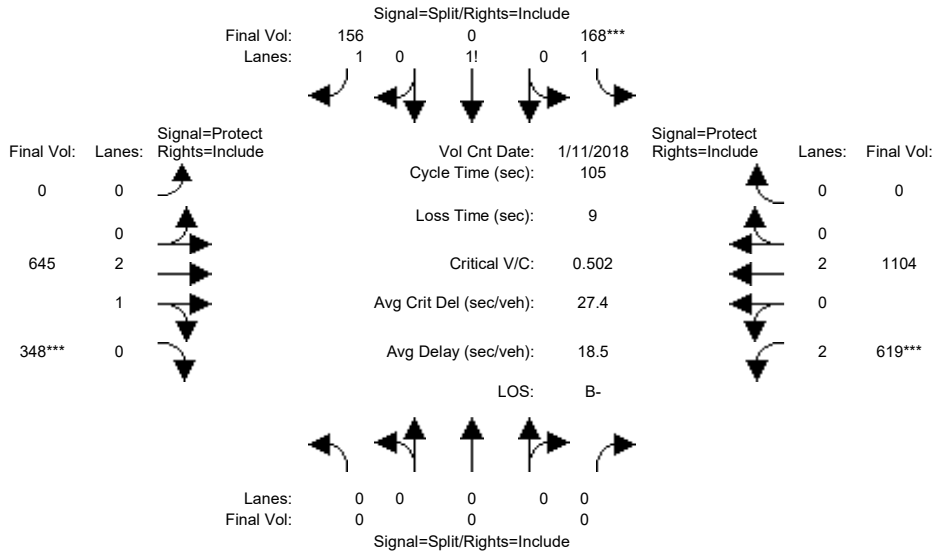
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.07	0.16	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	45.2	0.0	45.2	0.0	0.0	0.0	12.1	55.8	0.0	0.0	43.7	43.7
Volume/Cap:	0.55	0.00	0.67	0.00	0.00	0.00	0.67	0.31	0.00	0.00	0.67	0.67
Delay/Veh:	25.0	0.0	27.2	0.0	0.0	0.0	51.9	15.9	0.0	0.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	0.0	27.2	0.0	0.0	0.0	51.9	15.9	0.0	0.0	28.0	28.0
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2k95thQ:	20	0	26	0	0	0	9	11	0	0	23	23

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	156	0	645	348	619	1104	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
Final Volume:	0	0	0	168	0	156	0	645	348	619	1104	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0

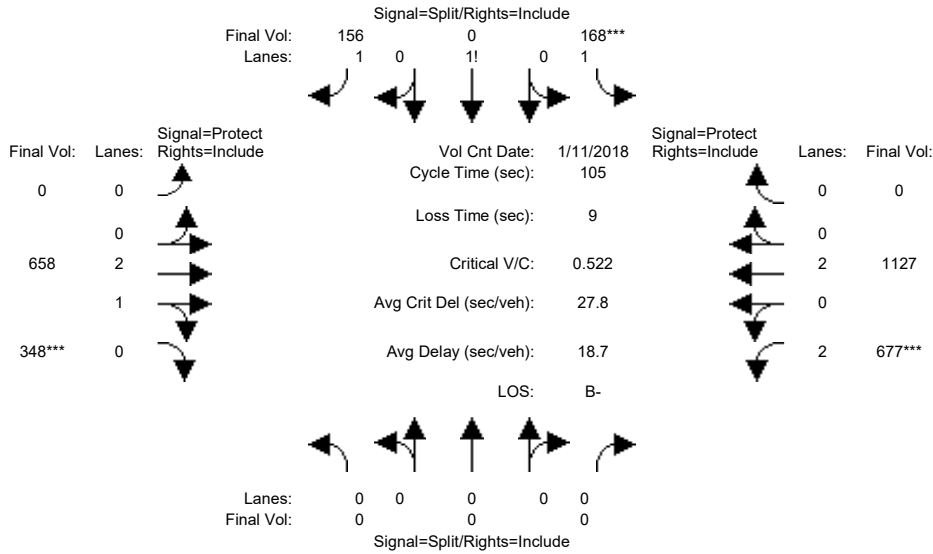
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.17	0.20	0.20	0.29	0.00
Crit Moves:				****							****	****
Green Time:	0.0	0.0	0.0	13.2	0.0	13.2	0.0	41.6	41.6	41.1	82.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.48	0.00	0.43	0.50	0.50	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.2	24.1	24.5	3.4	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	43.4	0.0	43.2	0.0	23.2	24.1	24.5	3.4	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2k95thQ:	0	0	0	8	0	8	0	14	17	16	10	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00	PM					
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	13	0	58	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	156	0	658	348	677	1127	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	168	0	156	0	658	348	677	1127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	156	0	658	348	677	1127	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
Final Volume:	0	0	0	168	0	156	0	658	348	677	1127	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0

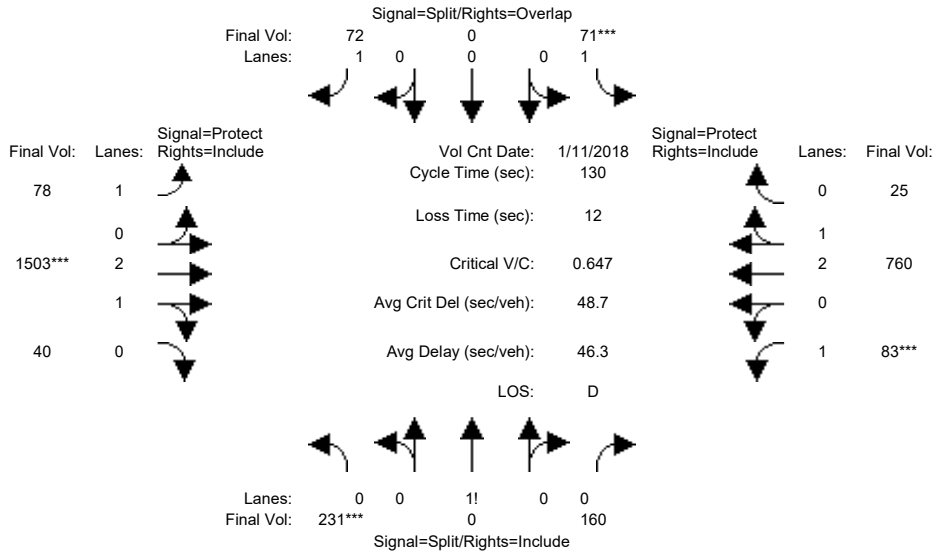
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.17	0.20	0.21	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.7	0.0	12.7	0.0	40.0	40.0	43.3	83.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.50	0.00	0.45	0.52	0.52	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	44.1	0.0	43.7	0.0	24.5	25.4	23.5	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.1	0.0	43.7	0.0	24.5	25.4	23.5	3.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2k95thQ:	0	0	0	8	0	8	0	15	18	17	10	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	215	0	149	66	0	67	73	1398	37	77	707	23						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93						
PHF Volume:	231	0	160	71	0	72	78	1503	40	83	760	25						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	231	0	160	71	0	72	78	1503	40	83	760	25						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	231	0	160	71	0	72	78	1503	40	83	760	25						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.90	0.10
Final Sat.:	1034	0	716	1750	0	1750	1750	5455	144	1750	5423	176

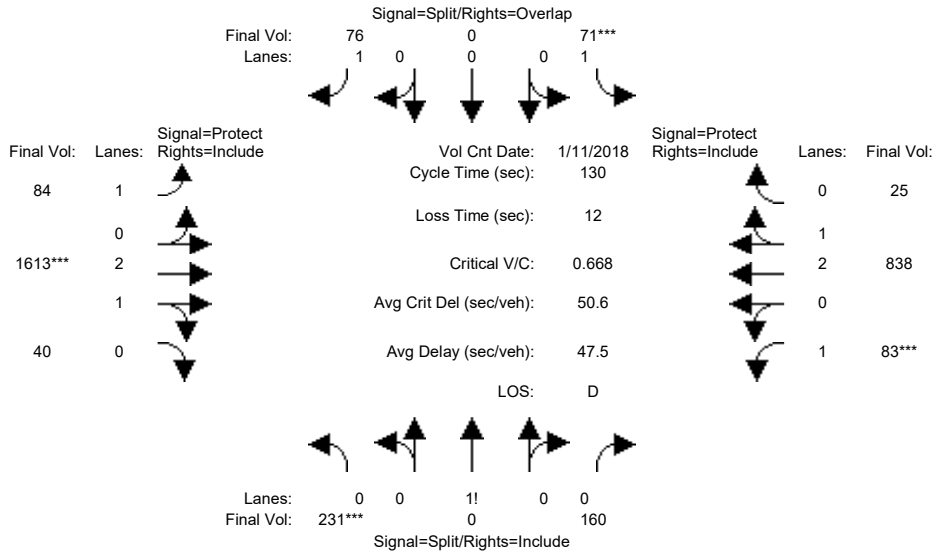
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.04	0.28	0.28	0.05	0.14	0.14
Crit Moves:	***			***			***			***		
Green Time:	34.0	0.0	34.0	32.0	0.0	49.3	17.3	42.0	42.0	10.0	34.6	34.6
Volume/Cap:	0.85	0.00	0.85	0.16	0.00	0.11	0.34	0.85	0.85	0.62	0.53	0.53
Delay/Veh:	60.0	0.0	60.0	38.7	0.0	26.2	52.0	45.4	45.4	66.4	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	0.0	60.0	38.7	0.0	26.2	52.0	45.4	45.4	66.4	41.0	41.0
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2k95thQ:	32	0	32	5	0	4	6	34	34	7	16	16

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	4	5	102	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	0	149	66	0	71	78	1500	37	77	779	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	71	0	76	84	1613	40	83	838	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	71	0	76	84	1613	40	83	838	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	71	0	76	84	1613	40	83	838	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.91	0.09
Final Sat.:	1034	0	716	1750	0	1750	1750	5465	135	1750	5439	161

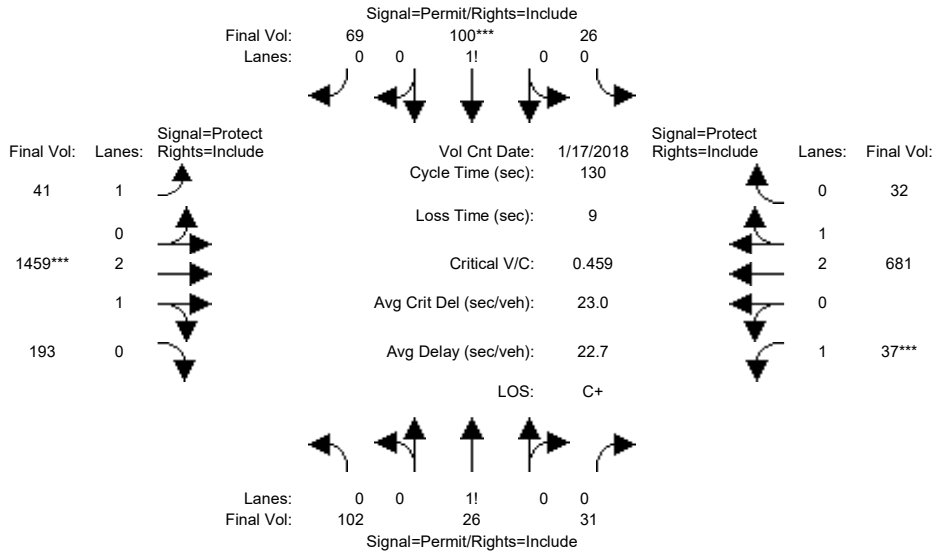
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.30	0.30	0.05	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	32.8	0.0	32.8	32.0	0.0	49.7	17.7	43.2	43.2	10.0	35.5	35.5
Volume/Cap:	0.89	0.00	0.89	0.16	0.00	0.11	0.35	0.89	0.89	0.62	0.56	0.56
Delay/Veh:	66.0	0.0	66.0	38.7	0.0	26.0	51.8	46.7	46.7	66.4	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	0.0	66.0	38.7	0.0	26.0	51.8	46.7	46.7	66.4	41.1	41.1
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2k95thQ:	33	0	33	5	0	4	6	37	37	7	18	18

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



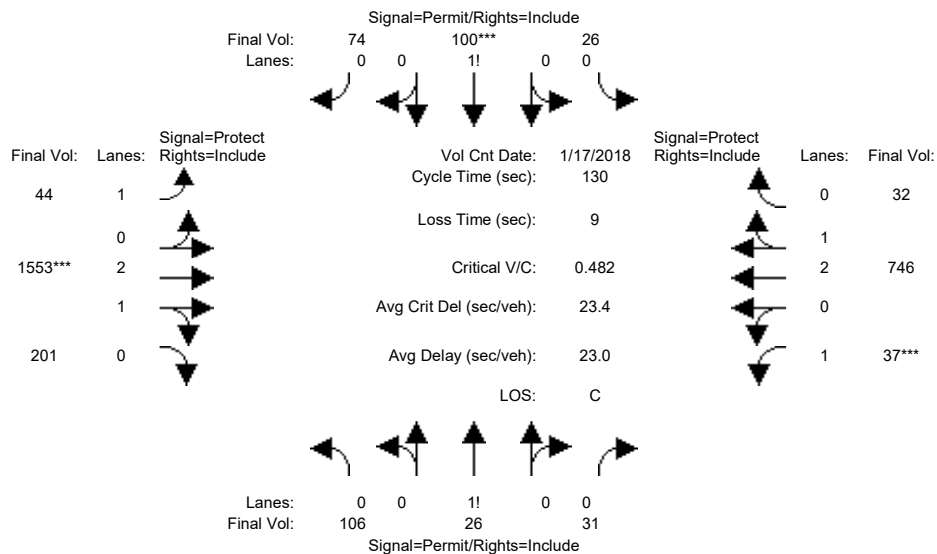
Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	25	30	25	97	67	40	1415	187	36	661	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	102	26	31	26	100	69	41	1459	193	37	681	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	26	31	26	100	69	41	1459	193	37	681	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	26	31	26	100	69	41	1459	193	37	681	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.52	0.35	1.00	2.64	0.36	1.00	2.86	0.14
Final Sat.:	1125	284	341	231	898	620	1750	4945	654	1750	5349	251
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.02	0.29	0.29	0.02	0.13	0.13
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.32	0.32	0.32	0.39	0.39	0.39	0.19	0.56	0.56	0.18	0.24	0.24
Delay/Veh:	37.0	37.0	37.0	37.9	37.9	37.9	51.3	20.5	20.5	52.4	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	37.9	37.9	37.9	51.3	20.5	20.5	52.4	17.2	17.2
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2k95thQ:	10	10	10	13	13	13	3	25	25	3	10	10

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	4	0	0	0	0	5	3	91	8	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	25	30	25	97	72	43	1506	195	36	724	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	106	26	31	26	100	74	44	1553	201	37	746	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	26	31	26	100	74	44	1553	201	37	746	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	26	31	26	100	74	44	1553	201	37	746	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.50	0.37	1.00	2.64	0.36	1.00	2.87	0.13
Final Sat.:	1141	277	332	226	875	649	1750	4957	642	1750	5370	230

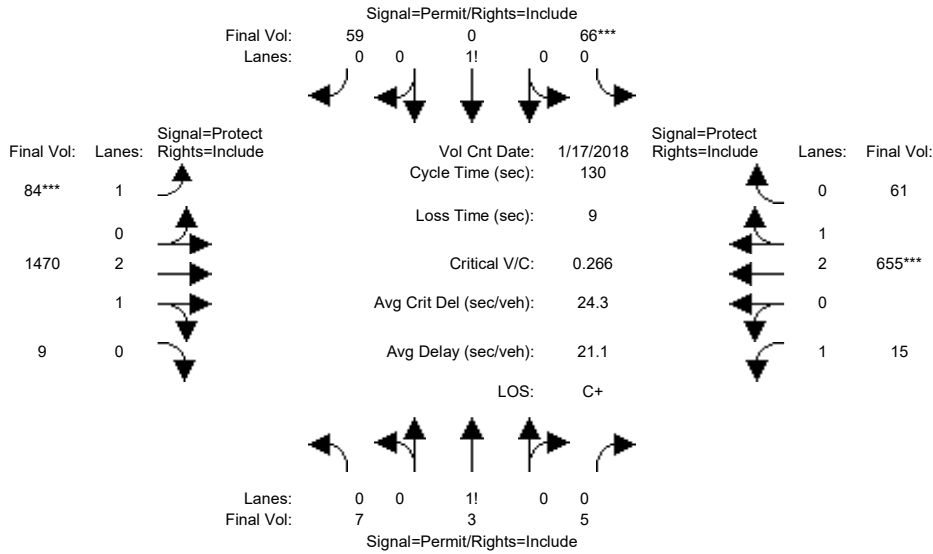
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.03	0.31	0.31	0.02	0.14	0.14
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.33	0.33	0.33	0.40	0.40	0.40	0.20	0.59	0.59	0.18	0.27	0.27
Delay/Veh:	37.1	37.1	37.1	38.1	38.1	38.1	51.4	21.2	21.2	52.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	37.1	37.1	38.1	38.1	38.1	51.4	21.2	21.2	52.4	17.4	17.4
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2k95thQ:	11	11	11	13	13	13	3	27	27	3	11	11

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	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:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	0	0	0	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	3	5	65	0	58	82	1441	9	15	642	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	7	3	5	66	0	59	84	1470	9	15	655	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	5	66	0	59	84	1470	9	15	655	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	3	5	66	0	59	84	1470	9	15	655	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.47	0.20	0.33	0.53	0.00	0.47	1.00	2.98	0.02	1.00	2.73	0.27
Final Sat.:	817	350	583	925	0	825	1750	5565	35	1750	5121	479

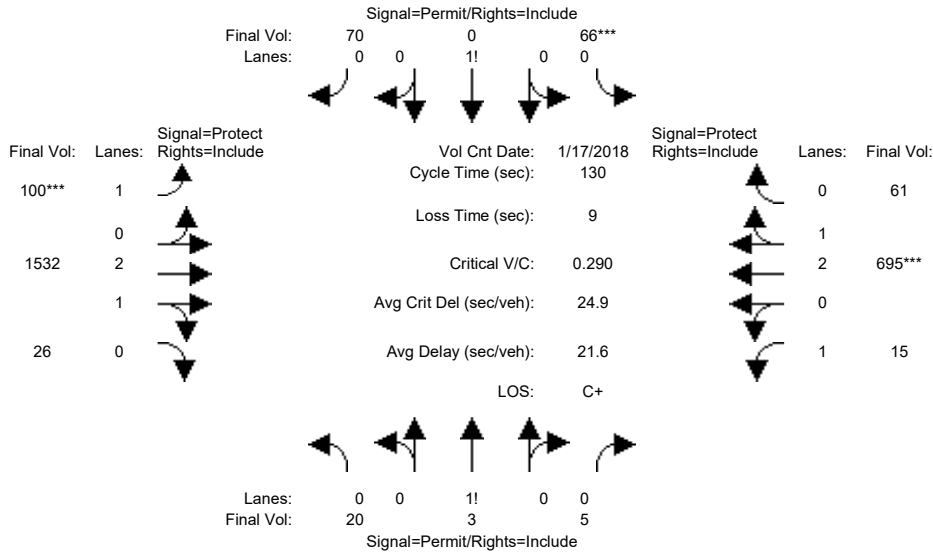
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.07	0.05	0.26	0.26	0.01	0.13	0.13
Crit Moves:				****			****				****	
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.03	0.03	0.03	0.27	0.00	0.27	0.28	0.49	0.49	0.07	0.26	0.26
Delay/Veh:	35.0	35.0	35.0	37.7	0.0	37.7	47.6	18.6	18.6	51.1	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.0	35.0	37.7	0.0	37.7	47.6	18.6	18.6	51.1	19.3	19.3
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-
HCM2k95thQ:	1	1	1	8	0	8	6	22	22	1	10	10

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	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:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	13	0	0	0	0	11	16	60	16	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	3	5	65	0	69	98	1501	25	15	681	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	20	3	5	66	0	70	100	1532	26	15	695	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3	5	66	0	70	100	1532	26	15	695	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	3	5	66	0	70	100	1532	26	15	695	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.71	0.11	0.18	0.49	0.00	0.51	1.00	2.95	0.05	1.00	2.75	0.25
Final Sat.:	1250	187	313	849	0	901	1750	5508	92	1750	5146	453

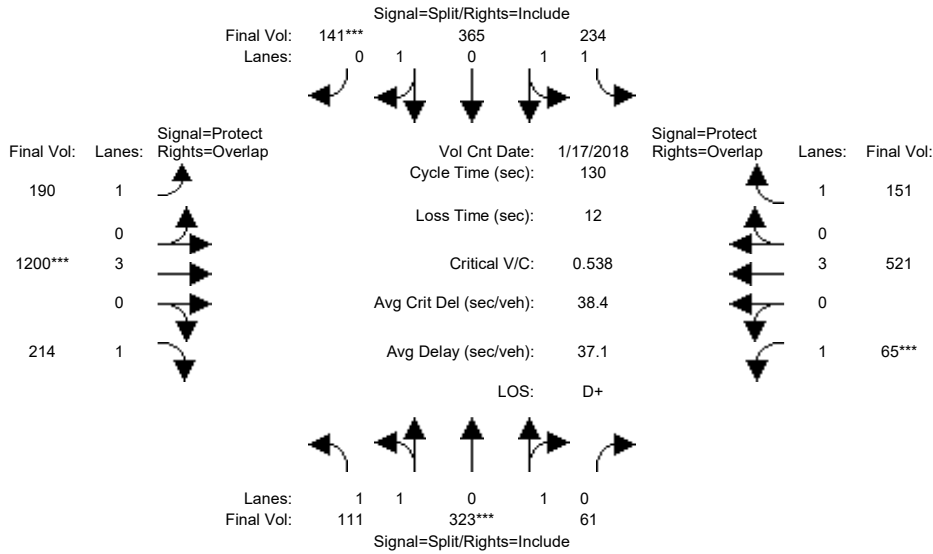
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.28	0.28	0.01	0.14	0.14
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.34	0.51	0.51	0.07	0.27	0.27
Delay/Veh:	35.3	35.3	35.3	38.0	0.0	38.0	48.3	19.0	19.0	51.1	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	35.3	38.0	0.0	38.0	48.3	19.0	19.0	51.1	19.4	19.4
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-
HCM2k95thQ:	2	2	2	9	0	9	7	23	23	1	11	11

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	323	61	234	365	141	190	1200	214	65	521	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	323	61	234	365	141	190	1200	214	65	521	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	323	61	234	365	141	190	1200	214	65	521	151

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.43	0.57	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2668	1031	1750	5700	1750	1750	5700	1750

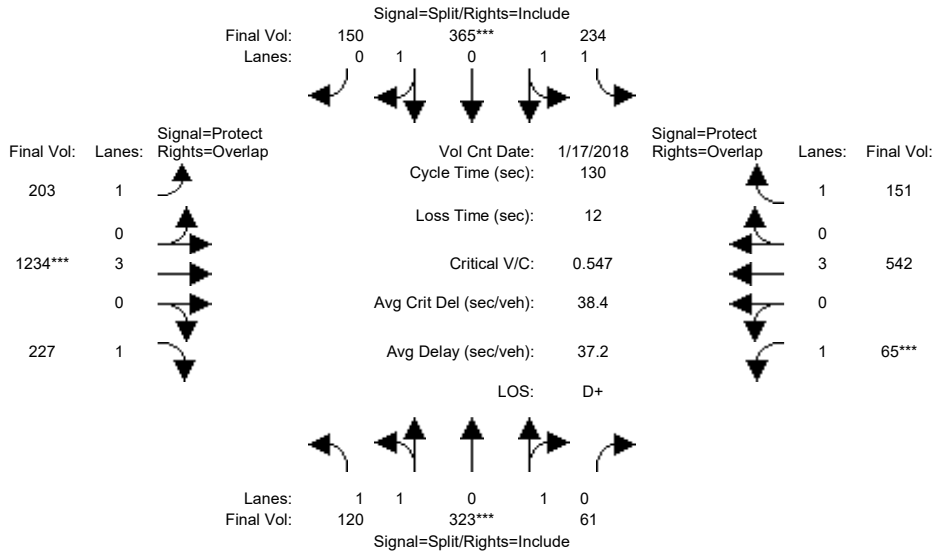
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.13	0.14	0.14	0.11	0.21	0.12	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.1	25.1	25.1	33.1	33.1	33.1	32.5	50.9	76.0	9.0	27.4	60.4
Volume/Cap:	0.33	0.54	0.54	0.53	0.54	0.54	0.43	0.54	0.21	0.54	0.43	0.19
Delay/Veh:	45.3	47.9	47.9	42.1	42.3	42.3	41.7	30.8	12.9	63.3	44.9	20.5
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:	45.3	47.9	47.9	42.1	42.3	42.3	41.7	30.8	12.9	63.3	44.9	20.5
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2k95thQ:	8	14	14	17	17	17	13	21	8	7	12	7

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	9	0	0	0	0	0	9	13	34	13	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	323	61	234	365	150	203	1234	227	65	542	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	323	61	234	365	150	203	1234	227	65	542	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	323	61	234	365	150	203	1234	227	65	542	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	323	61	234	365	150	203	1234	227	65	542	151

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2622	1077	1750	5700	1750	1750	5700	1750

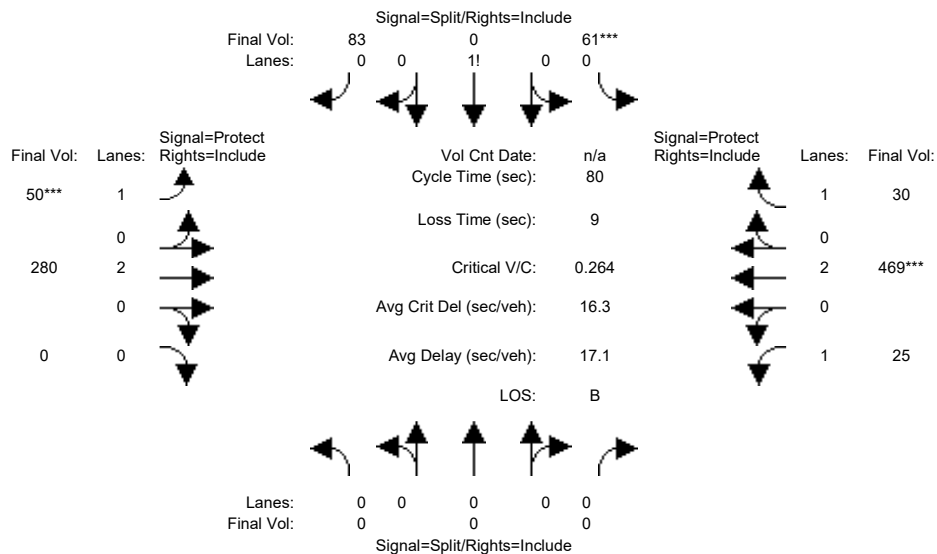
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.13	0.14	0.14	0.12	0.22	0.13	0.04	0.10	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	33.1	33.1	33.1	33.1	51.4	76.1	8.8	27.1	60.2
Volume/Cap:	0.36	0.55	0.55	0.53	0.55	0.55	0.46	0.55	0.22	0.55	0.46	0.19
Delay/Veh:	46.0	48.3	48.3	42.1	42.4	42.4	41.6	30.6	13.0	63.9	45.2	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	48.3	48.3	42.1	42.4	42.4	41.6	30.6	13.0	63.9	45.2	20.6
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2k95thQ:	9	14	14	17	18	18	14	22	9	7	12	7

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	0	83	50	280	0	25	469	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:	0	0	0	61	0	83	50	280	0	25	469	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	0	83	50	280	0	25	469	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
Final Volume:	0	0	0	61	0	83	50	280	0	25	469	30

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	741	0	1009	1750	3800	0	1750	3800	1750

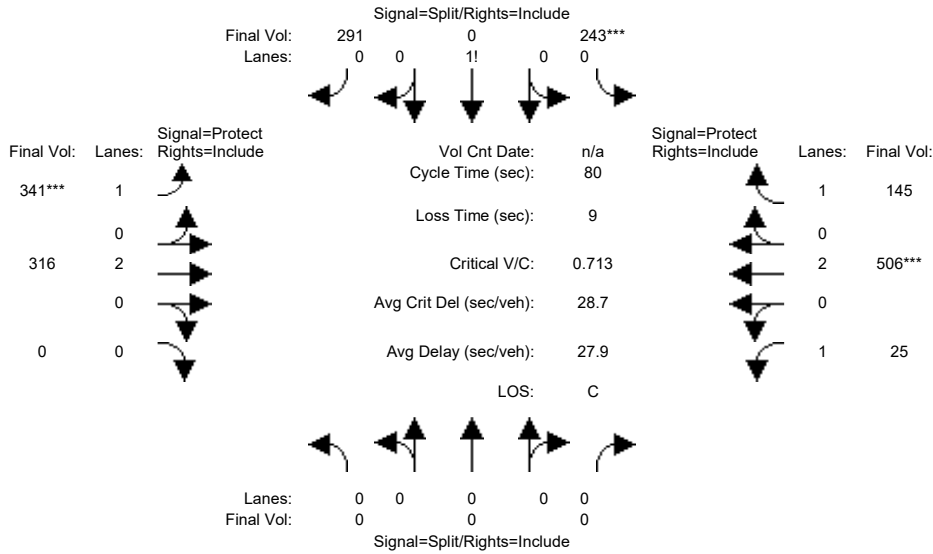
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.03	0.07	0.00	0.01	0.12	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	24.9	0.0	24.9	8.7	27.1	0.0	19.0	37.4	37.4
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.26	0.26	0.22	0.00	0.06	0.26	0.04
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	20.9	33.5	19.0	0.0	23.7	13.0	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	20.9	33.5	19.0	0.0	23.7	13.0	11.6
LOS by Move:	A	A	A	C+	A	C+	C-	B-	A	C	B	B+
HCM2k95thQ:	0	0	0	6	0	6	2	5	0	1	7	1

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM

Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	182	0	208	291	36	0	0	37	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	243	0	291	341	316	0	25	506	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	243	0	291	341	316	0	25	506	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	243	0	291	341	316	0	25	506	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	243	0	291	341	316	0	25	506	145

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	796	0	954	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

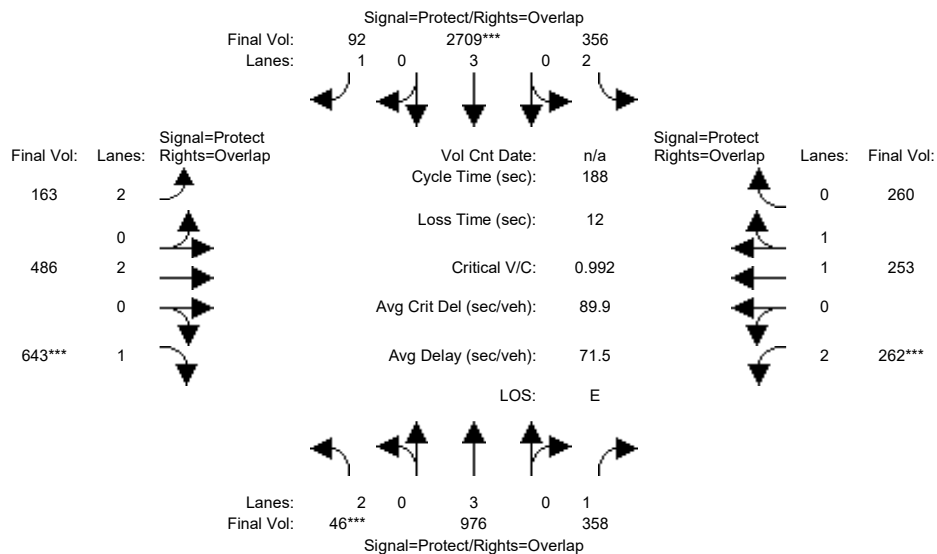
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.31	0.19	0.08	0.00	0.01	0.13	0.08
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	34.2	0.0	34.2	21.9	21.6	0.0	15.1	14.9	14.9
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.71	0.31	0.00	0.08	0.71	0.44
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	22.1	31.3	23.4	0.0	26.8	34.0	29.8
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:	0.0	0.0	0.0	22.1	0.0	22.1	31.3	23.4	0.0	26.8	34.0	29.8
LOS by Move:	A	A	A	C+	A	C+	C	C	A	C	C-	C
HCM2k95thQ:	0	0	0	23	0	23	16	6	0	1	11	7

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1220	358	356	3429	92	163	486	643	262	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	976	358	356	2709	92	163	486	643	262	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	976	358	356	2709	92	163	486	643	262	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	976	358	356	2709	92	163	486	643	262	253	260

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

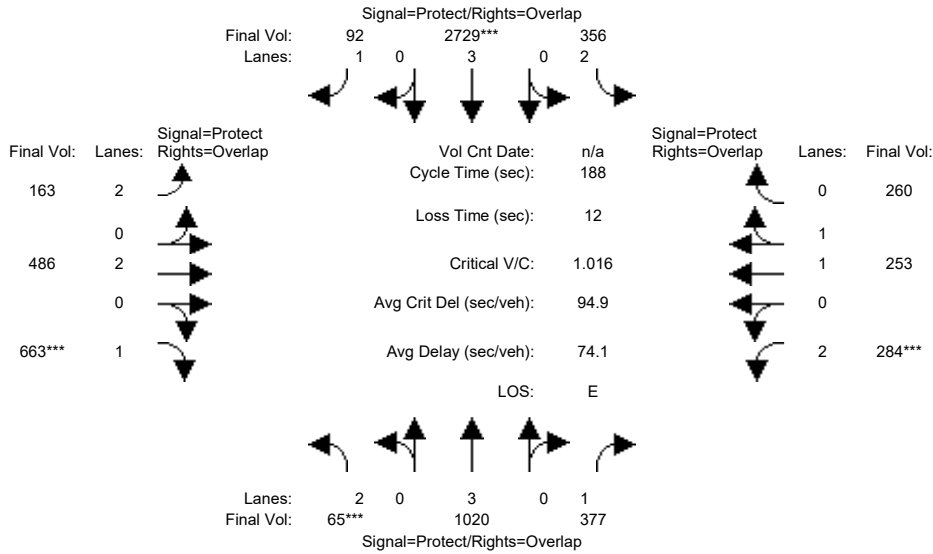
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.20	0.11	0.48	0.05	0.05	0.13	0.37	0.08	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.22	0.36	0.33	0.78	0.86	0.08	0.64	0.74	1.54	0.60	0.58	0.39
Delay/Veh:	80.1	29.8	16.9	82.1	36.4	12.6	85.7	75.3	322.4	75.1	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	29.8	16.9	82.1	36.4	12.6	85.7	75.3	322.4	75.1	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2k95thQ:	3	20	18	23	67	4	12	25	103	16	23	20

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	19	55	19	0	26	0	0	0	20	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1275	377	356	3455	92	163	486	663	284	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1020	377	356	2729	92	163	486	663	284	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1020	377	356	2729	92	163	486	663	284	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	1020	377	356	2729	92	163	486	663	284	253	260

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

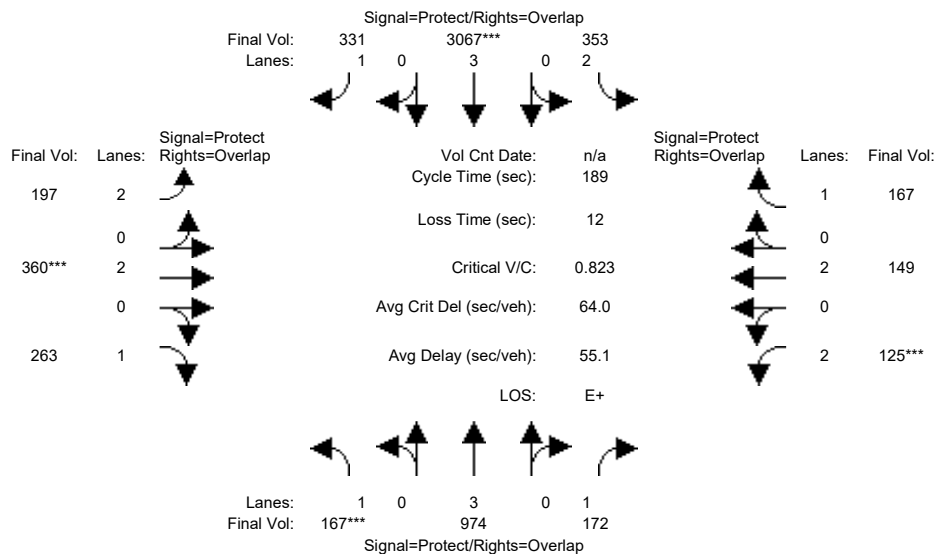
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.22	0.11	0.48	0.05	0.05	0.13	0.38	0.09	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.31	0.38	0.35	0.78	0.86	0.08	0.64	0.74	1.59	0.65	0.58	0.39
Delay/Veh:	80.9	30.1	17.2	82.1	36.8	12.6	85.7	75.3	343.3	76.8	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	30.1	17.2	82.1	36.8	12.6	85.7	75.3	343.3	76.8	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2k95thQ:	4	21	19	23	68	4	12	25	108	18	23	20

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1218	172	353	3882	331	197	360	263	125	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	974	172	353	3067	331	197	360	263	125	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	974	172	353	3067	331	197	360	263	125	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	974	172	353	3067	331	197	360	263	125	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

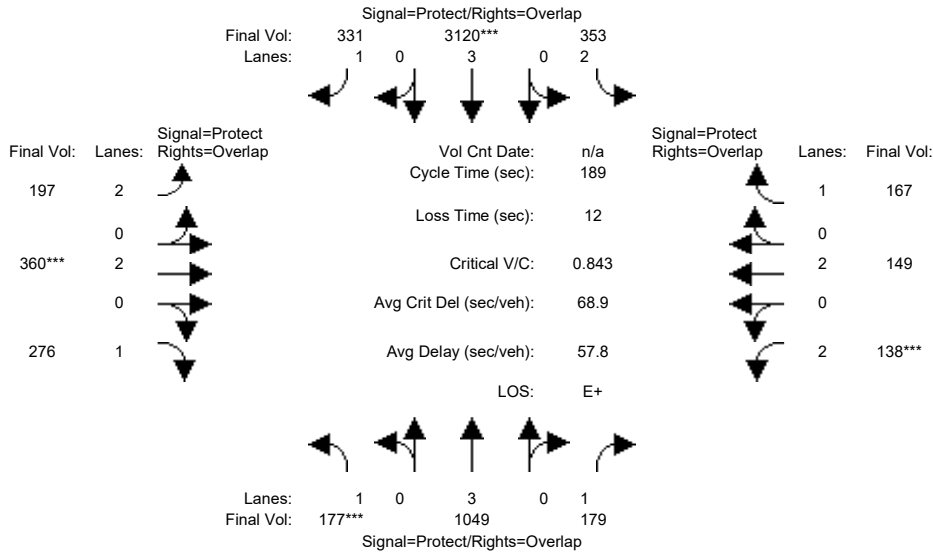
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.10	0.11	0.54	0.19	0.06	0.09	0.15	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.90	0.34	0.17	0.79	1.01	0.30	0.66	0.46	0.48	0.45	0.20	0.28
Delay/Veh:	119.8	27.6	17.3	83.4	60.5	15.5	84.2	63.2	50.9	78.9	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	27.6	17.3	83.4	60.5	15.5	84.2	63.2	50.9	78.9	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D	E-	E	D
HCM2k95thQ:	20	19	9	20	90	16	14	16	22	9	7	13

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	10	93	7	0	67	0	0	0	13	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1311	179	353	3949	331	197	360	276	138	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1049	179	353	3120	331	197	360	276	138	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1049	179	353	3120	331	197	360	276	138	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	1049	179	353	3120	331	197	360	276	138	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

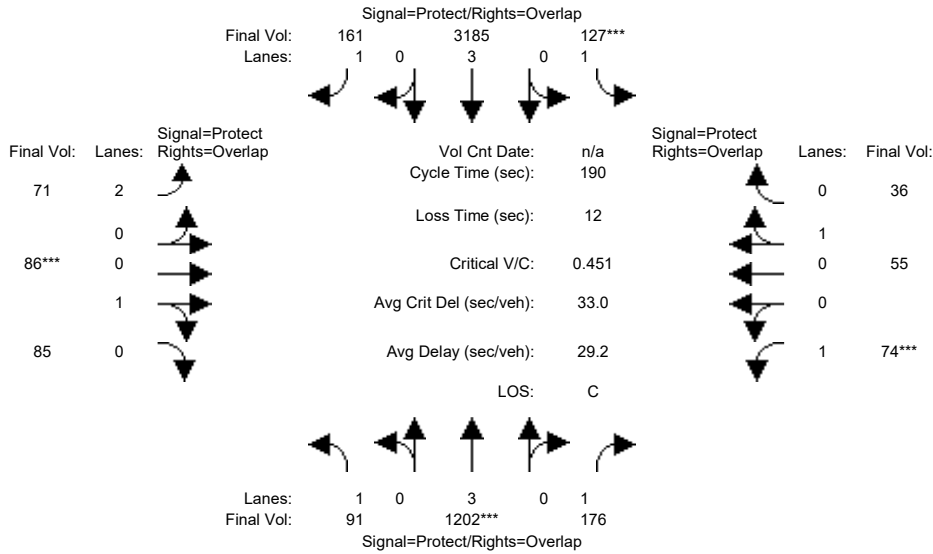
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.10	0.11	0.55	0.19	0.06	0.09	0.16	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.96	0.37	0.17	0.79	1.03	0.30	0.66	0.46	0.51	0.49	0.20	0.28
Delay/Veh:	134.0	28.1	17.3	83.4	65.5	15.5	84.2	63.2	51.5	79.5	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.0	28.1	17.3	83.4	65.5	15.5	84.2	63.2	51.5	79.5	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D-	E-	E	D
HCM2k95thQ:	22	21	9	20	93	16	14	16	24	10	7	13

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo 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:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1503	176	127	4032	161	71	86	85	74	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1202	176	127	3185	161	71	86	85	74	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1202	176	127	3185	161	71	86	85	74	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	1202	176	127	3185	161	71	86	85	74	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.50	0.50	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	905	895	1750	1088	712

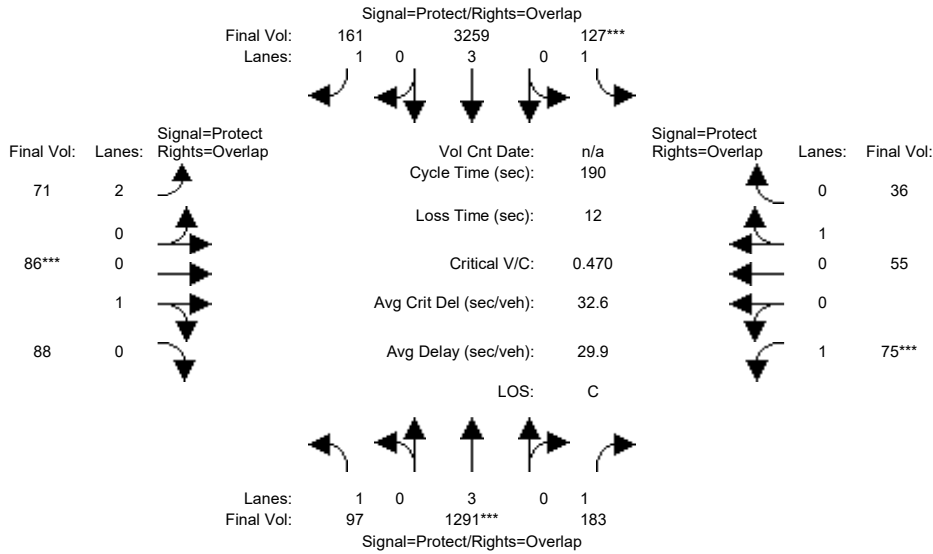
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.10	0.07	0.56	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.62	0.34	0.15	0.62	0.85	0.13	0.30	0.74	0.45	0.63	0.42	0.21
Delay/Veh:	87.9	16.3	9.7	81.5	26.3	7.3	79.6	88.0	62.7	92.8	74.7	55.5
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:	87.9	16.3	9.7	81.5	26.3	7.3	79.6	88.0	62.7	92.8	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2k95thQ:	10	18	7	13	66	5	5	20	16	10	10	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	6	111	7	0	93	0	0	0	3	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1614	183	127	4125	161	71	86	88	75	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1291	183	127	3259	161	71	86	88	75	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1291	183	127	3259	161	71	86	88	75	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	1291	183	127	3259	161	71	86	88	75	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.49	0.51	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	890	910	1750	1088	712

Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.10	0.07	0.57	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.67	0.36	0.15	0.62	0.87	0.13	0.30	0.76	0.46	0.64	0.42	0.21
Delay/Veh:	91.1	16.7	9.8	81.5	27.4	7.3	79.6	89.2	62.9	93.5	74.7	55.5
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:	91.1	16.7	9.8	81.5	27.4	7.3	79.6	89.2	62.9	93.5	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2k95thQ:	11	20	7	13	69	5	5	20	17	11	10	8

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

Vallco Special Area Specific Plan
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background AM				Background AM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C+	22.0	0.600	18.1	C+	21.8	0.611	+ 0.011	17.9	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D	47.7	1.040	98.7	D	51.0	1.070	+ 0.030	110.2	+ 11.6	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D+	38.6	0.766	42.0	D	39.1	0.802	+ 0.036	43.5	+ 1.5	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E+	55.7	0.977	56.3	E+	56.8	0.984	+ 0.007	57.7	+ 1.5	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D-	53.2	0.929	54.9	D-	54.1	0.939	+ 0.009	56.4	+ 1.5	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	11.1	0.689	8.8	B+	11.0	0.694	+ 0.006	8.9	+ 0.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B-	20.0	0.709	16.4	B-	19.9	0.714	+ 0.006	16.4	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	44.6	0.946	44.9	D	47.7	0.967	+ 0.021	49.7	+ 4.8	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	B-	19.3	0.833	32.8	C+	20.0	0.848	+ 0.016	34.1	+ 1.3	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.6	0.806	40.8	C	28.6	0.824	+ 0.019	41.6	+ 0.8	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D+	38.4	0.828	35.9	D	43.3	0.899	+ 0.072	44.9	+ 9.0	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.2	0.784	32.4	D+	36.5	0.819	+ 0.036	33.0	+ 0.6	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D+	37.9	0.933	40.2	D	41.7	0.971	+ 0.038	45.6	+ 5.4	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.3	0.684	35.5	C	26.3	0.736	+ 0.052	36.7	+ 1.3	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.659	14.7	B	13.1	0.682	+ 0.024	15.3	+ 0.5	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.693	19.6	B-	19.2	0.705	+ 0.011	19.7	+ 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	21.2	0.452	16.1	B-	19.7	0.497	+ 0.045	15.0	- 1.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.640	30.2	C	23.9	0.656	+ 0.016	30.3	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.3	0.744	35.6	C-	34.4	0.804	+ 0.060	37.2	+ 1.5	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	C+	20.2	0.493	19.9	B-	18.3	0.537	+ 0.045	18.7	- 1.2	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.5	0.413	7.3	C	31.8	0.738	+ 0.325	40.1	+ 32.8	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	51.7	0.722	51.9	D-	52.2	0.758	+ 0.035	53.9	+ 2.0	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.7	0.570	48.1	D-	53.2	0.601	+ 0.031	48.6	+ 0.5	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	15.0	0.580	20.0	B	15.0	0.613	+ 0.033	20.1	+ 0.2	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.4	0.501	14.6	B	17.0	0.531	+ 0.030	14.2	- 0.3	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D+	36.6	0.770	33.9	D+	37.9	0.825	+ 0.055	37.6	+ 3.7	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background AM				Background AM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B-	19.3	0.542	27.8	B-	18.8	0.571	+ 0.029	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.1	0.570	27.0	C	27.5	0.587	+ 0.017	26.6	- 0.5	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	16.8	0.820	18.4	B-	18.3	0.851	+ 0.031	19.3	+ 1.0	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B-	19.0	0.899	23.7	C	27.3	0.995	+ 0.096	38.8	+ 15.0	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.6	0.567	26.6	D+	35.1	0.853	+ 0.287	40.3	+ 13.6	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	50.5	0.922	63.9	E	65.8	1.035	+ 0.113	91.3	+ 27.5	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.2	0.558	8.4	A	7.2	0.580	+ 0.022	8.3	- 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	5.2	0.507	5.0	A	5.3	0.533	+ 0.025	5.2	+ 0.2	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D+	38.5	0.727	40.6	D	39.4	0.753	+ 0.026	41.8	+ 1.1	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	26.5	0.697	28.8	C	27.5	0.710	+ 0.013	30.7	+ 1.9	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.7	0.597	33.8	C	28.1	0.624	+ 0.027	33.5	- 0.3	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.1	0.648	38.6	D	40.7	0.657	+ 0.009	38.6	- 0.0	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C+	22.8	0.542	23.0	C	23.1	0.575	+ 0.034	23.7	+ 0.8	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.513	+ 0.024	21.0	- 0.1	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	24.5	0.466	22.5	C	26.9	0.478	+ 0.012	23.5	+ 1.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.6	0.922	70.3	E+	55.2	1.005	+ 0.083	88.7	+ 18.3	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	92.3	0.757	117.0	F	124.8	0.809	+ 0.052	163.6	+ 46.6	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	121.6	0.692	142.6	F	155.9	0.739	+ 0.047	189.6	+ 47.0	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	92.6	0.699	108.5	F	117.5	0.738	+ 0.039	140.0	+ 31.5	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D	47.1	1.023	56.8	E	64.2	1.086	+ 0.063	79.1	+ 22.3	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	38.7	0.665	42.0	D	40.9	0.712	+ 0.047	44.5	+ 2.5	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	89.3	0.799	110.8	F	92.4	0.811	+ 0.012	115.0	+ 4.2	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D-	54.7	0.955	62.7	E+	55.2	0.966	+ 0.011	64.0	+ 1.2	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	34.2	0.776	36.5	D+	35.7	0.821	+ 0.045	38.4	+ 1.9	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	76.3	1.060	97.3	F	80.3	1.081	+ 0.021	102.1	+ 4.7	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	39.6	0.869	50.2	D	42.7	0.880	+ 0.012	54.2	+ 4.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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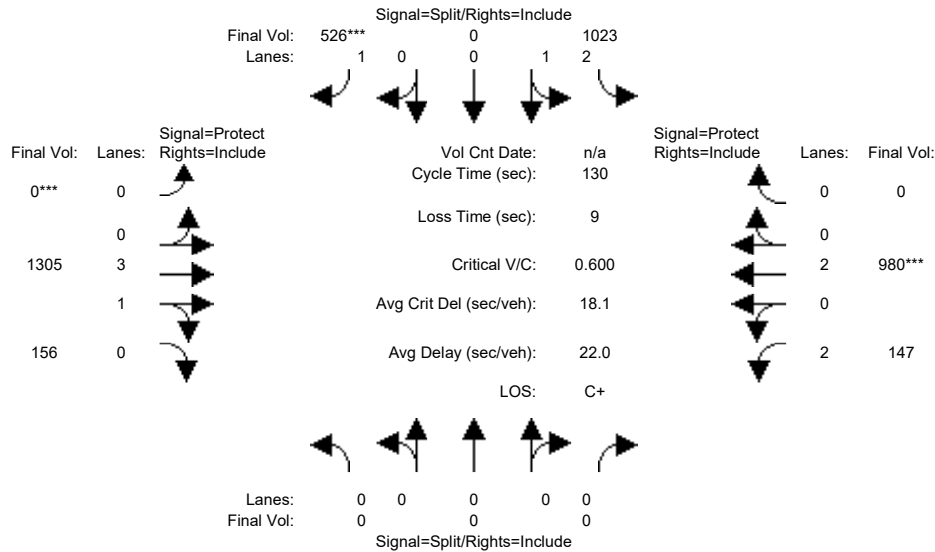
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background AM				Background AM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	F	104.8	0.969	130.4	F	113.6	0.981	+ 0.012	137.9	+ 7.5	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.0	0.553	82.2	D	41.6	0.561	+ 0.008	83.2	+ 1.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	E+	55.5	0.602	55.5	D-	54.3	0.784	+ 0.182	64.6	+ 9.1	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	43.6	0.611	48.8	D	44.6	0.644	+ 0.033	50.7	+ 1.8	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.0	0.829	52.9	D	46.7	0.834	+ 0.005	53.1	+ 0.3	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.669	25.8	C+	21.7	0.692	+ 0.023	26.4	+ 0.6	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.3	0.684	21.8	B	17.4	0.688	+ 0.004	22.0	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.372	40.1	D	42.0	0.519	+ 0.147	45.8	+ 5.7	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.1	0.321	29.4	C	28.4	0.332	+ 0.011	29.6	+ 0.2	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.7	0.211	19.3	B-	19.6	0.224	+ 0.013	19.9	+ 0.6	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.9	0.544	46.4	D	41.1	0.554	+ 0.010	46.7	+ 0.3	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	C+	21.1	0.494	+ 0.271	22.2	+ 14.7	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	D+	36.9	0.429	48.9	D+	37.3	0.436	+ 0.008	48.9	- 0.0	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	67.3	1.033	78.5	E	69.8	1.043	+ 0.010	82.2	+ 3.7	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.1	0.469	35.5	D+	36.0	0.489	+ 0.020	36.4	+ 0.9	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

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



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	9	0	0	0	47	0	2	59	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1023	0	526	0	1305	156	147	980	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	1023	0	526	0	1305	156	147	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1023	0	526	0	1305	156	147	980	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
Final Volume:	0	0	0	1023	0	526	0	1305	156	147	980	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.56	0.44	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6698	801	3150	3800	0

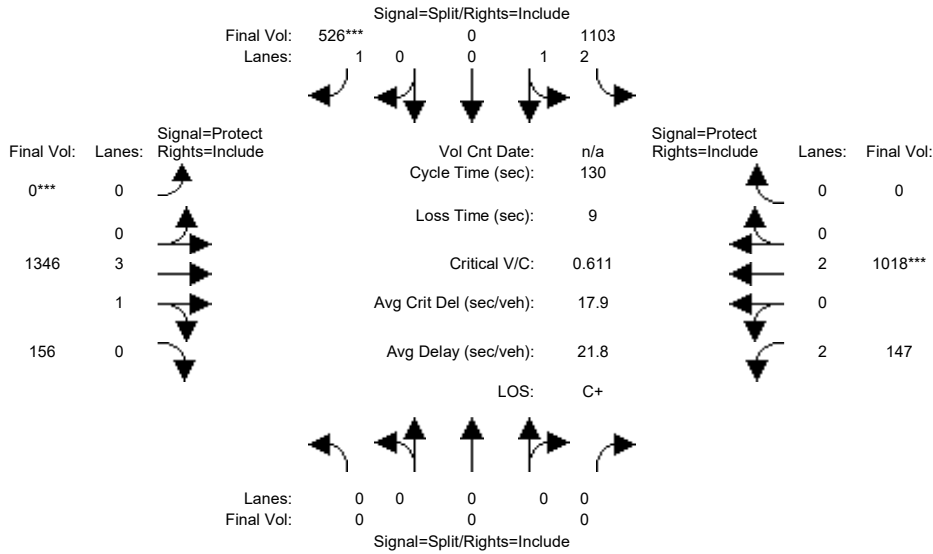
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.30	0.00	0.19	0.19	0.05	0.26	0.00
Crit Moves:						****	****			****		
Green Time:	0.0	0.0	0.0	65.1	0.0	65.1	0.0	43.8	43.8	12.1	55.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.60	0.00	0.58	0.58	0.50	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	0.0	24.3	0.0	23.8	23.8	53.6	14.8	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:	0.0	0.0	0.0	20.5	0.0	24.3	0.0	23.8	23.8	53.6	14.8	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2k95thQ:	0	0	0	18	0	28	0	18	18	6	18	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	89	0	0	0	88	0	2	97	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1103	0	526	0	1346	156	147	1018	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	1103	0	526	0	1346	156	147	1018	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1103	0	526	0	1346	156	147	1018	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
Final Volume:	0	0	0	1103	0	526	0	1346	156	147	1018	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	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.57	0.43	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6720	779	3150	3800	0

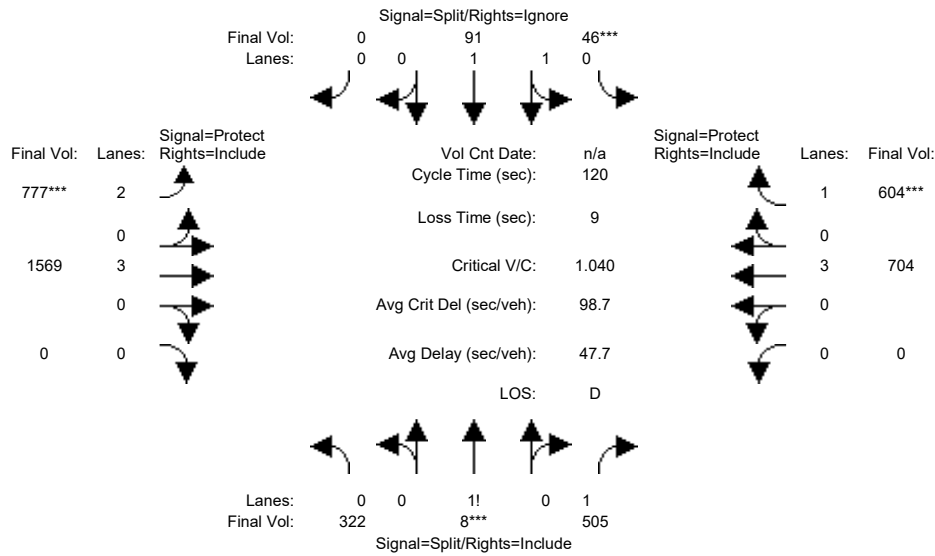
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.30	0.00	0.20	0.20	0.05	0.27	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	64.0	0.0	64.0	0.0	44.9	44.9	12.1	57.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.61	0.00	0.58	0.58	0.50	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	21.7	0.0	25.3	0.0	22.9	22.9	53.6	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.7	0.0	25.3	0.0	22.9	22.9	53.6	14.1	0.0
LOS by Move:	A	A	A	C+	A	C	A	C+	C+	D-	B	A
HCM2k95thQ:	0	0	0	20	0	29	0	19	19	6	18	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	15	0	0	0	0	56	0	0	61	23
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1569	0	0	704	604
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	505	46	91	0	777	1569	0	0	704	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1569	0	0	704	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	505	46	91	0	777	1569	0	0	704	604

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	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.01	1.44	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	967	24	2509	1242	2457	0	3150	5700	0	0	5700	1750

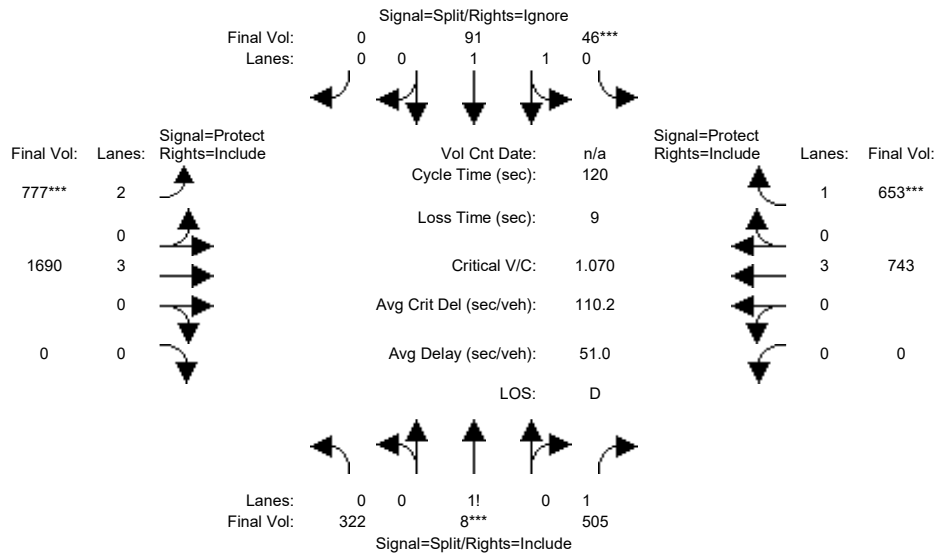
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.28	0.00	0.00	0.12	0.35
Crit Moves:	****			****			****			****		
Green Time:	36.4	36.4	36.4	10.0	10.0	0.0	26.9	64.6	0.0	0.0	37.7	37.7
Volume/Cap:	1.10	1.10	0.66	0.44	0.44	0.00	1.10	0.51	0.00	0.00	0.39	1.10
Delay/Veh:	104.8	105	37.9	53.4	53.4	0.0	101.6	4.0	0.0	0.0	22.5	96.7
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:	104.8	105	37.9	53.4	53.4	0.0	101.6	4.0	0.0	0.0	22.5	96.7
LOS by Move:	F	F	D+	D-	D-	A	F	A	A	A	C+	F
HCM2k95thQ:	54	54	23	6	6	0	39	8	0	0	10	51

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	15	0	0	0	0	177	0	0	100	72
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1690	0	0	743	653
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	505	46	91	0	777	1690	0	0	743	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1690	0	0	743	653
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	505	46	91	0	777	1690	0	0	743	653

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	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.01	1.44	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	967	24	2509	1242	2457	0	3150	5700	0	0	5700	1750

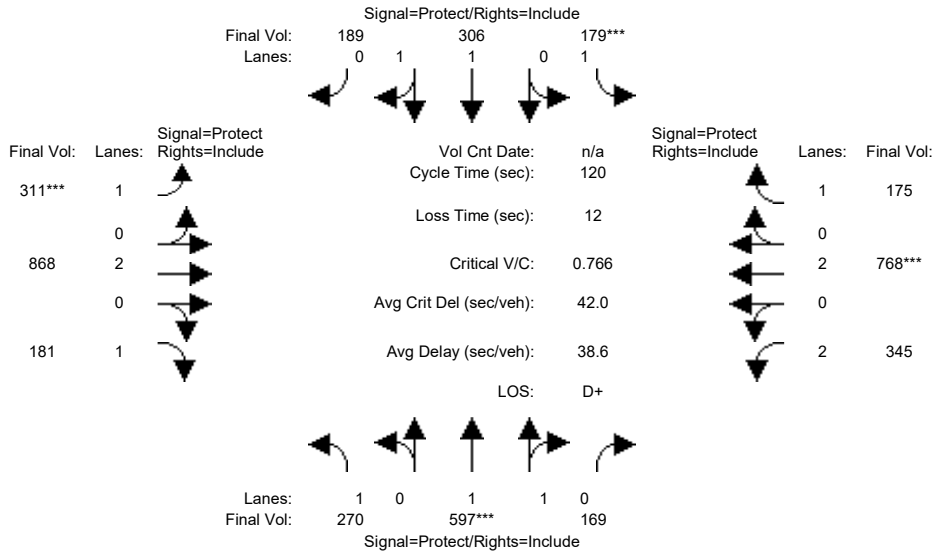
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.30	0.00	0.00	0.13	0.37
Crit Moves:	****			****			****			****		
Green Time:	35.3	35.3	35.3	10.0	10.0	0.0	26.2	65.7	0.0	0.0	39.6	39.6
Volume/Cap:	1.13	1.13	0.68	0.44	0.44	0.00	1.13	0.54	0.00	0.00	0.40	1.13
Delay/Veh:	118.1	118	39.1	53.4	53.4	0.0	115.0	3.6	0.0	0.0	21.0	106.4
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:	118.1	118	39.1	53.4	53.4	0.0	115.0	3.6	0.0	0.0	21.0	106.4
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	C+	F
HCM2k95thQ:	56	56	24	6	6	0	41	8	0	0	10	57

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	3	2	0	0	0	71	0	8	84	4
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	169	179	306	189	311	868	181	345	768	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	597	169	179	306	189	311	868	181	345	768	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	169	179	306	189	311	868	181	345	768	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	597	169	179	306	189	311	868	181	345	768	175

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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2883	816	1750	2286	1412	1750	3800	1750	3150	3800	1750

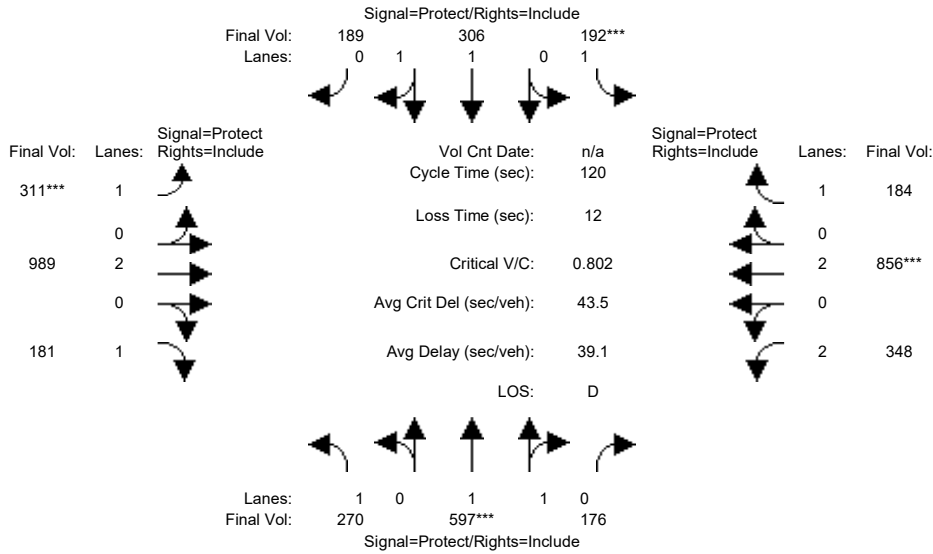
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.10	0.13	0.13	0.18	0.23	0.10	0.11	0.20	0.10
Crit Moves:	****			****			****			****		
Green Time:	26.0	32.4	32.4	16.0	22.5	22.5	27.8	40.2	40.2	19.3	31.7	31.7
Volume/Cap:	0.71	0.77	0.77	0.77	0.71	0.71	0.77	0.68	0.31	0.68	0.77	0.38
Delay/Veh:	49.9	43.9	43.9	64.2	49.2	49.2	42.8	24.3	19.9	45.2	34.6	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	43.9	43.9	64.2	49.2	49.2	42.8	24.3	19.9	45.2	34.6	28.0
LOS by Move:	D	D	D	E	D	D	D	C	B-	D	C-	C
HCM2k95thQ:	20	26	26	16	19	19	20	21	7	13	21	9

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	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:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	10	15	0	0	0	192	0	11	172	13
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	176	192	306	189	311	989	181	348	856	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:	270	597	176	192	306	189	311	989	181	348	856	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	176	192	306	189	311	989	181	348	856	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
Final Volume:	270	597	176	192	306	189	311	989	181	348	856	184

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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2857	842	1750	2286	1412	1750	3800	1750	3150	3800	1750

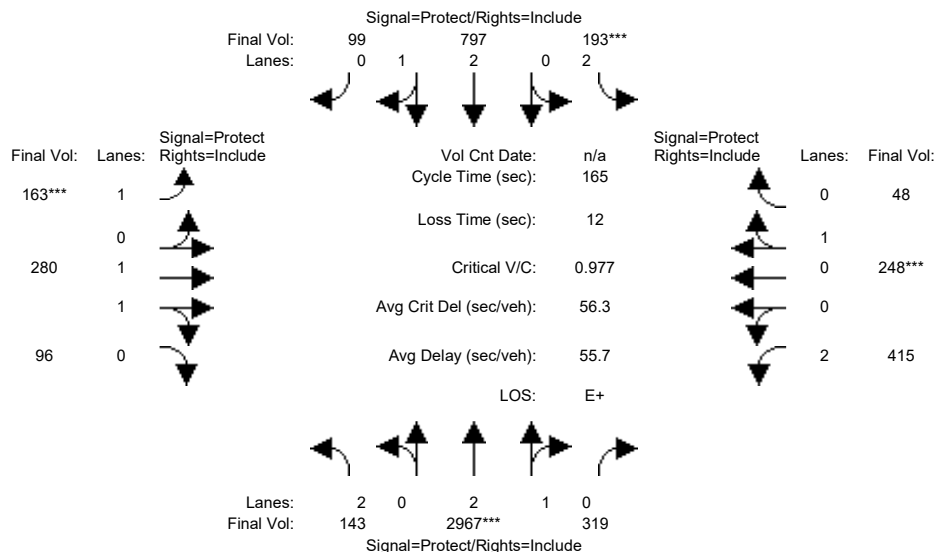
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.11	0.13	0.13	0.18	0.26	0.10	0.11	0.23	0.11
Crit Moves:	****			****			****			****		
Green Time:	25.5	31.3	31.3	16.4	22.2	22.2	26.6	42.3	42.3	18.0	33.7	33.7
Volume/Cap:	0.72	0.80	0.80	0.80	0.72	0.72	0.80	0.74	0.29	0.74	0.80	0.37
Delay/Veh:	50.9	46.4	46.4	67.6	49.9	49.9	47.2	23.8	18.1	49.1	34.1	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:	50.9	46.4	46.4	67.6	49.9	49.9	47.2	23.8	18.1	49.1	34.1	26.1
LOS by Move:	D	D	D	E	D	D	D	C	B-	D	C-	C
HCM2k95thQ:	21	27	27	18	19	19	21	24	7	13	24	9

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	143	2339	315	148	599	99	150	280	96	366	237	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:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	0	576	4	0	158	0	0	0	0	1	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	143	2967	319	193	797	99	163	280	96	415	248	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:	143	2967	319	193	797	99	163	280	96	415	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2967	319	193	797	99	163	280	96	415	248	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
Final Volume:	143	2967	319	193	797	99	163	280	96	415	248	48

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	2.70	0.30	2.00	2.66	0.34	1.00	1.48	0.52	2.00	0.84	0.16
Final Sat.:	3150	5056	544	3150	4980	619	1750	2755	944	3150	1508	292

Capacity Analysis Module:

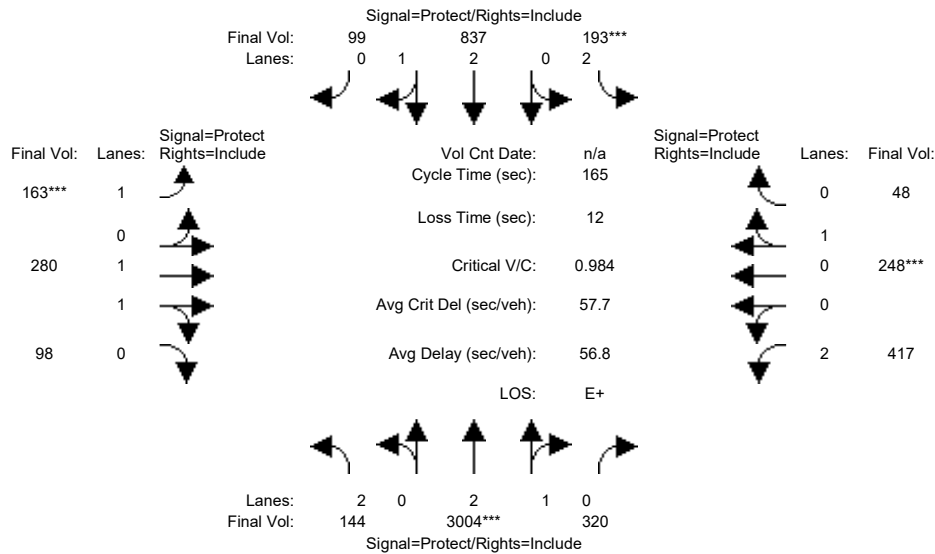
Vol/Sat:	0.05	0.59	0.59	0.06	0.16	0.16	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	24.2	99.1	99.1	10.4	85.3	85.3	15.7	19.0	19.0	24.6	27.8	27.8
Volume/Cap:	0.31	0.98	0.98	0.98	0.31	0.31	0.98	0.89	0.89	0.89	0.98	0.98
Delay/Veh:	63.3	42.5	42.5	134.3	23.0	23.0	137.0	91.3	91.3	86.7	113	113.5
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:	63.3	42.5	42.5	134.3	23.0	23.0	137.0	91.3	91.3	86.7	113	113.5
LOS by Move:	E	D	D	F	C+	C+	F	F	F	F	F	F
HCM2k95thQ:	7	83	83	14	16	16	23	22	22	27	34	34

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	143	2339	315	148	599	99	150	280	96	366	237	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:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	1	613	5	0	198	0	0	0	2	3	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	144	3004	320	193	837	99	163	280	98	417	248	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:	144	3004	320	193	837	99	163	280	98	417	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	3004	320	193	837	99	163	280	98	417	248	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
Final Volume:	144	3004	320	193	837	99	163	280	98	417	248	48

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	2.70	0.30	2.00	2.67	0.33	1.00	1.47	0.53	2.00	0.84	0.16
Final Sat.:	3150	5060	539	3150	5007	592	1750	2740	959	3150	1508	292

Capacity Analysis Module:

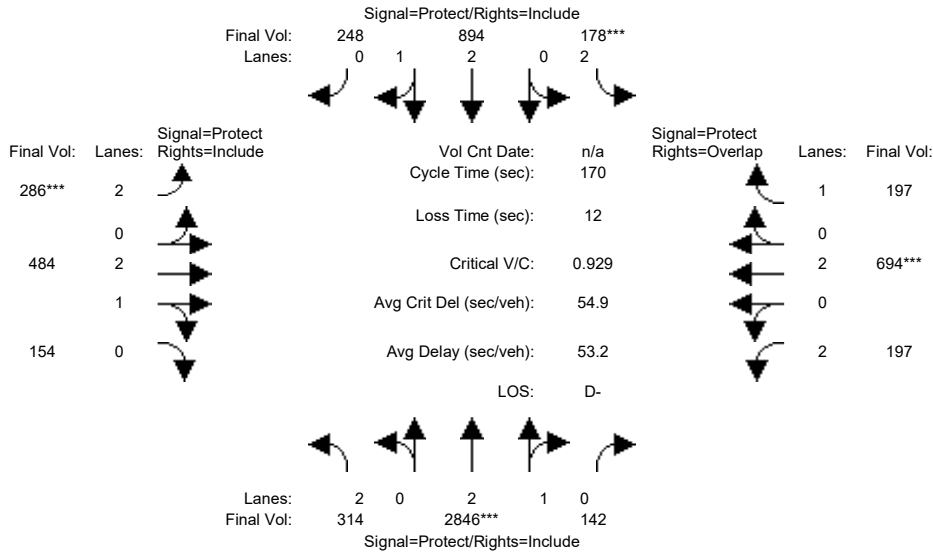
Vol/Sat:	0.05	0.59	0.59	0.06	0.17	0.17	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.6	99.5	99.5	10.3	86.2	86.2	15.6	18.8	18.8	24.4	27.6	27.6
Volume/Cap:	0.32	0.98	0.98	0.98	0.32	0.32	0.98	0.90	0.90	0.90	0.98	0.98
Delay/Veh:	63.9	44.0	44.0	136.7	22.6	22.6	139.6	93.3	93.3	88.7	116	115.9
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:	63.9	44.0	44.0	136.7	22.6	22.6	139.6	93.3	93.3	88.7	116	115.9
LOS by Move:	E	D	D	F	C+	C+	F	F	F	F	F	F
HCM2k95thQ:	7	85	85	14	16	16	23	22	22	27	34	34

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	312	2251	121	148	682	242	280	433	140	186	659	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:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	562	21	7	153	0	0	42	0	11	34	18
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	314	2846	142	178	894	248	286	484	154	197	694	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	2846	142	178	894	248	286	484	154	197	694	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2846	142	178	894	248	286	484	154	197	694	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	2846	142	178	894	248	286	484	154	197	694	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.32	0.68	2.00	2.25	0.75	2.00	2.00	1.00
Final Sat.:	3150	5334	266	3150	4382	1216	3150	4247	1351	3150	3800	1750

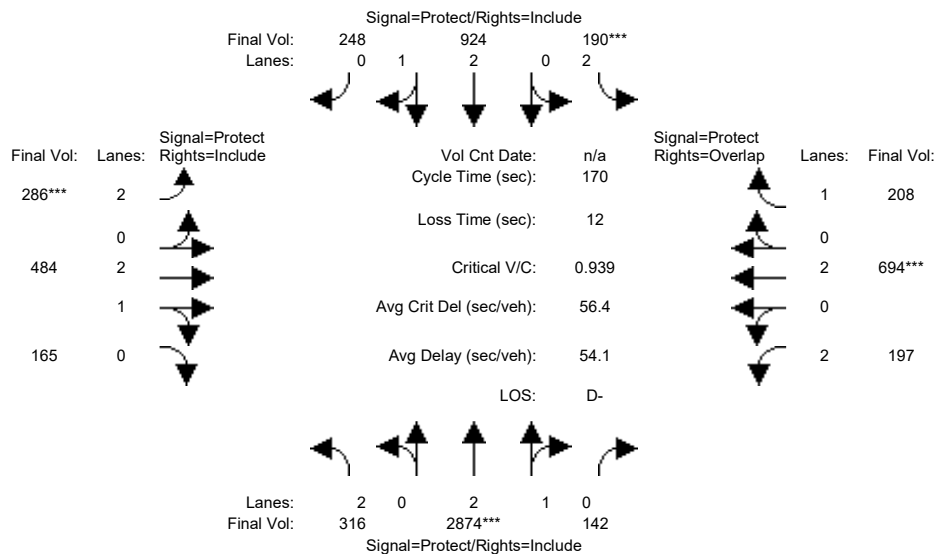
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.06	0.20	0.20	0.09	0.11	0.11	0.06	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	35.4	97.6	97.6	10.3	72.5	72.5	16.6	32.3	32.3	17.7	33.4	43.8
Volume/Cap:	0.48	0.93	0.93	0.93	0.48	0.48	0.93	0.60	0.60	0.60	0.93	0.44
Delay/Veh:	59.7	38.6	38.6	124.7	35.3	35.3	109.4	63.9	63.9	75.8	85.1	53.5
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:	59.7	38.6	38.6	124.7	35.3	35.3	109.4	63.9	63.9	75.8	85.1	53.5
LOS by Move:	E+	D+	D+	F	D+	D+	F	E	E	E-	F	D-
HCM2k95thQ:	15	76	76	12	25	25	22	20	20	11	32	16

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	312	2251	121	148	682	242	280	433	140	186	659	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:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	2	590	21	19	183	0	0	42	11	11	34	29
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	316	2874	142	190	924	248	286	484	165	197	694	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	2874	142	190	924	248	286	484	165	197	694	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	2874	142	190	924	248	286	484	165	197	694	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	316	2874	142	190	924	248	286	484	165	197	694	208

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.34	0.66	2.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3150	5336	264	3150	4413	1185	3150	4174	1423	3150	3800	1750

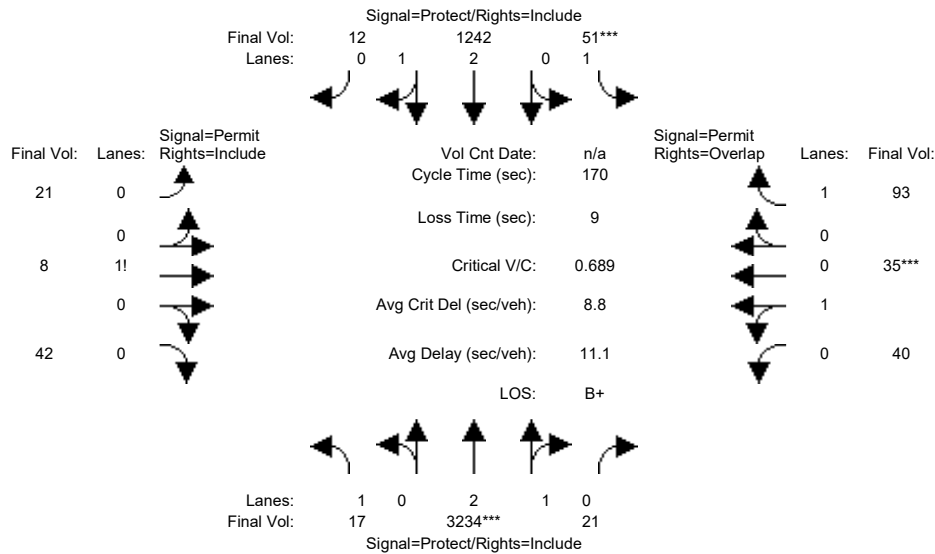
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.21	0.21	0.09	0.12	0.12	0.06	0.18	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.1	97.6	97.6	10.9	73.3	73.3	16.4	32.2	32.2	17.4	33.1	44.0
Volume/Cap:	0.49	0.94	0.94	0.94	0.49	0.49	0.94	0.61	0.61	0.61	0.94	0.46
Delay/Veh:	60.0	39.7	39.7	125.2	34.9	34.9	111.9	64.3	64.3	76.6	87.1	53.7
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:	60.0	39.7	39.7	125.2	34.9	34.9	111.9	64.3	64.3	76.6	87.1	53.7
LOS by Move:	E	D	D	F	C-	C-	F	E	E	E-	F	D-
HCM2k95thQ:	16	78	78	13	25	25	22	20	20	11	32	17

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	584	0	0	164	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3234	21	51	1242	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	3234	21	51	1242	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3234	21	51	1242	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	3234	21	51	1242	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	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	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5564	36	1750	5546	54	518	197	1035	960	840	1750

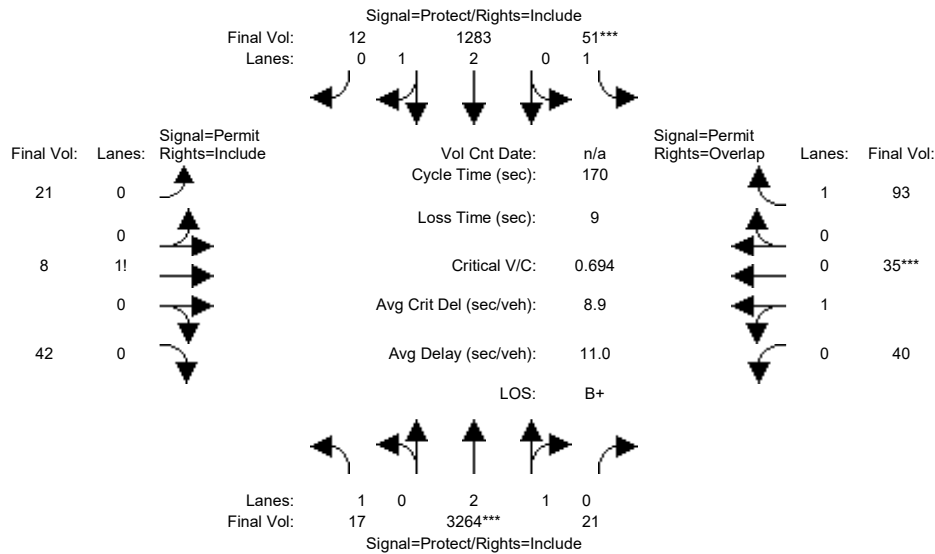
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.03	0.22	0.22	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	23.4	144	143.5	7.2	127	127.3	10.3	10.3	10.3	10.3	10.3	17.5
Volume/Cap:	0.07	0.69	0.69	0.69	0.30	0.30	0.67	0.67	0.67	0.69	0.69	0.52
Delay/Veh:	63.9	5.4	5.4	104.2	6.9	6.9	93.6	93.6	93.6	95.3	95.3	74.9
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:	63.9	5.4	5.4	104.2	6.9	6.9	93.6	93.6	93.6	95.3	95.3	74.9
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2k95thQ:	2	36	36	6	13	13	10	10	10	10	10	11

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	614	0	0	205	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3264	21	51	1283	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	3264	21	51	1283	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3264	21	51	1283	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	3264	21	51	1283	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	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	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5564	36	1750	5548	52	518	197	1035	960	840	1750

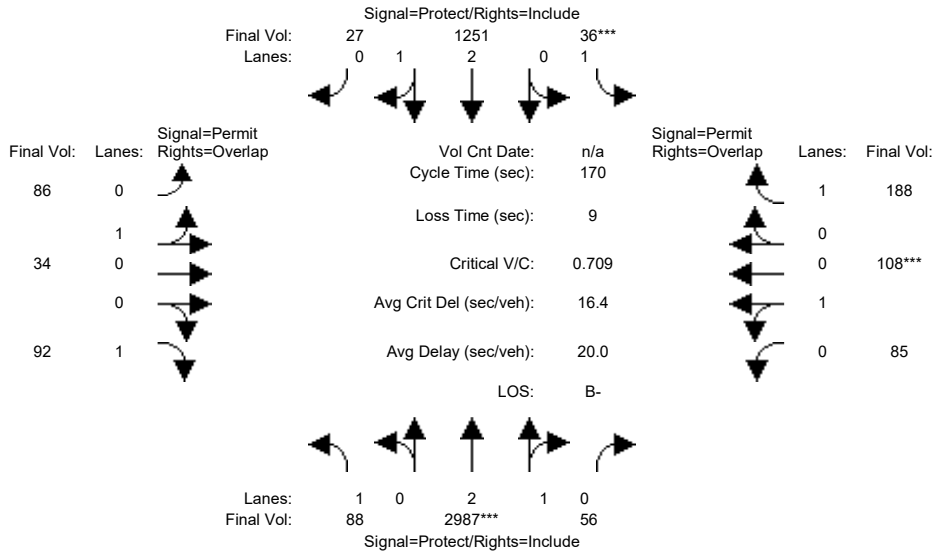
Capacity Analysis Module:												
Vol/Sat:	0.01	0.59	0.59	0.03	0.23	0.23	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	22.8	144	143.7	7.1	128	128.0	10.2	10.2	10.2	10.2	10.2	17.3
Volume/Cap:	0.07	0.69	0.69	0.69	0.31	0.31	0.68	0.68	0.68	0.69	0.69	0.52
Delay/Veh:	64.5	5.4	5.4	105.3	6.8	6.8	94.4	94.4	94.4	96.1	96.1	75.1
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:	64.5	5.4	5.4	105.3	6.8	6.8	94.4	94.4	94.4	96.1	96.1	75.1
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2k95thQ:	2	36	36	6	14	14	10	10	10	10	10	11

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	584	0	0	164	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	2987	56	36	1251	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2987	56	36	1251	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2987	56	36	1251	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2987	56	36	1251	27	86	34	92	85	108	188

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	2.94	0.06	1.00	2.93	0.07	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5497	103	1750	5482	118	1290	510	1750	793	1007	1750

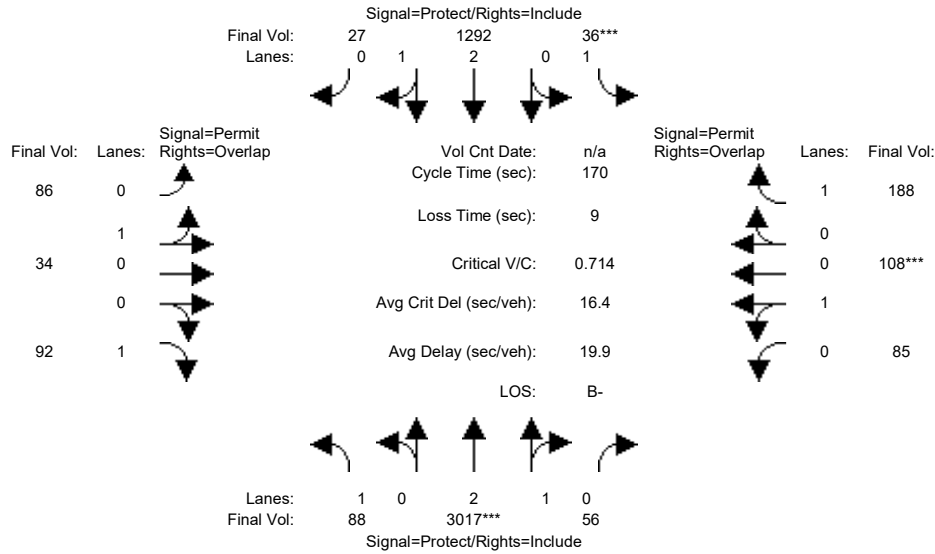
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.02	0.23	0.23	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	24.5	129	128.6	7.0	111	111.1	25.4	25.4	49.9	25.4	25.4	32.4
Volume/Cap:	0.35	0.72	0.72	0.50	0.35	0.35	0.45	0.45	0.18	0.72	0.72	0.56
Delay/Veh:	66.4	11.6	11.6	85.1	13.3	13.3	67.1	67.1	45.0	77.9	77.9	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	11.6	11.6	85.1	13.3	13.3	67.1	67.1	45.0	77.9	77.9	64.6
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E-	E-	E
HCM2k95thQ:	8	44	44	4	18	18	12	12	7	21	21	18

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	614	0	0	205	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	3017	56	36	1292	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	3017	56	36	1292	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3017	56	36	1292	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	3017	56	36	1292	27	86	34	92	85	108	188

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	2.94	0.06	1.00	2.94	0.06	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5498	102	1750	5485	115	1290	510	1750	793	1007	1750

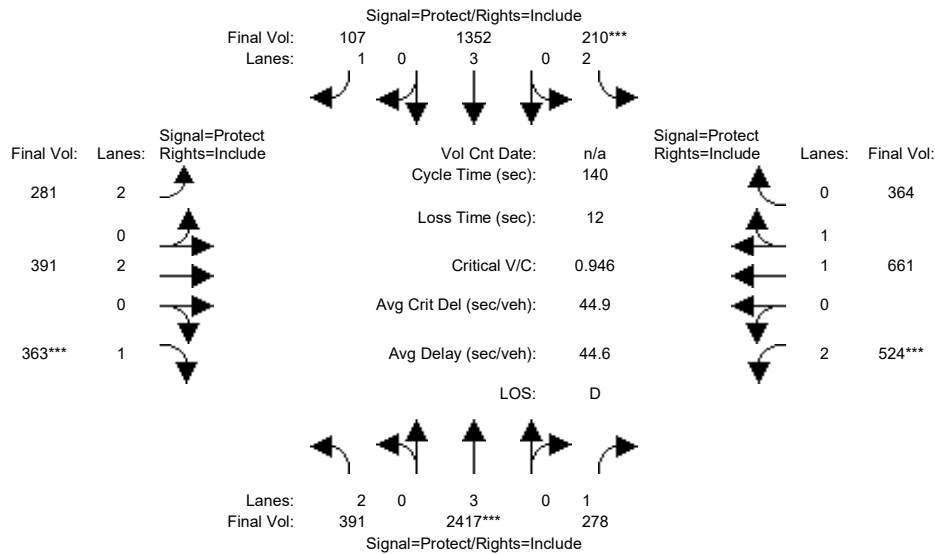
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.02	0.24	0.24	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	23.9	129	128.8	7.0	112	111.9	25.2	25.2	49.1	25.2	25.2	32.2
Volume/Cap:	0.36	0.72	0.72	0.50	0.36	0.36	0.45	0.45	0.18	0.72	0.72	0.57
Delay/Veh:	67.0	11.7	11.7	85.1	13.0	13.0	67.3	67.3	45.6	78.6	78.6	64.9
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:	67.0	11.7	11.7	85.1	13.0	13.0	67.3	67.3	45.6	78.6	78.6	64.9
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E-	E-	E
HCM2k95thQ:	8	44	44	4	19	19	12	12	7	21	21	18

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

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

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	1	542	41	12	144	8	16	32	1	13	40	26
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	391	2417	278	210	1352	107	281	391	363	524	661	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	2417	278	210	1352	107	281	391	363	524	661	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	2417	278	210	1352	107	281	391	363	524	661	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	391	2417	278	210	1352	107	281	391	363	524	661	364

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2385	1313

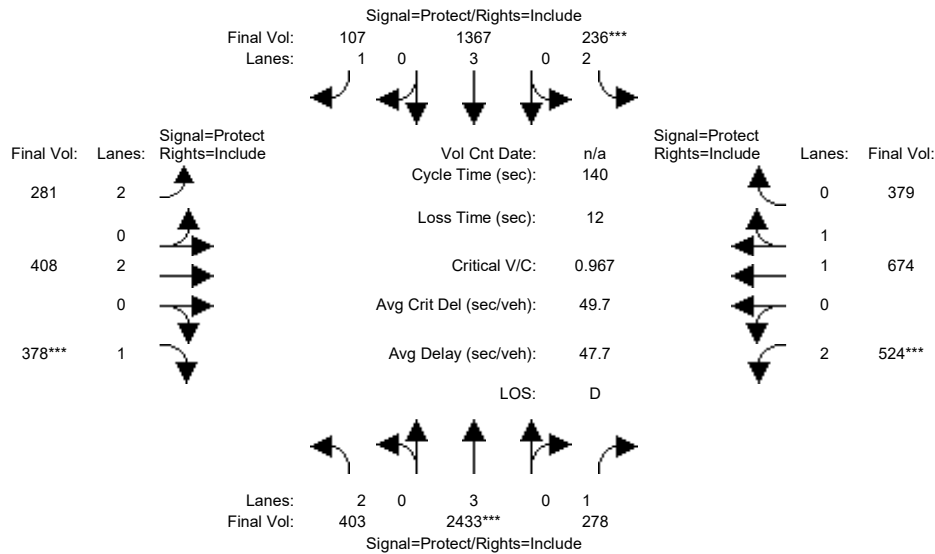
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.07	0.24	0.06	0.09	0.10	0.21	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.0	62.8	62.8	9.9	47.7	47.7	13.5	30.7	30.7	24.6	41.9	41.9
Volume/Cap:	0.70	0.95	0.35	0.95	0.70	0.18	0.93	0.47	0.95	0.95	0.93	0.93
Delay/Veh:	50.0	25.3	11.9	106.7	27.3	21.4	95.9	48.0	86.0	82.3	60.6	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	25.3	11.9	106.7	27.3	21.4	95.9	48.0	86.0	82.3	60.6	60.6
LOS by Move:	D	C	B+	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	19	55	9	12	25	5	16	12	32	27	39	39

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	13	558	41	38	159	8	16	49	16	13	53	41
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	403	2433	278	236	1367	107	281	408	378	524	674	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2433	278	236	1367	107	281	408	378	524	674	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2433	278	236	1367	107	281	408	378	524	674	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	2433	278	236	1367	107	281	408	378	524	674	379

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2367	1331

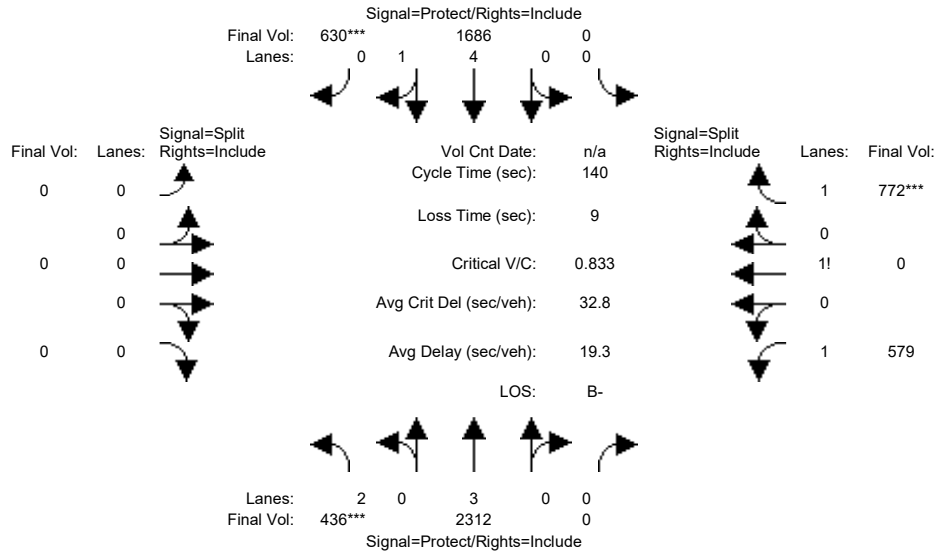
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.16	0.07	0.24	0.06	0.09	0.11	0.22	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.3	61.8	61.8	10.8	47.4	47.4	13.2	31.3	31.3	24.1	42.1	42.1
Volume/Cap:	0.71	0.97	0.36	0.97	0.71	0.18	0.95	0.48	0.97	0.97	0.95	0.95
Delay/Veh:	50.1	29.3	12.6	109.0	27.8	21.7	100.8	47.7	90.6	87.9	63.5	63.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	29.3	12.6	109.0	27.8	21.7	100.8	47.7	90.6	87.9	63.5	63.5
LOS by Move:	D	C	B	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	19	59	9	14	25	5	16	13	34	28	41	41

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	0	424	0	0	151	6	0	0	0	3	0	160
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	436	2312	0	0	1686	630	0	0	0	579	0	772
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	2312	0	0	1686	630	0	0	0	579	0	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	2312	0	0	1686	630	0	0	0	579	0	772
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	436	2312	0	0	1686	630	0	0	0	579	0	772

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	1.43	0.00	1.57
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2500	0	2750

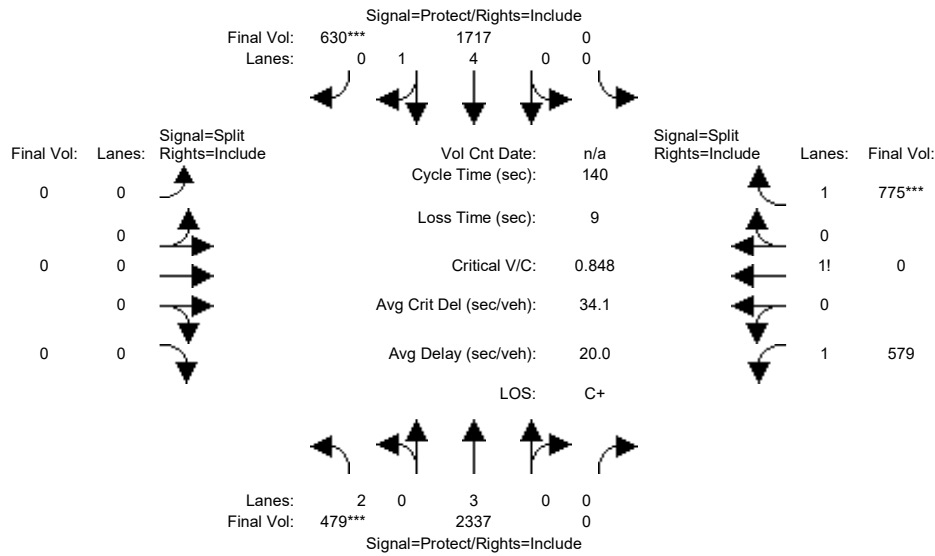
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.00	0.00	0.22	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	****					****						****
Green Time:	23.3	83.8	0.0	0.0	60.5	60.5	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.83	0.68	0.00	0.00	0.51	0.83	0.00	0.00	0.00	0.69	0.00	0.83
Delay/Veh:	59.9	0.7	0.0	0.0	14.4	19.6	0.0	0.0	0.0	41.1	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.7	0.0	0.0	14.4	19.6	0.0	0.0	0.0	41.1	0.0	46.6
LOS by Move:	E+	A	A	A	B	B-	A	A	A	D	A	D
HCM2k95thQ:	20	3	0	0	16	38	0	0	0	29	0	38

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

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

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	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	43	449	0	0	182	6	0	0	0	3	0	163
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	479	2337	0	0	1717	630	0	0	0	579	0	775
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	2337	0	0	1717	630	0	0	0	579	0	775
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	2337	0	0	1717	630	0	0	0	579	0	775
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	479	2337	0	0	1717	630	0	0	0	579	0	775

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	1.43	0.00	1.57
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2498	0	2752

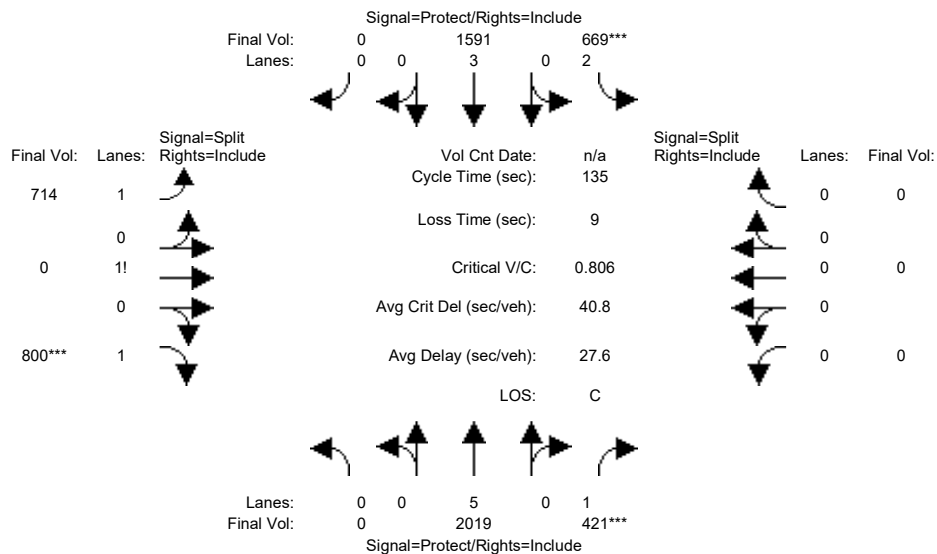
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.00	0.00	0.23	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	***					***						***
Green Time:	25.1	84.5	0.0	0.0	59.4	59.4	0.0	0.0	0.0	46.5	0.0	46.5
Volume/Cap:	0.85	0.68	0.00	0.00	0.53	0.85	0.00	0.00	0.00	0.70	0.00	0.85
Delay/Veh:	59.1	0.6	0.0	0.0	15.4	21.1	0.0	0.0	0.0	41.8	0.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	0.6	0.0	0.0	15.4	21.1	0.0	0.0	0.0	41.8	0.0	48.0
LOS by Move:	E+	A	A	A	B	C+	A	A	A	D	A	D
HCM2k95thQ:	21	2	0	0	17	40	0	0	0	29	0	39

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	419	8	63	91	0	5	0	0	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2019	421	669	1591	0	714	0	800	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	2019	421	669	1591	0	714	0	800	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2019	421	669	1591	0	714	0	800	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
Final Volume:	0	2019	421	669	1591	0	714	0	800	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	1.47	0.00	1.53	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2575	0	2675	0	0	0

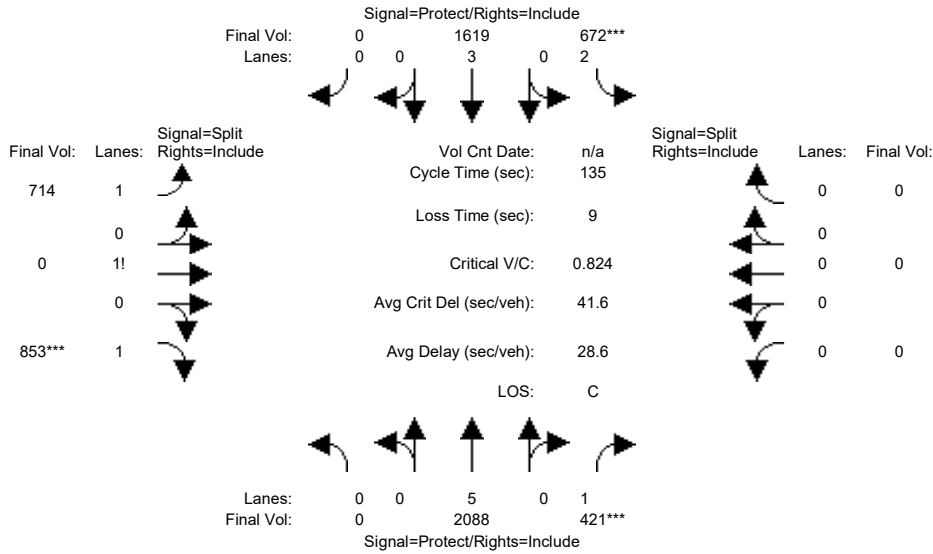
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.24	0.21	0.28	0.00	0.28	0.00	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.3	40.3	35.6	75.9	0.0	50.1	0.0	50.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.81	0.81	0.50	0.00	0.75	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	31.1	40.3	41.2	2.7	0.0	38.5	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	40.3	41.2	2.7	0.0	38.5	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	24	29	26	6	0	34	0	38	0	0	0

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

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

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



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	488	8	66	119	0	5	0	53	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2088	421	672	1619	0	714	0	853	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	2088	421	672	1619	0	714	0	853	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2088	421	672	1619	0	714	0	853	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
Final Volume:	0	2088	421	672	1619	0	714	0	853	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	1.46	0.00	1.54	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2547	0	2703	0	0	0

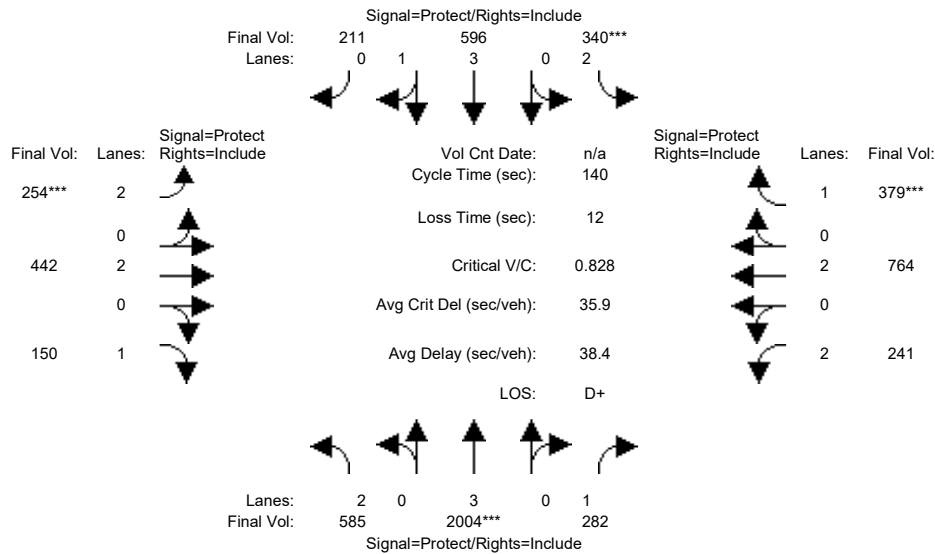
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.21	0.28	0.00	0.28	0.00	0.32	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	39.4	39.4	34.9	74.3	0.0	51.7	0.0	51.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.82	0.82	0.52	0.00	0.73	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	32.7	42.8	43.0	3.6	0.0	37.1	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.7	42.8	43.0	3.6	0.0	37.1	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	C-	D	D	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	25	30	27	8	0	33	0	40	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	7	329	14	14	65	11	41	45	19	4	59	57
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	282	340	596	211	254	442	150	241	764	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	585	2004	282	340	596	211	254	442	150	241	764	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	282	340	596	211	254	442	150	241	764	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	585	2004	282	340	596	211	254	442	150	241	764	379

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

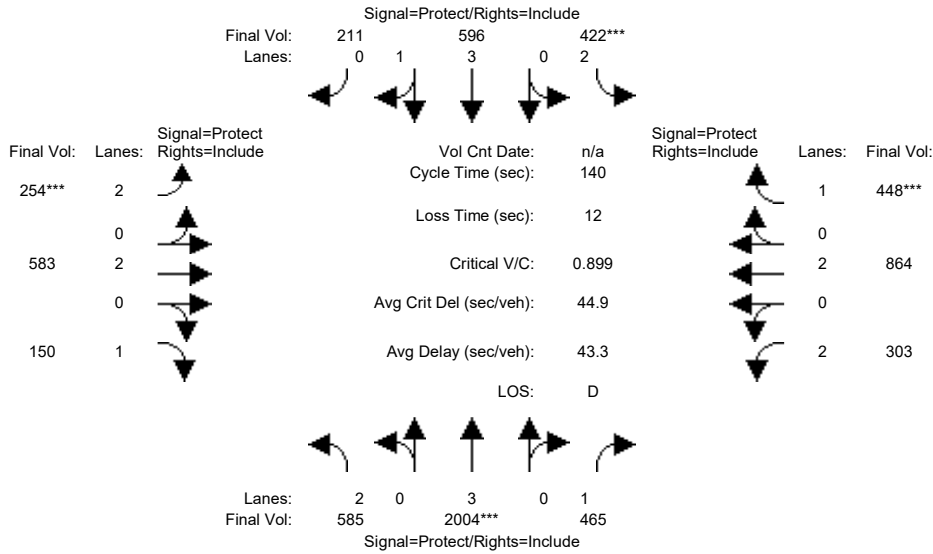
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.16	0.11	0.10	0.12	0.08	0.12	0.09	0.08	0.20	0.22
Crit Moves:	****			****			****			****		
Green Time:	47.1	59.5	59.5	18.3	30.6	30.6	13.6	30.3	30.3	19.9	36.6	36.6
Volume/Cap:	0.55	0.83	0.38	0.83	0.48	0.55	0.83	0.54	0.40	0.54	0.77	0.83
Delay/Veh:	25.7	20.6	14.3	66.5	39.1	40.0	78.8	49.3	47.7	57.0	51.4	60.6
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:	25.7	20.6	14.3	66.5	39.1	40.0	78.8	49.3	47.7	57.0	51.4	60.6
LOS by Move:	C	C+	B	E	D	D	E-	D	D	E+	D-	E
HCM2k95thQ:	17	34	10	17	12	15	13	14	10	11	26	29

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

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	7	329	197	96	65	11	41	186	19	66	159	126
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	465	422	596	211	254	583	150	303	864	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	585	2004	465	422	596	211	254	583	150	303	864	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	465	422	596	211	254	583	150	303	864	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	585	2004	465	422	596	211	254	583	150	303	864	448

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

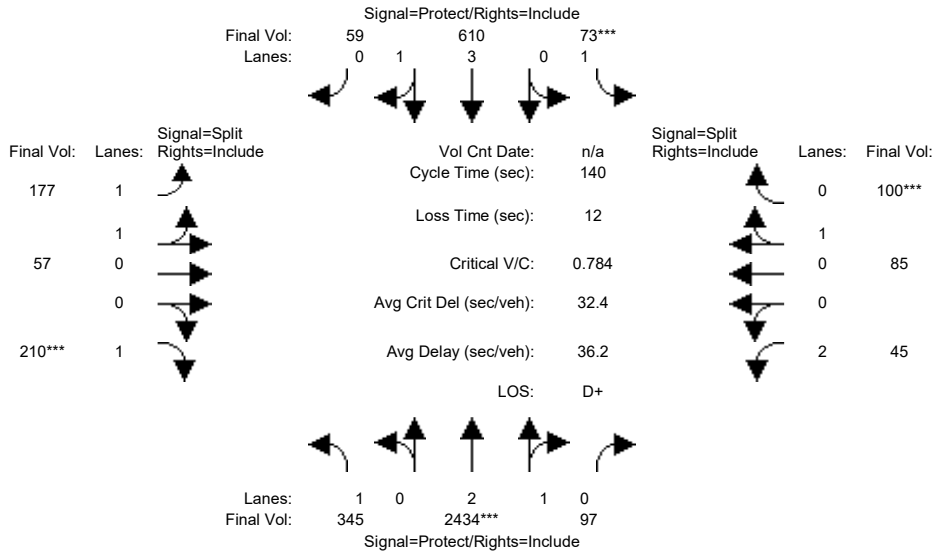
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.27	0.13	0.10	0.12	0.08	0.15	0.09	0.10	0.23	0.26
Crit Moves:	****			****			****			****		
Green Time:	45.8	54.7	54.7	20.9	29.8	29.8	12.6	32.2	32.2	20.2	39.9	39.9
Volume/Cap:	0.57	0.90	0.68	0.90	0.49	0.57	0.90	0.67	0.37	0.67	0.80	0.90
Delay/Veh:	27.0	28.3	23.0	71.7	40.0	41.0	92.2	51.0	46.0	60.5	50.6	67.2
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:	27.0	28.3	23.0	71.7	40.0	41.0	92.2	51.0	46.0	60.5	50.6	67.2
LOS by Move:	C	C	C	E	D	D	F	D	D	E	D	E
HCM2k95thQ:	18	40	23	21	13	15	13	19	10	14	29	36

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

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	350	0	0	89	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2434	97	73	610	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2434	97	73	610	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2434	97	73	610	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2434	97	73	610	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	3.63	0.37	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5385	215	1750	6837	661	2685	865	1750	3150	827	973

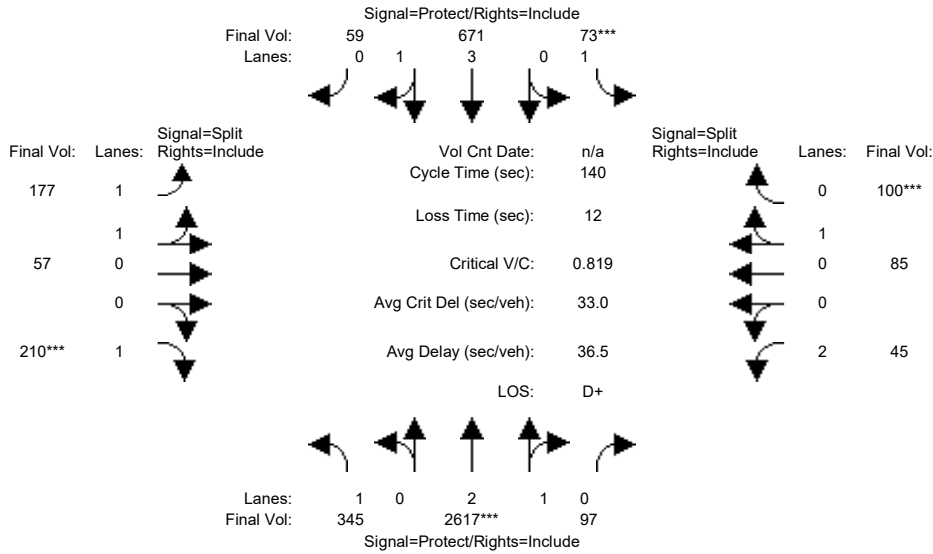
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.45	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.7	80.7	80.7	7.5	27.5	27.5	21.4	21.4	21.4	18.4	18.4	18.4
Volume/Cap:	0.45	0.78	0.78	0.78	0.45	0.45	0.43	0.43	0.78	0.11	0.78	0.78
Delay/Veh:	28.4	24.2	24.2	99.5	49.9	49.9	54.3	54.3	71.0	53.7	74.5	74.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	24.2	24.2	99.5	49.9	49.9	54.3	54.3	71.0	53.7	74.5	74.5
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E	E
HCM2k95thQ:	19	43	43	7	12	12	10	10	20	2	18	18

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

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	533	0	0	150	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2617	97	73	671	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2617	97	73	671	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2617	97	73	671	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2617	97	73	671	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.66	0.34	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5400	200	1750	6893	606	2685	865	1750	3150	827	973

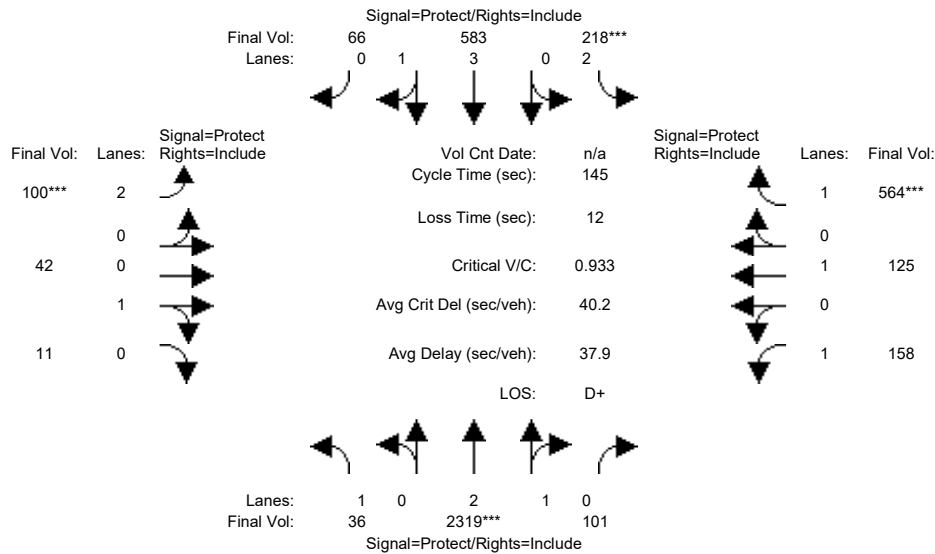
Capacity Analysis Module:												
Vol/Sat:	0.20	0.48	0.48	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.2	82.8	82.8	7.1	29.7	29.7	20.5	20.5	20.5	17.6	17.6	17.6
Volume/Cap:	0.46	0.82	0.82	0.82	0.46	0.46	0.45	0.45	0.82	0.11	0.82	0.82
Delay/Veh:	28.8	24.4	24.4	108.5	48.3	48.3	55.2	55.2	76.4	54.4	80.2	80.2
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:	28.8	24.4	24.4	108.5	48.3	48.3	55.2	55.2	76.4	54.4	80.2	80.2
LOS by Move:	C	C	C	F	D	D	E+	E+	E-	D-	F	F
HCM2k95thQ:	19	47	47	7	13	13	10	10	21	2	19	19

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	320	0	4	85	0	0	0	0	0	0	30
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2319	101	218	583	66	100	42	11	158	125	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2319	101	218	583	66	100	42	11	158	125	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2319	101	218	583	66	100	42	11	158	125	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2319	101	218	583	66	100	42	11	158	125	564

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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	3.58	0.42	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5366	234	3150	6736	763	3150	1426	374	1750	1900	1750

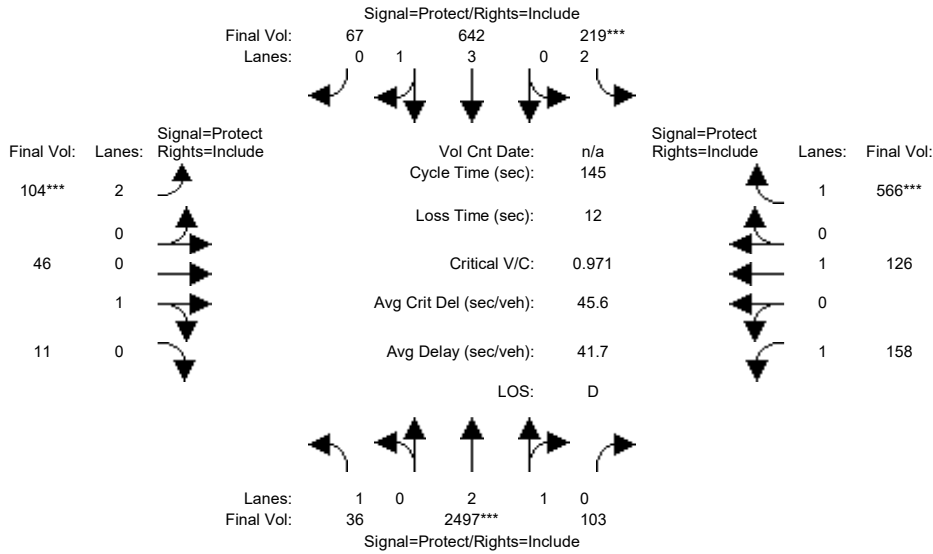
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	27.5	66.1	66.1	10.6	49.2	49.2	7.0	24.4	24.4	31.9	49.3	49.3
Volume/Cap:	0.11	0.95	0.95	0.95	0.25	0.25	0.66	0.18	0.18	0.41	0.19	0.95
Delay/Veh:	41.2	25.3	25.3	108.2	22.8	22.8	77.9	52.0	52.0	49.2	34.0	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:	41.2	25.3	25.3	108.2	22.8	22.8	77.9	52.0	52.0	49.2	34.0	71.2
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	C-	E
HCM2k95thQ:	2	55	55	13	7	7	8	4	4	12	7	48

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	498	2	5	144	1	4	4	0	0	1	32
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2497	103	219	642	67	104	46	11	158	126	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2497	103	219	642	67	104	46	11	158	126	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2497	103	219	642	67	104	46	11	158	126	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2497	103	219	642	67	104	46	11	158	126	566

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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	2.00	3.61	0.39	2.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	5378	222	3150	6790	709	3150	1453	347	1750	1900	1750

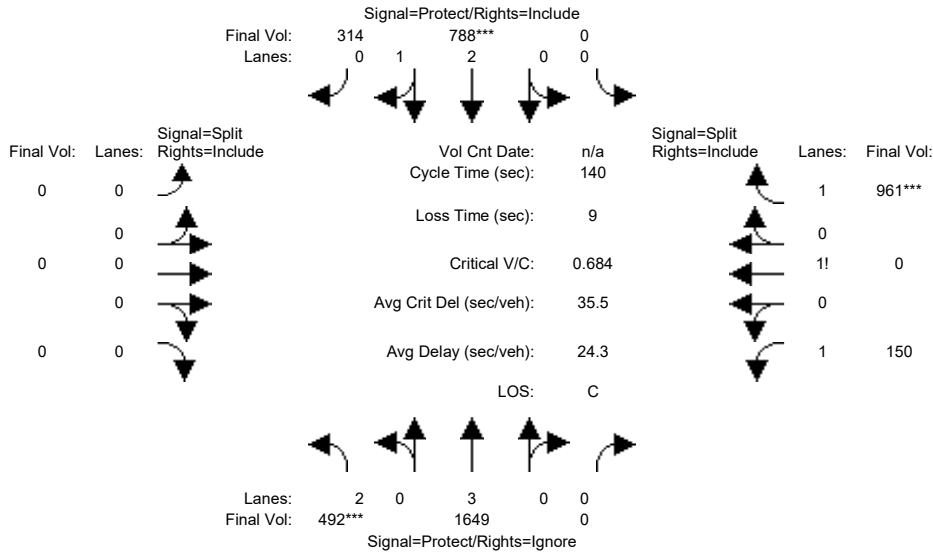
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.5	68.2	68.2	10.2	51.9	51.9	7.0	23.6	23.6	30.9	47.5	47.5
Volume/Cap:	0.11	0.99	0.99	0.99	0.26	0.26	0.68	0.19	0.19	0.42	0.20	0.99
Delay/Veh:	42.2	29.9	29.9	120.3	20.8	20.8	80.0	52.8	52.8	50.1	35.2	82.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	29.9	29.9	120.3	20.8	20.8	80.0	52.8	52.8	50.1	35.2	82.4
LOS by Move:	D	C	C	F	C+	C+	F	D-	D-	D	D+	F
HCM2k95thQ:	2	65	65	14	7	7	8	5	5	12	8	50

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	180	0	0	65	20	0	0	0	0	0	140
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1649	0	0	788	314	0	0	0	150	0	961
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:	492	1649	0	0	788	314	0	0	0	150	0	961
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1649	0	0	788	314	0	0	0	150	0	961
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
Final Volume:	492	1649	0	0	788	314	0	0	0	150	0	961

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	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.11	0.89	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4002	1595	0	0	0	1992	0	3351

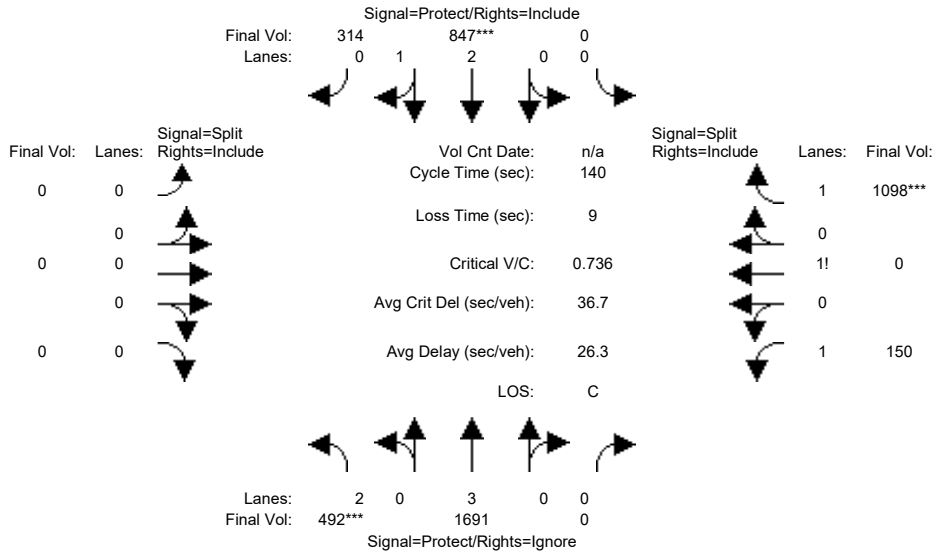
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	***				****							****
Green Time:	32.0	72.3	0.0	0.0	40.3	40.3	0.0	0.0	0.0	58.7	0.0	58.7
Volume/Cap:	0.68	0.56	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.18	0.00	0.68
Delay/Veh:	42.4	6.9	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.5	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	6.9	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.5	0.0	34.3
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2k95thQ:	19	13	0	0	23	23	0	0	0	7	0	33

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

Vallco Special Area Specific Plan
SJ17-1786

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

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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	222	0	0	124	20	0	0	0	0	0	277
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1691	0	0	847	314	0	0	0	150	0	1098
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:	492	1691	0	0	847	314	0	0	0	150	0	1098
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1691	0	0	847	314	0	0	0	150	0	1098
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
Final Volume:	492	1691	0	0	847	314	0	0	0	150	0	1098

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.16	0.84	0.00	0.00	0.00	1.12	0.00	1.88
Final Sat.:	3150	5700	0	0	4083	1514	0	0	0	1966	0	3378

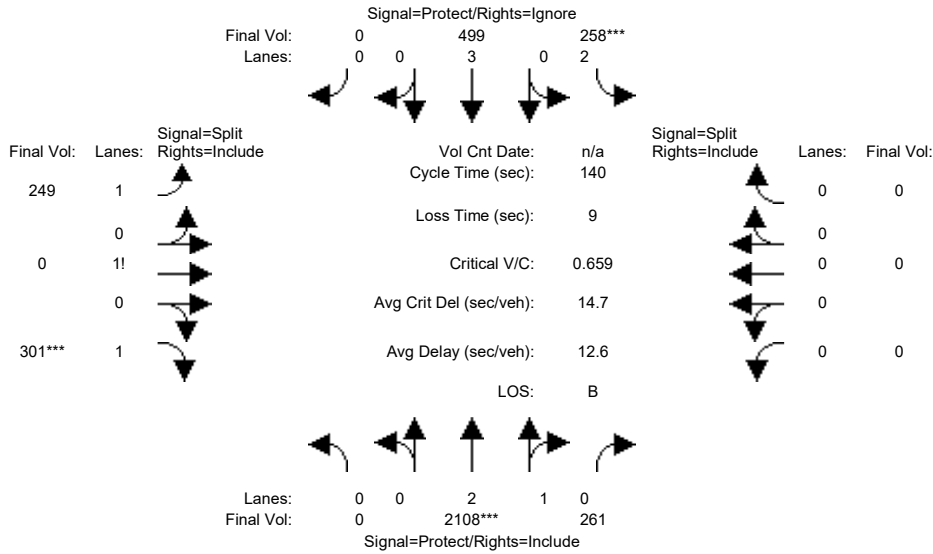
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.30	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.33
Crit Moves:	***			***						***		
Green Time:	29.7	69.2	0.0	0.0	39.5	39.5	0.0	0.0	0.0	61.8	0.0	61.8
Volume/Cap:	0.74	0.60	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.17	0.00	0.74
Delay/Veh:	46.5	9.3	0.0	0.0	35.5	35.5	0.0	0.0	0.0	23.6	0.0	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	9.3	0.0	0.0	35.5	35.5	0.0	0.0	0.0	23.6	0.0	34.1
LOS by Move:	D	A	A	A	D+	D+	A	A	A	C	A	C-
HCM2k95thQ:	20	16	0	0	25	25	0	0	0	7	0	37

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	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	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	180	0	12	53	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2108	261	258	499	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2108	261	258	499	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2108	261	258	499	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2108	261	258	499	0	249	0	301	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	0.92	0.92	1.00	0.92
Lanes:	0.00	2.66	0.34	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4982	617	3150	5700	0	2542	0	2708	0	0	0

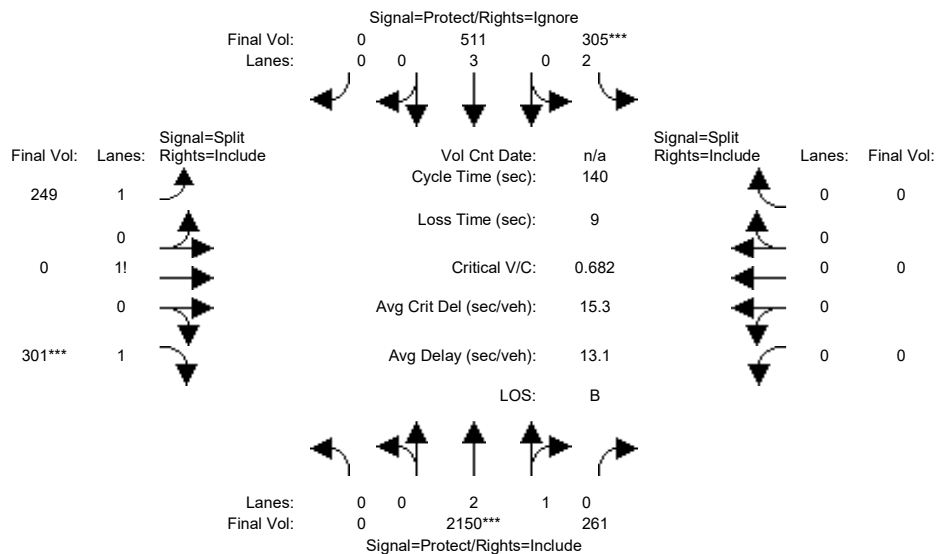
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.08	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	90.0	90.0	17.4	107	0.0	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.11	0.00	0.58	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	57.0	0.0	0.0	54.5	0.0	56.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	57.0	0.0	0.0	54.5	0.0	56.4	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	D-	A	E+	A	A	A
HCM2k95thQ:	0	2	2	12	0	0	15	0	17	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	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	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	222	0	59	65	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2150	261	305	511	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2150	261	305	511	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2150	261	305	511	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2150	261	305	511	0	249	0	301	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	0.92	0.92	1.00	0.92
Lanes:	0.00	2.66	0.34	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4993	606	3150	5700	0	2542	0	2708	0	0	0

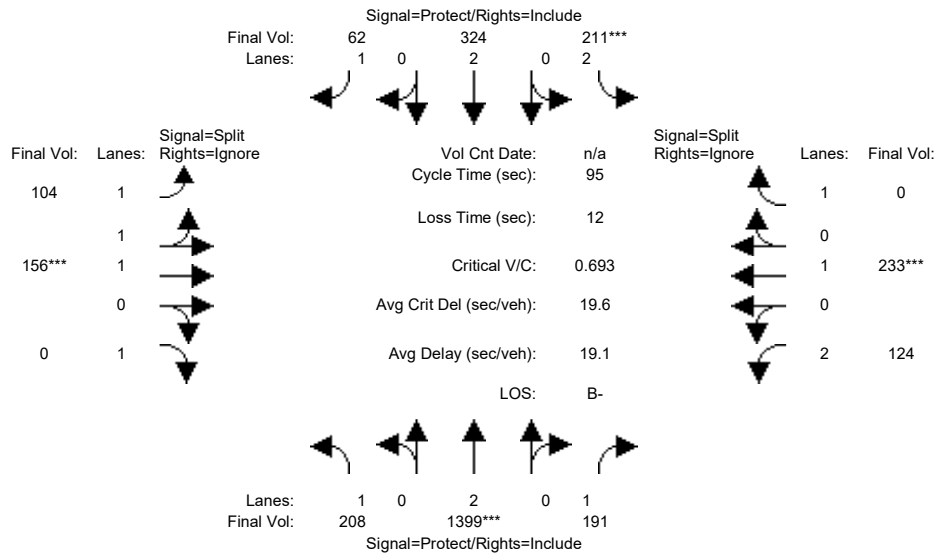
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.10	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.3	88.3	19.9	108	0.0	22.8	0.0	22.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.12	0.00	0.60	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.6	55.1	0.0	0.0	55.5	0.0	57.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.6	55.1	0.0	0.0	55.5	0.0	57.6	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	0	3	3	13	0	0	15	0	18	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East 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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	180	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1399	191	211	324	62	104	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1399	191	211	324	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1399	191	211	324	62	104	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1399	191	211	324	62	104	156	0	124	233	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	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.24	1.76	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2178	3268	1750	3150	1900	1750

Capacity Analysis Module:

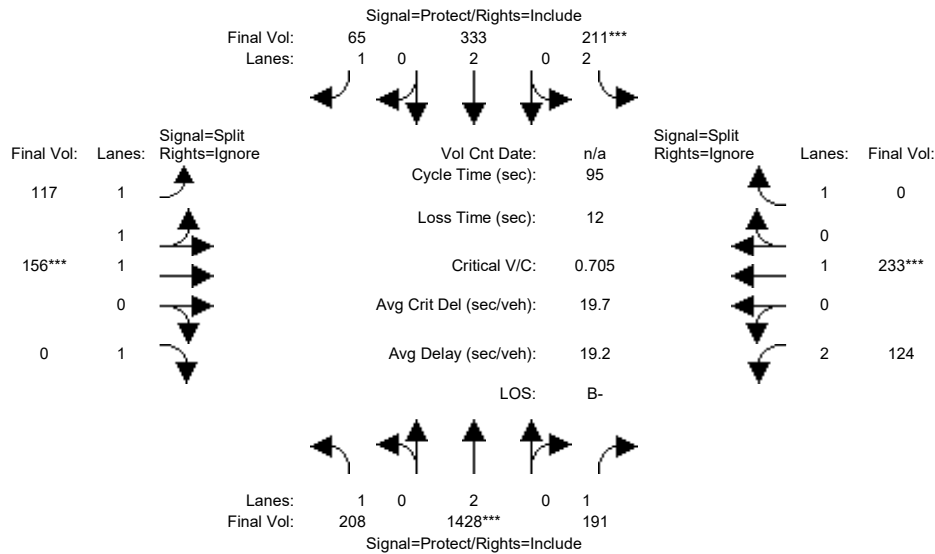
Vol/Sat:	0.12	0.37	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.2	48.2	48.2	8.8	26.7	26.7	10.0	10.0	0.0	16.0	16.0	0.0
Volume/Cap:	0.37	0.73	0.22	0.73	0.30	0.13	0.45	0.45	0.00	0.23	0.73	0.00
Delay/Veh:	17.7	7.1	4.2	47.9	20.0	18.9	40.5	40.5	0.0	34.4	45.4	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:	17.7	7.1	4.2	47.9	20.0	18.9	40.5	40.5	0.0	34.4	45.4	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	18	3	8	6	2	6	6	0	4	13	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	209	0	0	62	3	13	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1428	191	211	333	65	117	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1428	191	211	333	65	117	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1428	191	211	333	65	117	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1428	191	211	333	65	117	156	0	124	233	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	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.33	1.67	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2334	3112	1750	3150	1900	1750

Capacity Analysis Module:

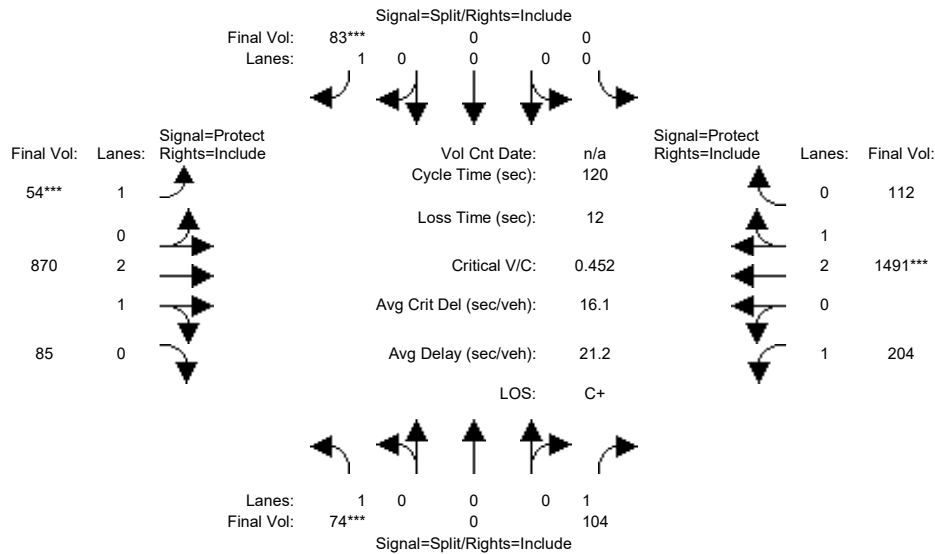
Vol/Sat:	0.12	0.38	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.3	48.5	48.5	8.6	26.8	26.8	10.0	10.0	0.0	15.8	15.8	0.0
Volume/Cap:	0.37	0.74	0.21	0.74	0.31	0.13	0.48	0.48	0.00	0.24	0.74	0.00
Delay/Veh:	17.6	7.0	4.0	48.8	19.9	18.8	40.7	40.7	0.0	34.6	46.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	7.0	4.0	48.8	19.9	18.8	40.7	40.7	0.0	34.6	46.3	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	19	3	8	6	2	6	6	0	4	13	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	74	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	870	85	204	1491	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	870	85	204	1491	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	870	85	204	1491	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	870	85	204	1491	112

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	0.99	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.72	0.28	1.00	2.78	0.22
Final Sat.:	1750	0	1750	0	0	1750	1750	5101	498	1750	5208	391

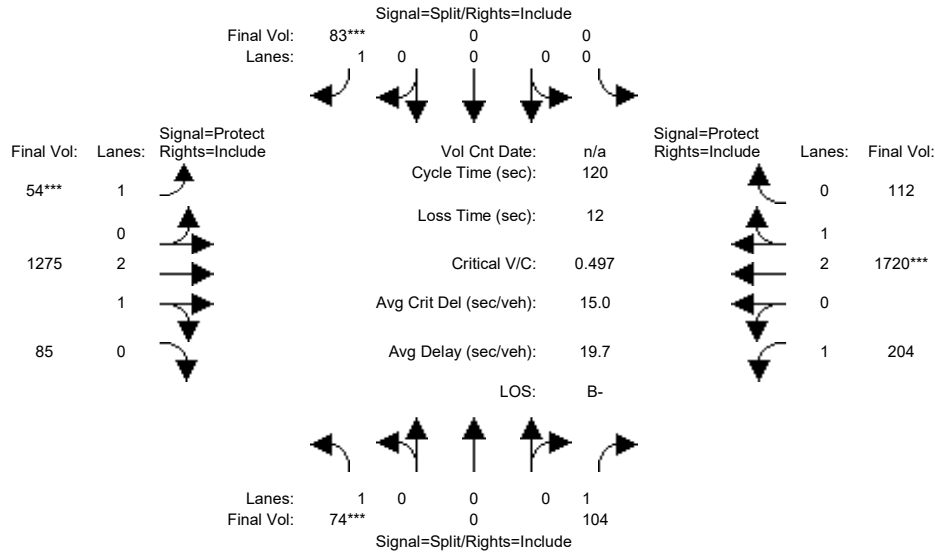
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.17	0.17	0.12	0.29	0.29
Crit Moves:	***					***	***				***	
Green Time:	15.8	0.0	15.8	0.0	0.0	12.6	8.2	50.0	50.0	34.2	76.0	76.0
Volume/Cap:	0.32	0.00	0.45	0.00	0.00	0.45	0.45	0.41	0.41	0.41	0.45	0.45
Delay/Veh:	48.1	0.0	49.5	0.0	0.0	52.2	56.5	24.7	24.7	35.3	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	0.0	49.5	0.0	0.0	52.2	56.5	24.7	24.7	35.3	11.4	11.4
LOS by Move:	D	A	D	A	A	D-	E+	C	C	D+	B+	B+
HCM2k95thQ:	6	0	8	0	0	7	4	15	15	12	18	18

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	479	0	0	350	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	1275	85	204	1720	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	1275	85	204	1720	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1275	85	204	1720	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	1275	85	204	1720	112

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	2.81	0.19	1.00	2.81	0.19
Final Sat.:	1750	0	1750	0	0	1750	1750	5250	350	1750	5257	342

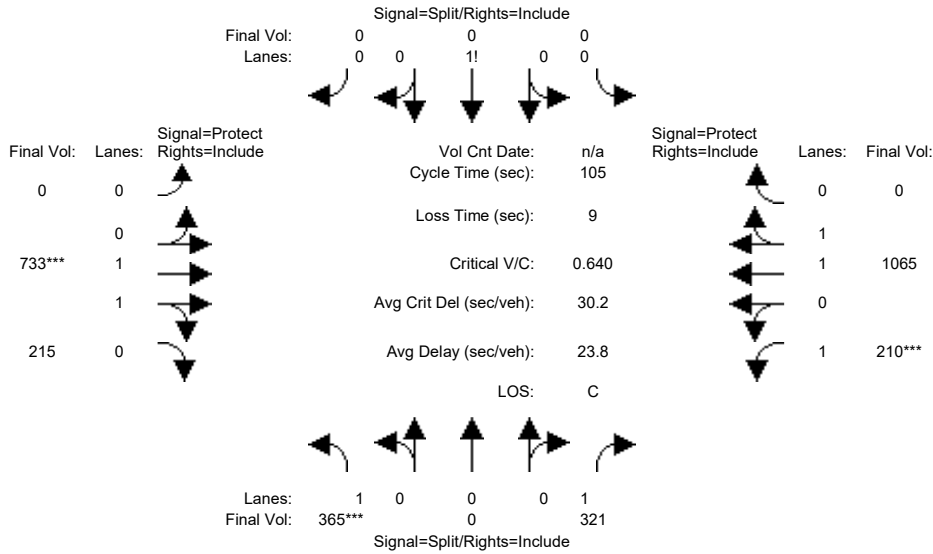
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.24	0.24	0.12	0.33	0.33
Crit Moves:	***					***	***				***	
Green Time:	14.3	0.0	14.3	0.0	0.0	11.4	7.4	58.4	58.4	28.0	78.9	78.9
Volume/Cap:	0.35	0.00	0.50	0.00	0.00	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Delay/Veh:	49.6	0.0	51.3	0.0	0.0	53.9	58.0	21.1	21.1	40.9	10.6	10.6
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:	49.6	0.0	51.3	0.0	0.0	53.9	58.0	21.1	21.1	40.9	10.6	10.6
LOS by Move:	D	A	D-	A	A	D-	E+	C+	C+	D	B+	B+
HCM2k95thQ:	6	0	9	0	0	7	4	20	20	13	20	20

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	0	0	0	0	0	0	0	85	1	0	79	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	365	0	321	0	0	0	0	733	215	210	1065	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:	365	0	321	0	0	0	0	733	215	210	1065	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	321	0	0	0	0	733	215	210	1065	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:	365	0	321	0	0	0	0	733	215	210	1065	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2860	839	1750	3700	0

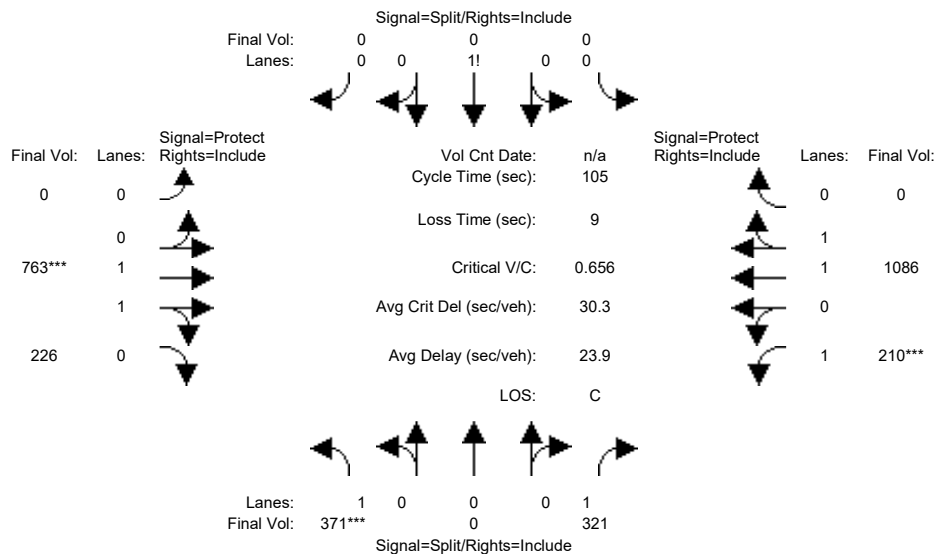
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	34.2	0.0	34.2	0.0	0.0	0.0	0.0	42.1	42.1	19.7	61.8	0.0
Volume/Cap:	0.64	0.00	0.56	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.49	0.00
Delay/Veh:	32.6	0.0	30.5	0.0	0.0	0.0	0.0	26.3	26.3	43.6	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	0.0	30.5	0.0	0.0	0.0	0.0	26.3	26.3	43.6	12.7	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	21	0	18	0	0	0	0	23	23	13	18	0

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

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

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	6	0	0	0	0	0	0	115	12	0	100	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	371	0	321	0	0	0	0	763	226	210	1086	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:	371	0	321	0	0	0	0	763	226	210	1086	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	321	0	0	0	0	763	226	210	1086	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
Final Volume:	371	0	321	0	0	0	0	763	226	210	1086	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2854	845	1750	3700	0

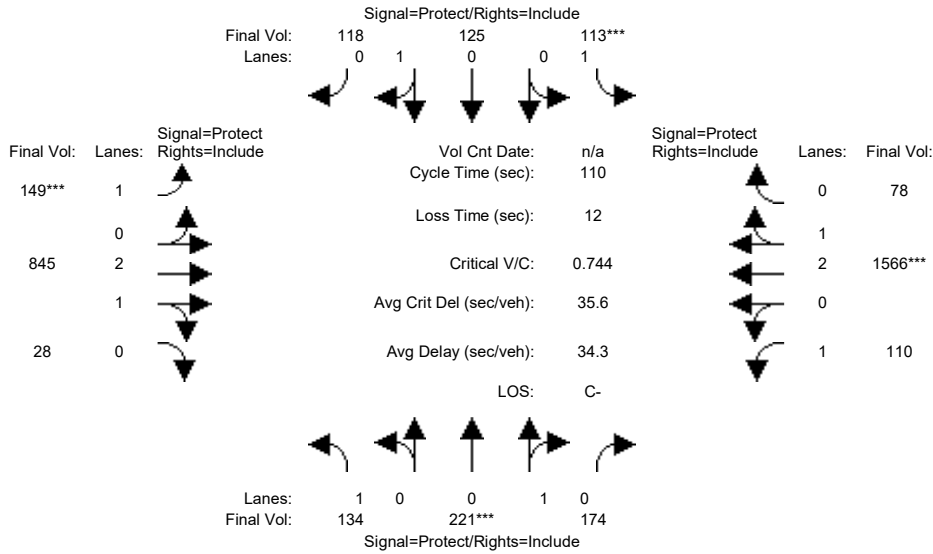
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.27	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	42.8	42.8	19.2	62.0	0.0
Volume/Cap:	0.66	0.00	0.57	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.50	0.00
Delay/Veh:	33.3	0.0	30.8	0.0	0.0	0.0	0.0	26.2	26.2	44.7	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	0.0	30.8	0.0	0.0	0.0	0.0	26.2	26.2	44.7	12.6	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	21	0	18	0	0	0	0	24	24	13	18	0

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

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	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:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	0	1	0	0	0	74	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	174	113	125	118	149	845	28	110	1566	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:	134	221	174	113	125	118	149	845	28	110	1566	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	113	125	118	149	845	28	110	1566	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
Final Volume:	134	221	174	113	125	118	149	845	28	110	1566	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	0.56	0.44	1.00	0.51	0.49	1.00	2.90	0.10	1.00	2.85	0.15
Final Sat.:	1750	1007	793	1750	926	874	1750	5420	180	1750	5334	266

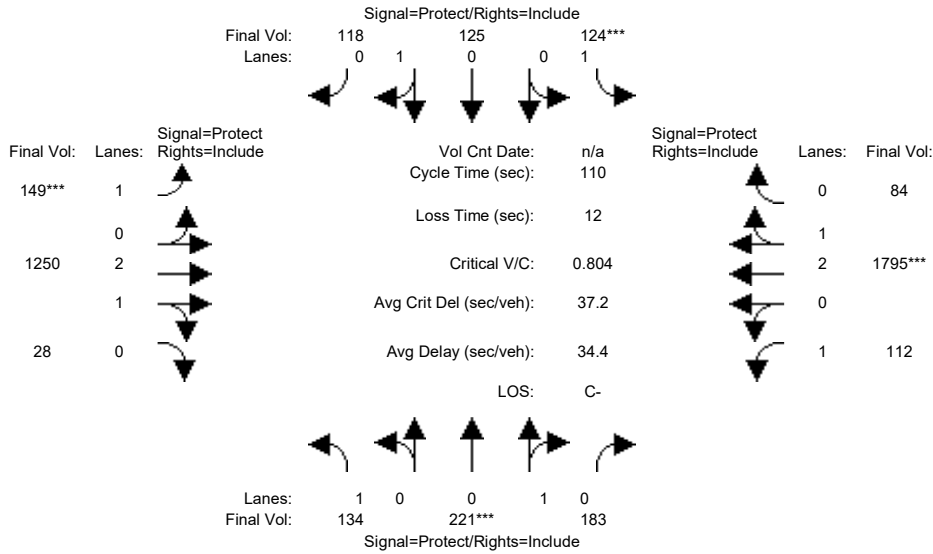
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.06	0.14	0.14	0.09	0.16	0.16	0.06	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	15.2	32.4	32.4	9.5	26.8	26.8	12.6	39.8	39.8	16.2	43.4	43.4
Volume/Cap:	0.55	0.74	0.74	0.74	0.55	0.55	0.74	0.43	0.43	0.43	0.74	0.74
Delay/Veh:	47.0	40.7	40.7	66.9	37.9	37.9	61.1	26.7	26.7	43.8	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	40.7	40.7	66.9	37.9	37.9	61.1	26.7	26.7	43.8	29.9	29.9
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D	C	C
HCM2k95thQ:	9	23	23	11	15	15	11	14	14	7	28	28

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

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2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	9	12	0	0	0	479	0	2	350	6
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	183	124	125	118	149	1250	28	112	1795	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	183	124	125	118	149	1250	28	112	1795	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	183	124	125	118	149	1250	28	112	1795	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	183	124	125	118	149	1250	28	112	1795	84

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	0.55	0.45	1.00	0.51	0.49	1.00	2.93	0.07	1.00	2.86	0.14
Final Sat.:	1750	985	815	1750	926	874	1750	5477	123	1750	5349	250

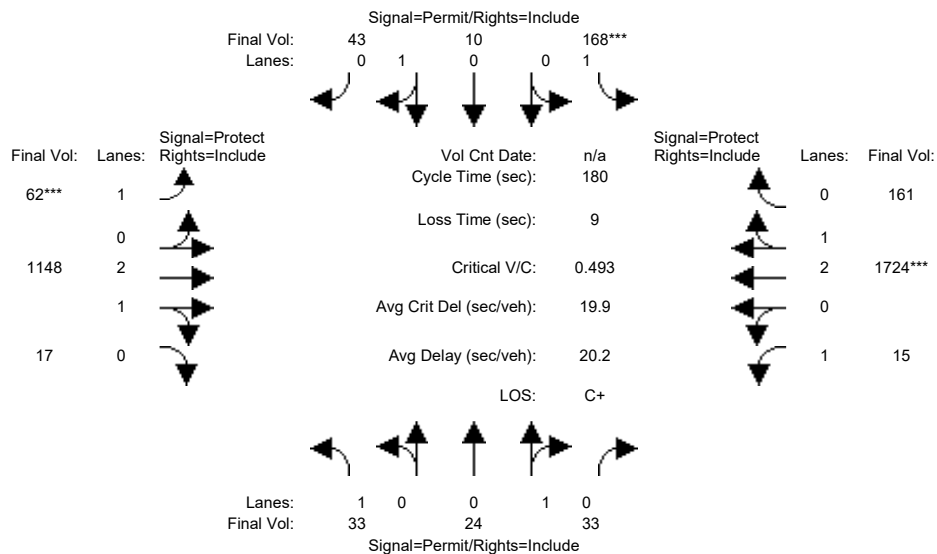
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.23	0.23	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	14.6	30.7	30.7	9.7	25.8	25.8	11.7	45.0	45.0	12.6	45.9	45.9
Volume/Cap:	0.58	0.80	0.80	0.80	0.58	0.58	0.80	0.56	0.56	0.56	0.80	0.80
Delay/Veh:	48.3	46.0	46.0	74.7	39.2	39.2	69.9	25.2	25.2	49.5	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	46.0	46.0	74.7	39.2	39.2	69.9	25.2	25.2	49.5	30.2	30.2
LOS by Move:	D	D	D	E	D	D	E	C	C	D	C	C
HCM2k95thQ:	9	25	25	13	15	15	11	20	20	8	33	33

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

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	74	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1148	17	15	1724	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	24	33	168	10	43	62	1148	17	15	1724	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1148	17	15	1724	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1148	17	15	1724	161

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	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.95	0.05	1.00	2.73	0.27
Final Sat.:	1750	758	1042	1750	340	1460	1750	5518	82	1750	5121	478

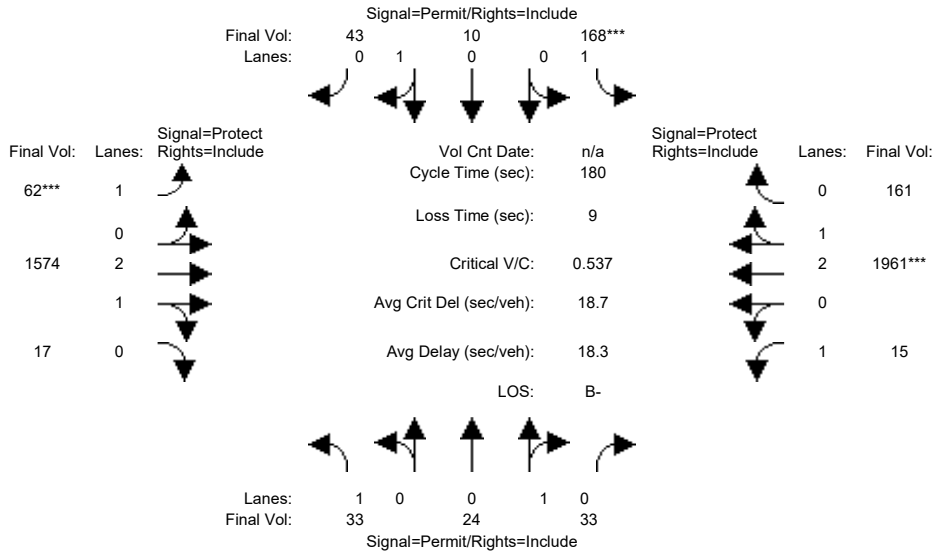
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.21	0.21	0.01	0.34	0.34
Crit Moves:				****			****			****		
Green Time:	35.1	35.1	35.1	35.1	35.1	35.1	12.9	115	114.5	21.4	123	123.0
Volume/Cap:	0.10	0.16	0.16	0.49	0.15	0.15	0.49	0.33	0.33	0.07	0.49	0.49
Delay/Veh:	59.6	60.5	60.5	65.7	60.3	60.3	83.4	15.1	15.1	70.6	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	60.5	60.5	65.7	60.3	60.3	83.4	15.1	15.1	70.6	13.7	13.7
LOS by Move:	E+	E	E	E	E	E	F	B	B	E	B	B
HCM2k95thQ:	3	5	5	17	5	5	7	18	18	2	28	28

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

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

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	500	0	0	358	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1574	17	15	1961	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	24	33	168	10	43	62	1574	17	15	1961	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1574	17	15	1961	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1574	17	15	1961	161

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	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.97	0.03	1.00	2.76	0.24
Final Sat.:	1750	758	1042	1750	340	1460	1750	5540	60	1750	5175	425

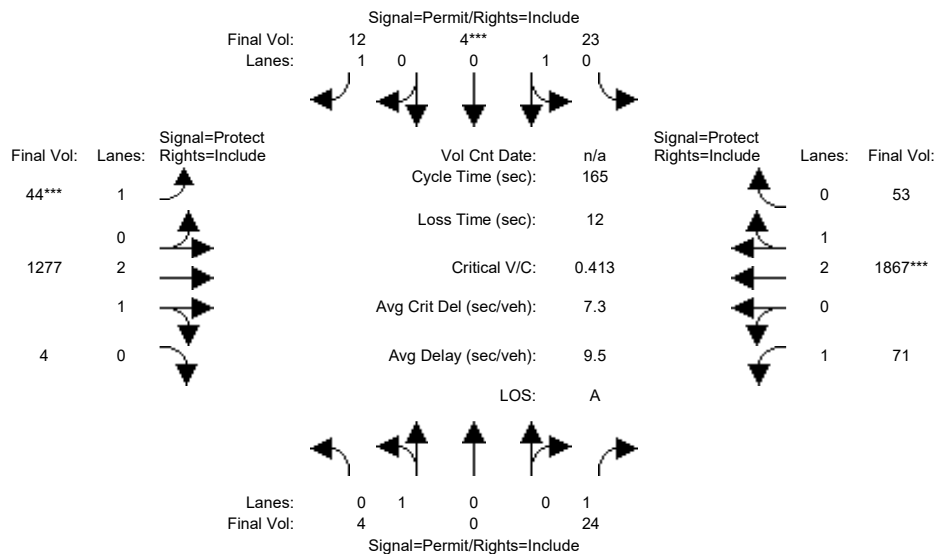
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.28	0.28	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	32.2	32.2	32.2	32.2	32.2	32.2	11.9	122	122.1	16.7	127	127.0
Volume/Cap:	0.11	0.18	0.18	0.54	0.16	0.16	0.54	0.42	0.42	0.09	0.54	0.54
Delay/Veh:	62.0	63.0	63.0	69.0	62.8	62.8	86.4	13.1	13.1	74.9	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	63.0	63.0	69.0	62.8	62.8	86.4	13.1	13.1	74.9	12.7	12.7
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B
HCM2k95thQ:	3	6	6	17	5	5	7	23	23	2	31	31

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

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Background AM

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	0	0	1	2	72	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	23	4	12	44	1277	4	71	1867	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:	4	0	24	23	4	12	44	1277	4	71	1867	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	23	4	12	44	1277	4	71	1867	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
Final Volume:	4	0	24	23	4	12	44	1277	4	71	1867	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.85	0.15	1.00	1.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1800	0	1750	1533	267	1750	1750	5582	17	1750	5445	155

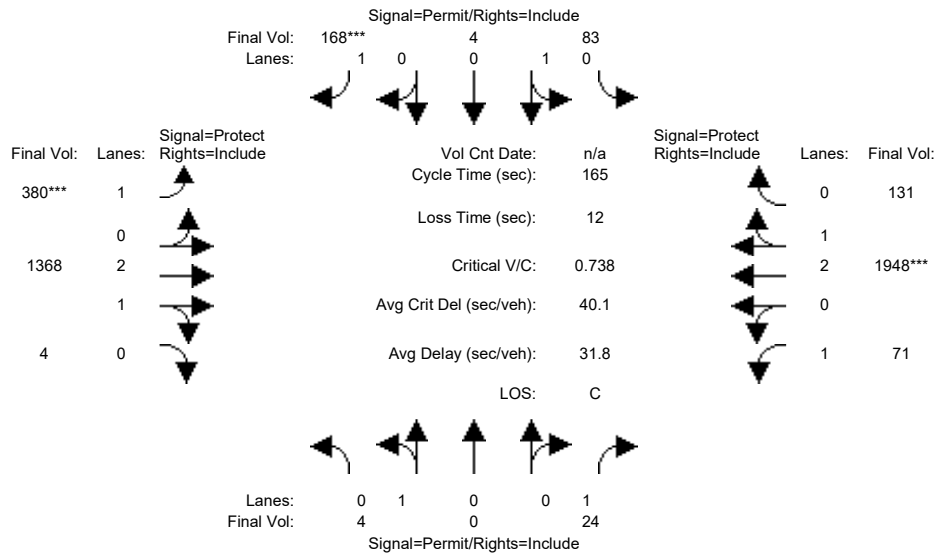
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.01	0.03	0.23	0.23	0.04	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.8	121	120.6	22.4	133	133.2
Volume/Cap:	0.04	0.00	0.23	0.25	0.25	0.11	0.42	0.31	0.31	0.30	0.42	0.42
Delay/Veh:	73.1	0.0	74.9	75.1	75.1	73.8	77.7	7.8	7.8	65.0	4.7	4.7
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:	73.1	0.0	74.9	75.1	75.1	73.8	77.7	7.8	7.8	65.0	4.7	4.7
LOS by Move:	E	A	E	E-	E-	E	E-	A	A	E	A	A
HCM2k95thQ:	0	0	3	3	3	3	1	5	14	14	6	17

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	60	0	157	338	163	0	0	201	78
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	83	4	168	380	1368	4	71	1948	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	83	4	168	380	1368	4	71	1948	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	83	4	168	380	1368	4	71	1948	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	83	4	168	380	1368	4	71	1948	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	2.80	0.20
Final Sat.:	1800	0	1750	1717	83	1750	1750	5584	16	1750	5247	353

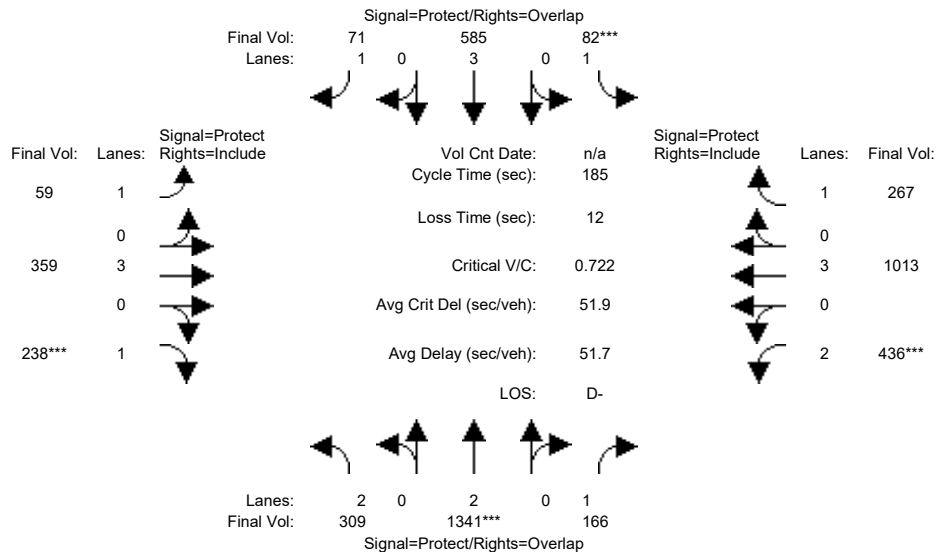
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.10	0.22	0.25	0.25	0.04	0.37	0.37
Crit Moves:						****	****				****	
Green Time:	21.5	0.0	21.5	21.5	21.5	21.5	48.5	112	112.1	19.4	83.0	83.0
Volume/Cap:	0.02	0.00	0.11	0.37	0.37	0.74	0.74	0.36	0.36	0.34	0.74	0.74
Delay/Veh:	62.6	0.0	63.5	66.6	66.6	81.1	58.1	11.3	11.3	68.0	33.5	33.5
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:	62.6	0.0	63.5	66.6	66.6	81.1	58.1	11.3	11.3	68.0	33.5	33.5
LOS by Move:	E	A	E	E	E	F	E+	B+	B+	E	C-	C-
HCM2k95thQ:	0	0	2	9	9	19	32	18	18	7	42	42

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
	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:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	26	53	138	4	14	0	0	51	5	78	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	309	1341	166	82	585	71	59	359	238	436	1013	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	1341	166	82	585	71	59	359	238	436	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1341	166	82	585	71	59	359	238	436	1013	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	309	1341	166	82	585	71	59	359	238	436	1013	267

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

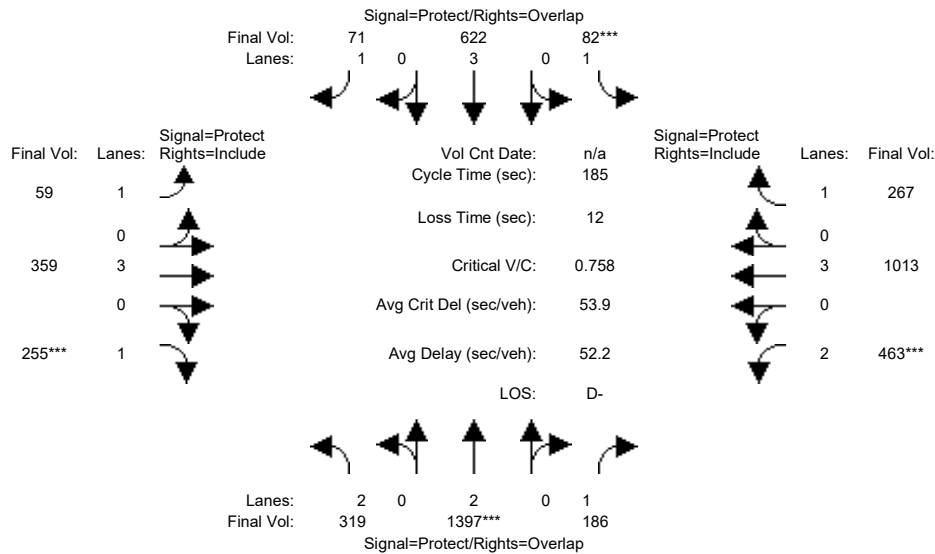
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.09	0.05	0.10	0.04	0.03	0.06	0.14	0.14	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	50.0	90.4	125.8	12.0	52.3	65.0	12.6	34.8	34.8	35.5	57.7	57.7
Volume/Cap:	0.36	0.72	0.14	0.72	0.36	0.12	0.49	0.33	0.72	0.72	0.57	0.49
Delay/Veh:	53.4	37.8	10.2	102.8	51.7	39.6	84.1	63.5	76.3	72.5	52.3	51.0
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:	53.4	37.8	10.2	102.8	51.7	39.6	84.1	63.5	76.3	72.5	52.3	51.0
LOS by Move:	D-	D+	B+	F	D-	D	F	E	E-	E	D-	D-
HCM2k95thQ:	15	46	7	12	16	6	8	11	25	24	26	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	36	109	158	4	51	0	0	51	22	105	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	319	1397	186	82	622	71	59	359	255	463	1013	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1397	186	82	622	71	59	359	255	463	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1397	186	82	622	71	59	359	255	463	1013	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	1397	186	82	622	71	59	359	255	463	1013	267

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

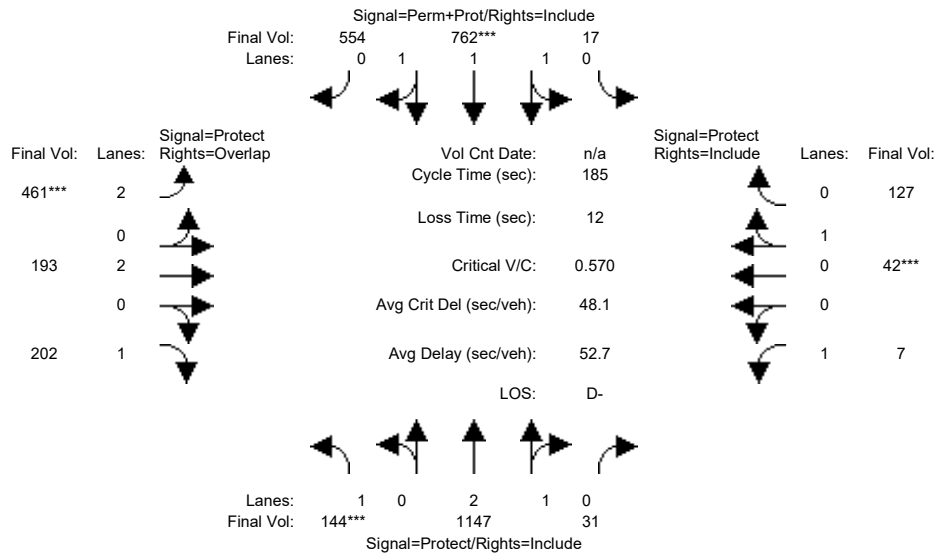
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.11	0.05	0.11	0.04	0.03	0.06	0.15	0.15	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	48.7	89.8	125.6	11.4	52.5	65.3	12.8	35.6	35.6	35.9	58.6	58.6
Volume/Cap:	0.38	0.76	0.16	0.76	0.38	0.11	0.49	0.33	0.76	0.76	0.56	0.48
Delay/Veh:	54.6	39.6	10.4	109.2	52.0	39.3	83.7	62.8	78.3	74.0	51.5	50.2
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:	54.6	39.6	10.4	109.2	52.0	39.3	83.7	62.8	78.3	74.0	51.5	50.2
LOS by Move:	D-	D	B+	F	D-	D	F	E	E-	E	D-	D
HCM2k95thQ:	15	49	7	12	17	5	8	11	27	25	26	22

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	15	111	0	0	36	60	107	0	17	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	144	1147	31	17	762	554	461	193	202	7	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1147	31	17	762	554	461	193	202	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1147	31	17	762	554	461	193	202	7	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	1147	31	17	762	554	461	193	202	7	42	127

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	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5452	147	81	3633	1800	3150	3800	1750	1750	447	1353

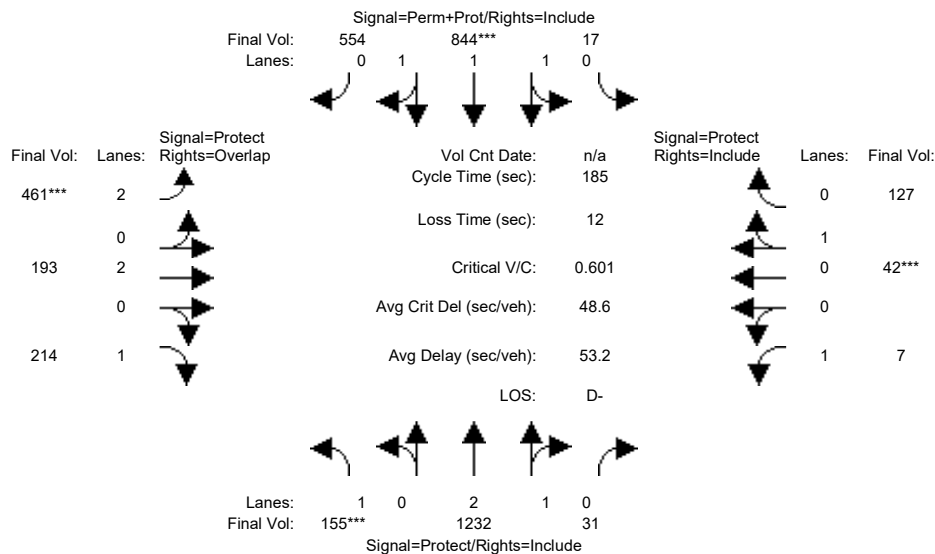
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.00	0.21	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***				***		***			***		
Green Time:	23.2	55.0	55.0	57.9	86.7	86.7	38.3	37.0	60.1	25.9	24.5	24.5
Volume/Cap:	0.66	0.71	0.71	0.67	0.45	0.66	0.71	0.25	0.36	0.03	0.71	0.71
Delay/Veh:	82.1	57.7	57.7	54.6	32.3	37.5	69.9	60.9	46.7	66.9	84.1	84.1
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:	82.1	57.7	57.7	54.6	32.3	37.5	69.9	60.9	46.7	66.9	84.1	84.1
LOS by Move:	F	E+	E+	D-	C-	D+	E	E	D	E	F	F
HCM2k95thQ:	15	33	33	32	25	40	25	8	16	1	19	19

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	26	196	0	0	118	60	107	0	29	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	155	1232	31	17	844	554	461	193	214	7	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1232	31	17	844	554	461	193	214	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1232	31	17	844	554	461	193	214	7	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	1232	31	17	844	554	461	193	214	7	42	127

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	0.04	1.96	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5462	137	73	3636	1800	3150	3800	1750	1750	447	1353

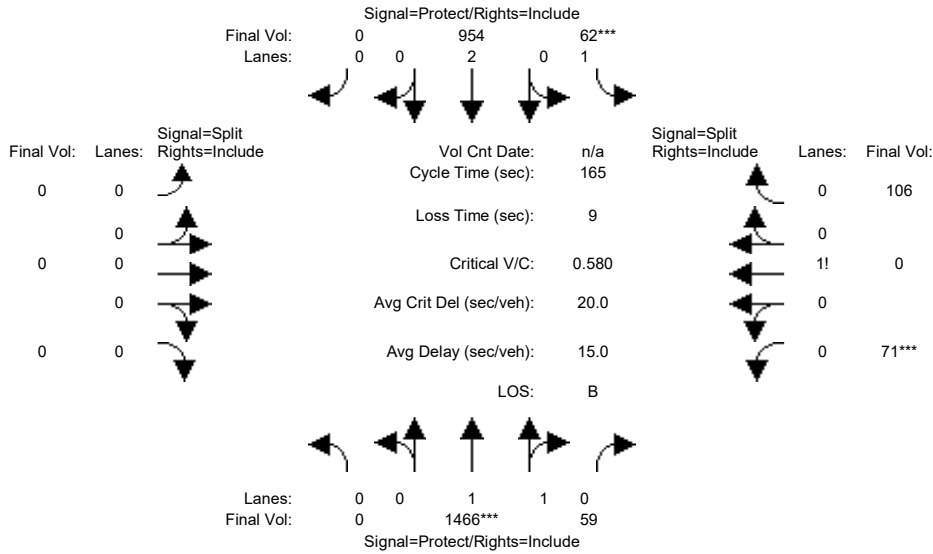
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.00	0.23	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***				***		***				***	
Green Time:	25.3	55.8	55.8	60.5	87.9	87.9	36.2	35.0	60.3	24.5	23.2	23.2
Volume/Cap:	0.65	0.75	0.75	0.71	0.49	0.65	0.75	0.27	0.38	0.03	0.75	0.75
Delay/Veh:	79.7	58.6	58.6	54.3	32.4	36.5	73.2	62.6	47.0	68.1	88.8	88.8
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:	79.7	58.6	58.6	54.3	32.4	36.5	73.2	62.6	47.0	68.1	88.8	88.8
LOS by Move:	E-	E+	E+	D-	C-	D+	E	E	D	E	F	F
HCM2k95thQ:	16	35	35	35	28	39	25	8	17	1	20	20

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	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	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	126	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1466	59	62	954	0	0	0	0	71	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1466	59	62	954	0	0	0	0	71	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1466	59	62	954	0	0	0	0	71	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1466	59	62	954	0	0	0	0	71	0	106

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	0.40	0.00	0.60
Final Sat.:	0	3557	143	1750	3800	0	0	0	0	702	0	1048

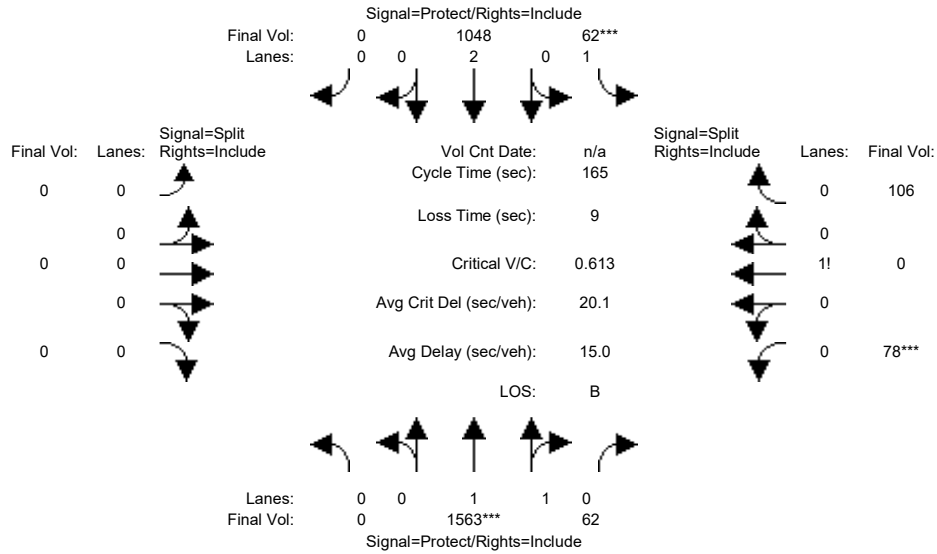
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.04	0.25	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	117	117.2	10.1	127	0.0	0.0	0.0	0.0	28.8	0.0	28.8
Volume/Cap:	0.00	0.58	0.58	0.58	0.33	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	12.1	12.1	83.2	5.8	0.0	0.0	0.0	0.0	65.4	0.0	65.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	12.1	83.2	5.8	0.0	0.0	0.0	0.0	65.4	0.0	65.4
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	33	33	7	14	0	0	0	0	17	0	17

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	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	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	223	3	0	147	0	0	0	0	7	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1563	62	62	1048	0	0	0	0	78	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1563	62	62	1048	0	0	0	0	78	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1563	62	62	1048	0	0	0	0	78	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1563	62	62	1048	0	0	0	0	78	0	106

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	0.42	0.00	0.58
Final Sat.:	0	3559	141	1750	3800	0	0	0	0	742	0	1008

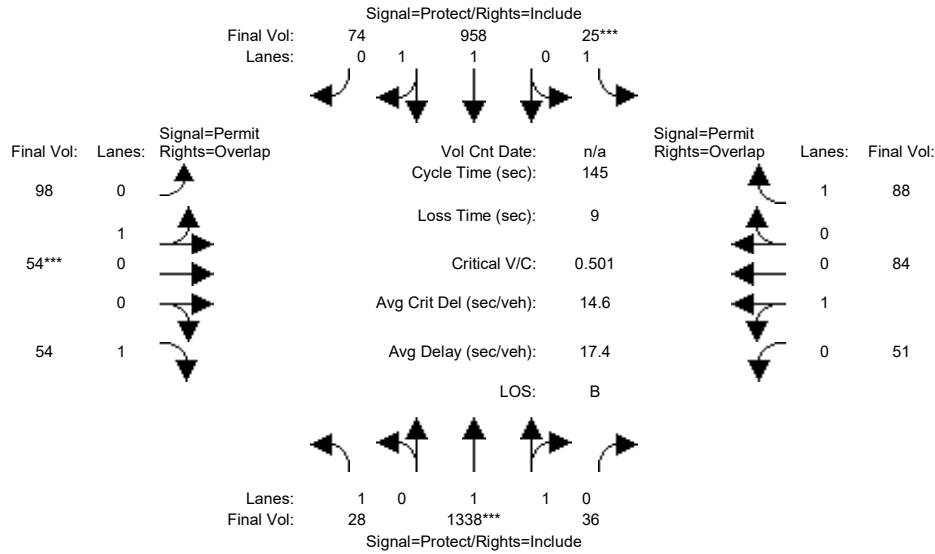
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.04	0.28	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	118	118.2	9.5	128	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.61	0.61	0.61	0.36	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	12.3	12.3	86.6	5.9	0.0	0.0	0.0	0.0	67.0	0.0	67.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	12.3	86.6	5.9	0.0	0.0	0.0	0.0	67.0	0.0	67.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	35	35	7	15	0	0	0	0	18	0	18

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	0	126	0	0	53	0	0	0	0	0	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	28	1338	36	25	958	74	98	54	54	51	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1338	36	25	958	74	98	54	54	51	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1338	36	25	958	74	98	54	54	51	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	1338	36	25	958	74	98	54	54	51	84	88

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	1.95	0.05	1.00	1.85	0.15	0.64	0.36	1.00	0.38	0.62	1.00
Final Sat.:	1750	3603	97	1750	3434	265	1161	639	1750	680	1120	1750

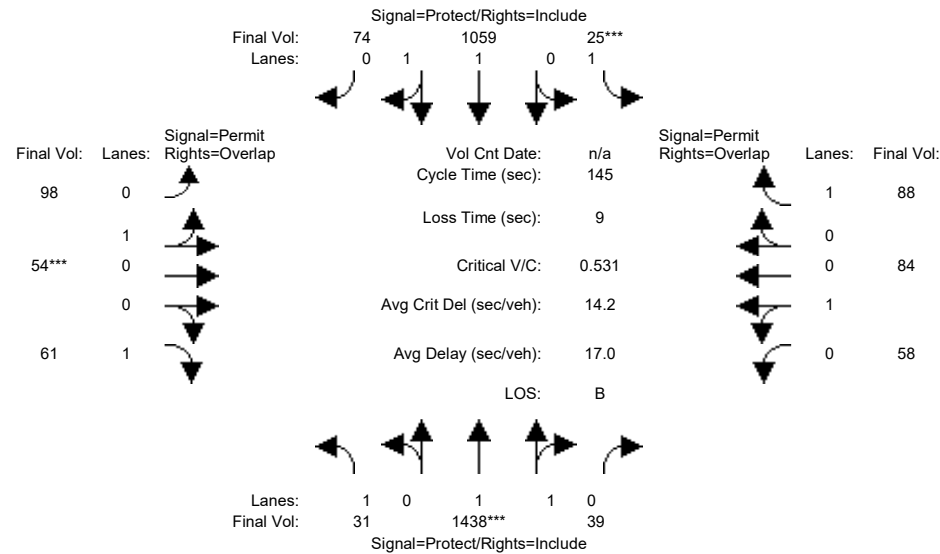
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.28	0.28	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.5	105	105.1	7.0	95.6	95.6	23.9	23.9	40.4	23.9	23.9	30.9
Volume/Cap:	0.14	0.51	0.51	0.30	0.42	0.42	0.51	0.51	0.11	0.46	0.46	0.24
Delay/Veh:	58.2	8.9	8.9	68.6	11.8	11.8	56.8	56.8	39.0	55.8	55.8	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	8.9	8.9	68.6	11.8	11.8	56.8	56.8	39.0	55.8	55.8	47.6
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2k95thQ:	2	23	23	2	20	20	13	13	4	12	12	7

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	3	226	3	0	154	0	0	0	7	7	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	31	1438	39	25	1059	74	98	54	61	58	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1438	39	25	1059	74	98	54	61	58	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1438	39	25	1059	74	98	54	61	58	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1438	39	25	1059	74	98	54	61	58	84	88

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	1.95	0.05	1.00	1.87	0.13	0.64	0.36	1.00	0.41	0.59	1.00
Final Sat.:	1750	3602	98	1750	3458	242	1161	639	1750	735	1065	1750

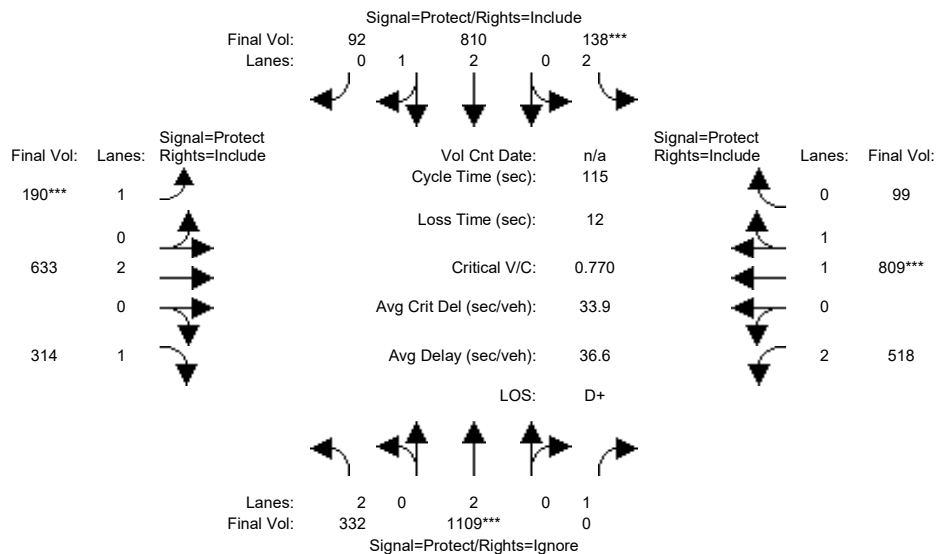
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.01	0.31	0.31	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.5	106	106.5	7.0	98.0	98.0	22.5	22.5	38.0	22.5	22.5	29.5
Volume/Cap:	0.17	0.54	0.54	0.30	0.45	0.45	0.54	0.54	0.13	0.51	0.51	0.25
Delay/Veh:	59.3	8.7	8.7	68.6	11.1	11.1	58.7	58.7	41.1	57.7	57.7	48.8
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:	59.3	8.7	8.7	68.6	11.1	11.1	58.7	58.7	41.1	57.7	57.7	48.8
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2k95thQ:	3	25	25	2	21	21	13	13	4	12	12	7

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	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:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	34	107	36	3	45	4	14	63	8	11	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	332	1109	486	138	810	92	190	633	314	518	809	99
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:	332	1109	0	138	810	92	190	633	314	518	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1109	0	138	810	92	190	633	314	518	809	99
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
Final Volume:	332	1109	0	138	810	92	190	633	314	518	809	99

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	2.68	0.32	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5028	571	1750	3800	1750	3150	3296	403

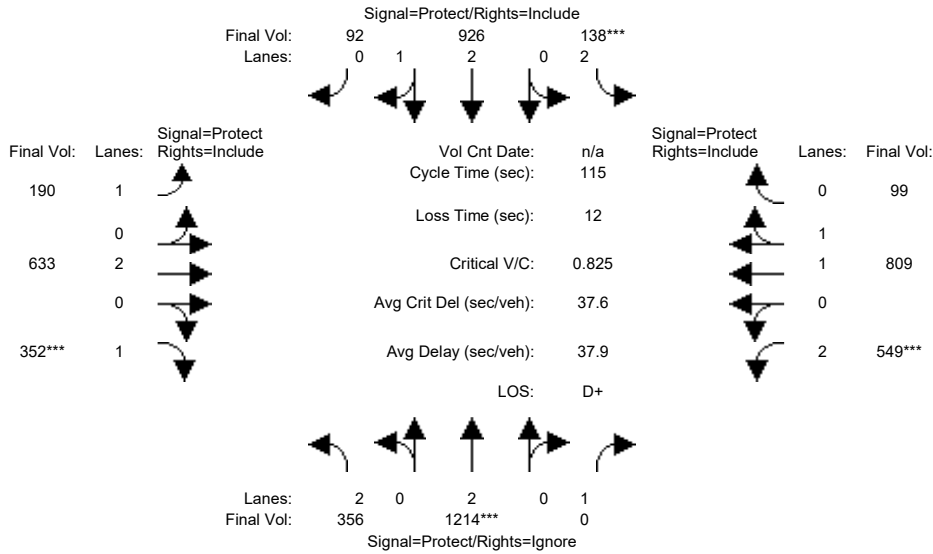
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.00	0.04	0.16	0.16	0.11	0.17	0.18	0.16	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.9	43.4	0.0	7.0	30.5	30.5	16.1	27.5	27.5	25.2	36.5	36.5
Volume/Cap:	0.61	0.77	0.00	0.72	0.61	0.61	0.77	0.70	0.75	0.75	0.77	0.77
Delay/Veh:	39.8	21.5	0.0	63.2	28.9	28.9	61.8	42.4	48.1	46.6	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	21.5	0.0	63.2	28.9	28.9	61.8	42.4	48.1	46.6	38.8	38.8
LOS by Move:	D	C+	A	E	C	C	E	D	D	D	D+	D+
HCM2k95thQ:	12	25	0	6	15	15	13	18	20	18	25	25

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	58	212	56	3	161	4	14	63	46	42	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	356	1214	506	138	926	92	190	633	352	549	809	99
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:	356	1214	0	138	926	92	190	633	352	549	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1214	0	138	926	92	190	633	352	549	809	99
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
Final Volume:	356	1214	0	138	926	92	190	633	352	549	809	99

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	2.72	0.28	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5093	506	1750	3800	1750	3150	3296	403

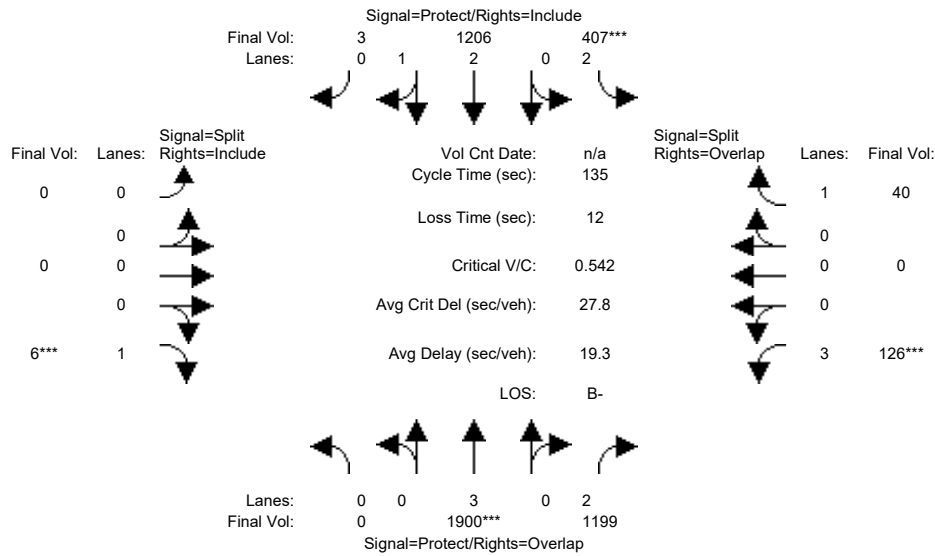
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.00	0.04	0.18	0.18	0.11	0.17	0.20	0.17	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.6	44.1	0.0	7.0	31.5	31.5	15.9	27.8	27.8	24.1	36.0	36.0
Volume/Cap:	0.66	0.83	0.00	0.72	0.66	0.66	0.78	0.69	0.83	0.83	0.78	0.78
Delay/Veh:	41.6	23.0	0.0	63.2	28.8	28.8	63.3	41.9	54.6	52.4	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	23.0	0.0	63.2	28.8	28.8	63.3	41.9	54.6	52.4	39.6	39.6
LOS by Move:	D	C	A	E	C	C	E	D	D-	D-	D	D
HCM2k95thQ:	13	30	0	6	18	18	14	18	23	20	25	25

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

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

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
Approach:	North Bound			South Bound			East 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	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:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	177	0	0	65	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	1900	1199	407	1206	3	0	0	6	126	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1900	1199	407	1206	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1900	1199	407	1206	3	0	0	6	126	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1900	1199	407	1206	3	0	0	6	126	0	40

Saturation Flow Module:	Wolfe Road						Apple Park					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5586	14	0	0	1750	4551	0	1750

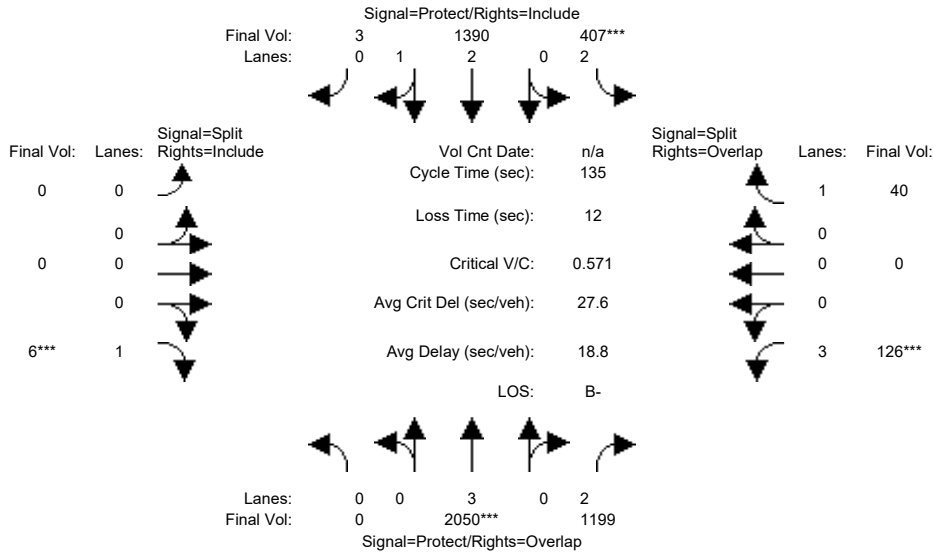
Capacity Analysis Module:	Wolfe Road						Apple Park					
Vol/Sat:	0.00	0.33	0.38	0.13	0.22	0.22	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	74.2	84.2	28.8	103	103.0	0.0	0.0	10.0	10.0	0.0	38.8
Volume/Cap:	0.00	0.61	0.61	0.61	0.28	0.28	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.9	16.0	49.6	4.9	4.9	0.0	0.0	58.2	60.2	0.0	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	16.0	49.6	4.9	4.9	0.0	0.0	58.2	60.2	0.0	35.2
LOS by Move:	A	C+	B	D	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	30	30	17	10	10	0	0	1	5	0	3

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

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

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	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	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	327	0	0	249	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	2050	1199	407	1390	3	0	0	6	126	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2050	1199	407	1390	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2050	1199	407	1390	3	0	0	6	126	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2050	1199	407	1390	3	0	0	6	126	0	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5588	12	0	0	1750	4551	0	1750

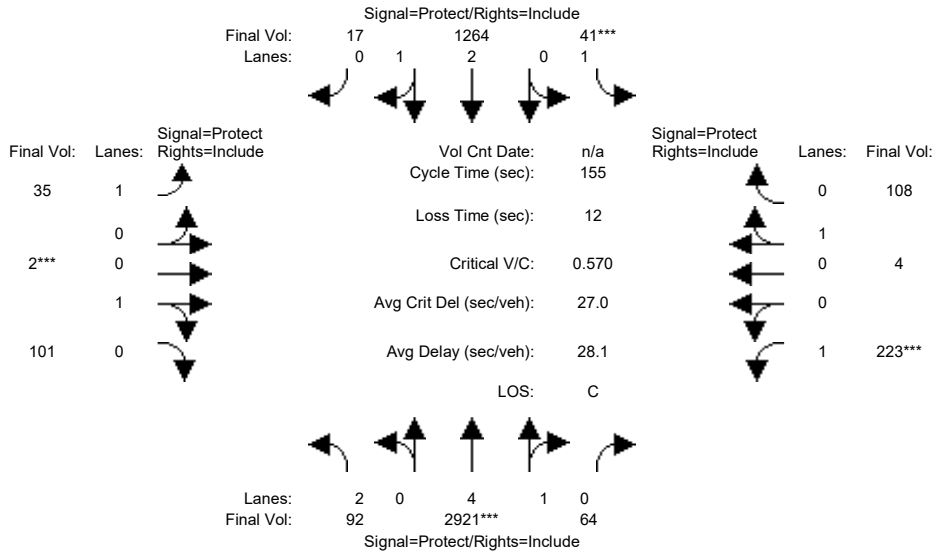
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.38	0.13	0.25	0.25	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****		****				****		****			
Green Time:	0.0	75.8	85.8	27.2	103	103.0	0.0	0.0	10.0	10.0	0.0	37.2
Volume/Cap:	0.00	0.64	0.60	0.64	0.33	0.33	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.7	15.0	51.6	5.1	5.1	0.0	0.0	58.2	60.2	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	15.0	51.6	5.1	5.1	0.0	0.0	58.2	60.2	0.0	36.3
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	32	30	17	12	12	0	0	1	5	0	3

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

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

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	104	32	16	49	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	2921	64	41	1264	17	35	2	101	223	4	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:	92	2921	64	41	1264	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2921	64	41	1264	17	35	2	101	223	4	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
Final Volume:	92	2921	64	41	1264	17	35	2	101	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.89	0.11	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9198	202	1750	5526	74	1750	35	1765	1750	64	1736

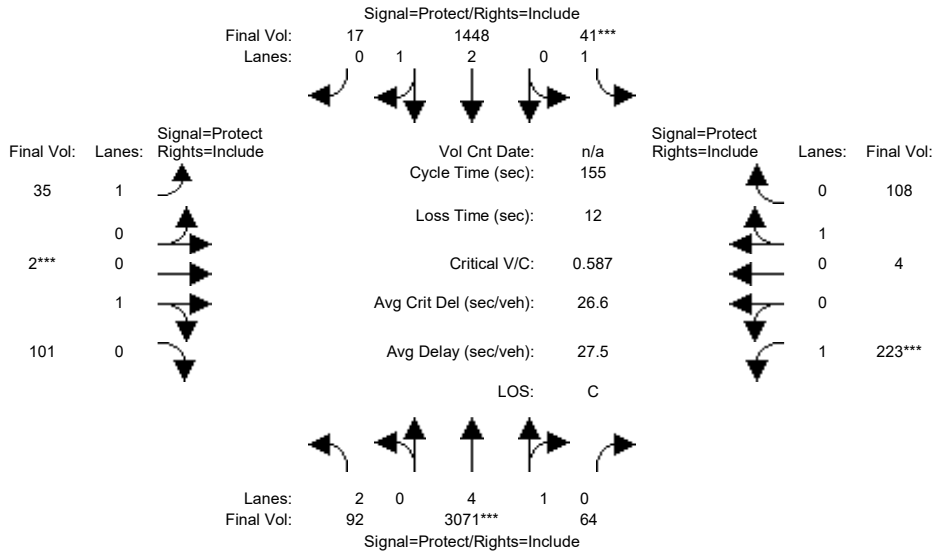
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.02	0.23	0.23	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.3	86.0	86.0	7.0	77.7	77.7	20.6	15.5	15.5	34.5	29.4	29.4
Volume/Cap:	0.30	0.57	0.57	0.52	0.46	0.46	0.15	0.57	0.57	0.57	0.33	0.33
Delay/Veh:	65.4	22.7	22.7	78.3	25.1	25.1	59.8	71.0	71.0	55.7	54.8	54.8
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:	65.4	22.7	22.7	78.3	25.1	25.1	59.8	71.0	71.0	55.7	54.8	54.8
LOS by Move:	E	C+	C+	E-	C	C	E+	E	E	E+	D-	D-
HCM2k95thQ:	5	30	30	4	23	23	3	11	11	19	10	10

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

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

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	254	32	16	233	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	3071	64	41	1448	17	35	2	101	223	4	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:	92	3071	64	41	1448	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	3071	64	41	1448	17	35	2	101	223	4	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
Final Volume:	92	3071	64	41	1448	17	35	2	101	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.89	0.11	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9208	192	1750	5535	65	1750	35	1765	1750	64	1736

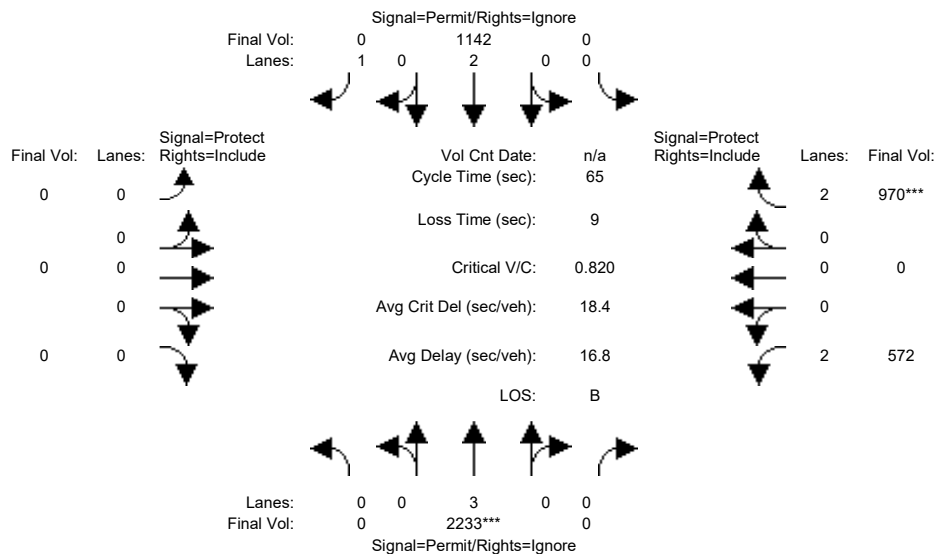
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.02	0.26	0.26	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.9	87.5	87.5	7.0	80.6	80.6	20.0	15.0	15.0	33.4	28.5	28.5
Volume/Cap:	0.33	0.59	0.59	0.52	0.50	0.50	0.16	0.59	0.59	0.59	0.34	0.34
Delay/Veh:	66.8	22.2	22.2	78.3	24.3	24.3	60.4	72.3	72.3	57.1	55.6	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	22.2	22.2	78.3	24.3	24.3	60.4	72.3	72.3	57.1	55.6	55.6
LOS by Move:	E	C+	C+	E-	C	C	E	E	E	E+	E+	E+
HCM2k95thQ:	5	32	32	4	26	26	3	11	11	20	10	10

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

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

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (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:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	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	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	118	12	0	155	45	0	0	0	11	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2233	459	0	1142	546	0	0	0	572	0	970
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2233	0	0	1142	0	0	0	0	572	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2233	0	0	1142	0	0	0	0	572	0	970
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2233	0	0	1142	0	0	0	0	572	0	970

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

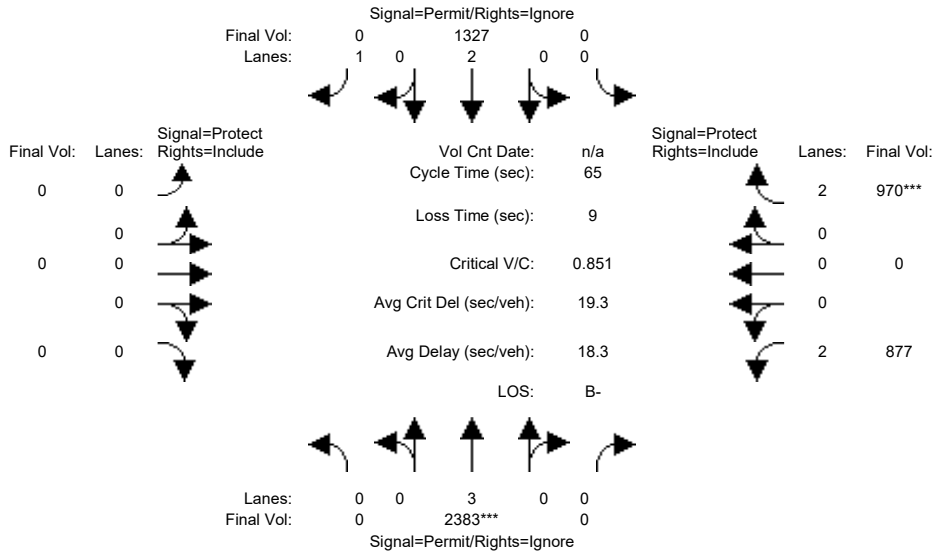
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.31
Crit Moves:	****											
Green Time:	0.0	31.6	0.0	0.0	31.6	0.0	0.0	0.0	0.0	24.4	0.0	24.4
Volume/Cap:	0.00	0.82	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.48	0.00	0.82
Delay/Veh:	0.0	16.4	0.0	0.0	12.9	0.0	0.0	0.0	0.0	15.8	0.0	23.0
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	16.4	0.0	0.0	12.9	0.0	0.0	0.0	0.0	15.8	0.0	23.0
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C+
HCM2k95thQ:	0	16	0	0	9	0	0	0	0	11	0	24

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (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:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	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	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	268	173	0	340	45	0	0	0	316	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2383	620	0	1327	546	0	0	0	877	0	970
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2383	0	0	1327	0	0	0	0	877	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2383	0	0	1327	0	0	0	0	877	0	970
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2383	0	0	1327	0	0	0	0	877	0	970

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

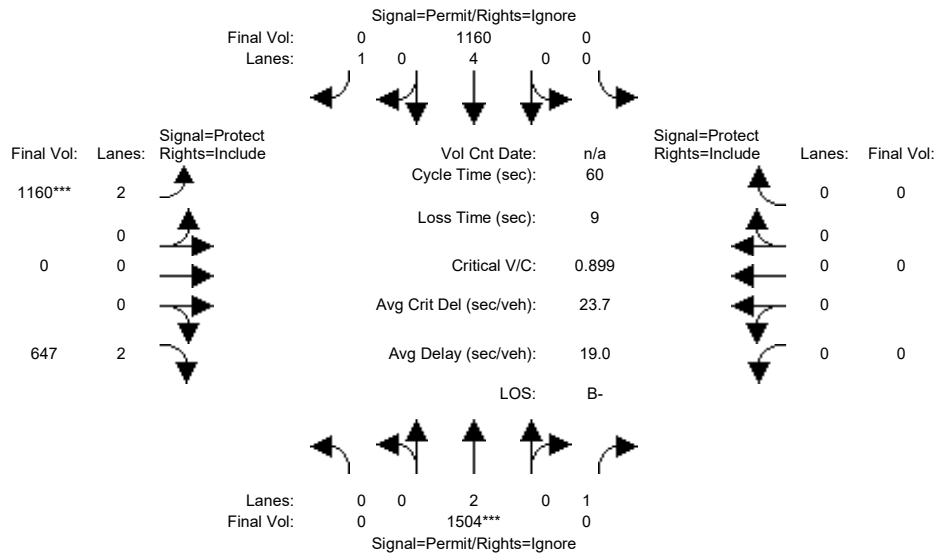
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.28	0.00	0.31
Crit Moves:	****											
Green Time:	0.0	32.5	0.0	0.0	32.5	0.0	0.0	0.0	0.0	23.5	0.0	23.5
Volume/Cap:	0.00	0.85	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.77	0.00	0.85
Delay/Veh:	0.0	16.9	0.0	0.0	13.7	0.0	0.0	0.0	0.0	21.6	0.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	0.0	0.0	13.7	0.0	0.0	0.0	0.0	21.6	0.0	25.4
LOS by Move:	A	B	A	A	B	A	A	A	A	C+	A	C
HCM2k95thQ:	0	16	0	0	11	0	0	0	0	21	0	25

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1141	475	0	1027	394	673	0	409	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	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	120	7	0	97	69	10	0	17	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1504	488	0	1160	515	1160	0	647	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1504	0	0	1160	0	1160	0	647	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1504	0	0	1160	0	1160	0	647	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1504	0	0	1160	0	1160	0	647	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

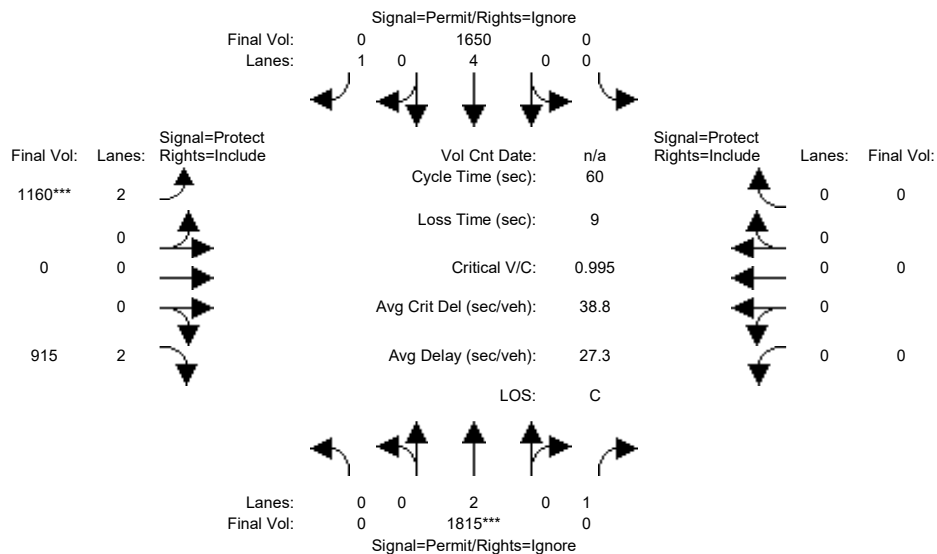
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.40	0.00	0.00	0.15	0.00	0.37	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	26.4	0.0	0.0	26.4	0.0	24.6	0.0	24.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.90	0.00	0.00	0.35	0.00	0.90	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	0.0	0.0	11.2	0.0	25.3	0.0	13.5	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	22.5	0.0	0.0	11.2	0.0	25.3	0.0	13.5	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B+	A	C	A	B	A	A	A
HCM2k95thQ:	0	27	0	0	4	0	29	0	11	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1141	475	0	1027	394	673	0	409	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	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	431	161	0	587	69	10	0	285	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1815	642	0	1650	515	1160	0	915	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1815	0	0	1650	0	1160	0	915	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1815	0	0	1650	0	1160	0	915	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1815	0	0	1650	0	1160	0	915	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

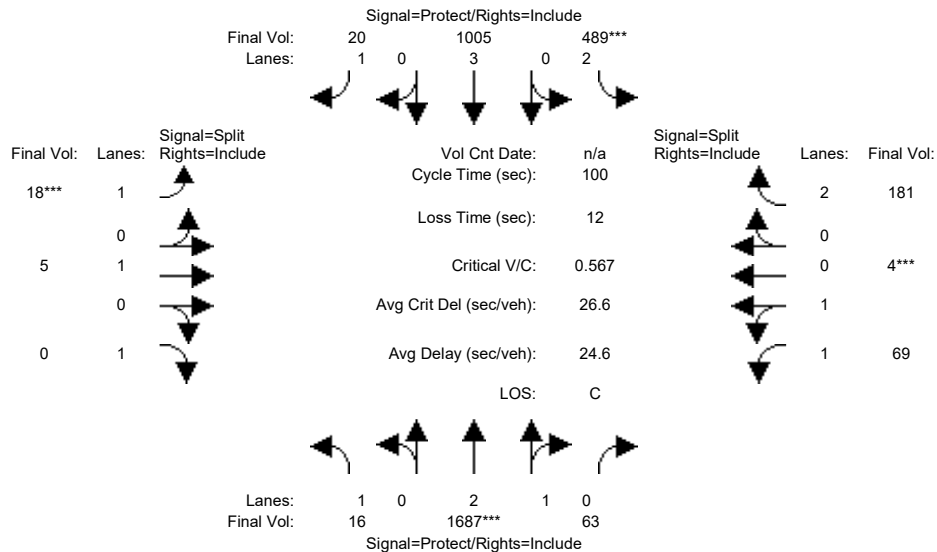
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.48	0.00	0.00	0.22	0.00	0.37	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.8	0.0	0.0	28.8	0.0	22.2	0.0	22.2	0.0	0.0	0.0
Volume/Cap:	0.00	1.00	0.00	0.00	0.45	0.00	1.00	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	0.0	0.0	10.5	0.0	44.0	0.0	20.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.4	0.0	0.0	10.5	0.0	44.0	0.0	20.4	0.0	0.0	0.0
LOS by Move:	A	D+	A	A	B+	A	D	A	C+	A	A	A
HCM2k95thQ:	0	42	0	0	5	0	35	0	21	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	0	106	1	33	81	0	0	0	0	2	0	0
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	16	1687	63	489	1005	20	18	5	0	69	4	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1687	63	489	1005	20	18	5	0	69	4	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1687	63	489	1005	20	18	5	0	69	4	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1687	63	489	1005	20	18	5	0	69	4	181

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	0.93	0.95	0.83
Lanes:	1.00	2.89	0.11	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5398	202	3150	5700	1750	1750	1900	1750	3355	195	3150

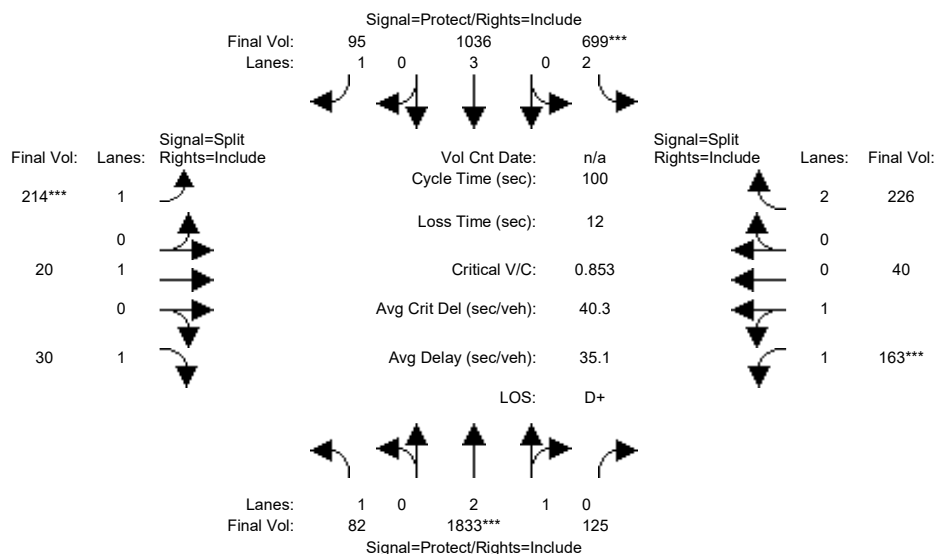
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.16	0.18	0.01	0.01	0.00	0.00	0.02	0.02	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.3	45.3	45.3	22.5	48.6	48.6	10.0	10.0	0.0	10.1	10.1	10.1
Volume/Cap:	0.05	0.69	0.69	0.69	0.36	0.02	0.10	0.03	0.00	0.20	0.20	0.57
Delay/Veh:	32.9	22.5	22.5	38.4	16.1	13.4	41.2	40.7	0.0	41.5	41.5	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	22.5	22.5	38.4	16.1	13.4	41.2	40.7	0.0	41.5	41.5	45.2
LOS by Move:	C-	C+	C+	D+	B	B	D	D	A	D	D	D
HCM2k95thQ:	1	27	27	16	12	1	1	0	0	2	2	6

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	66	252	63	243	112	75	196	15	30	96	36	45
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	82	1833	125	699	1036	95	214	20	30	163	40	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1833	125	699	1036	95	214	20	30	163	40	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1833	125	699	1036	95	214	20	30	163	40	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	1833	125	699	1036	95	214	20	30	163	40	226

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	0.93	0.95	0.83
Lanes:	1.00	2.80	0.20	2.00	3.00	1.00	1.00	1.00	1.00	1.61	0.39	2.00
Final Sat.:	1750	5242	357	3150	5700	1750	1750	1900	1750	2850	699	3150

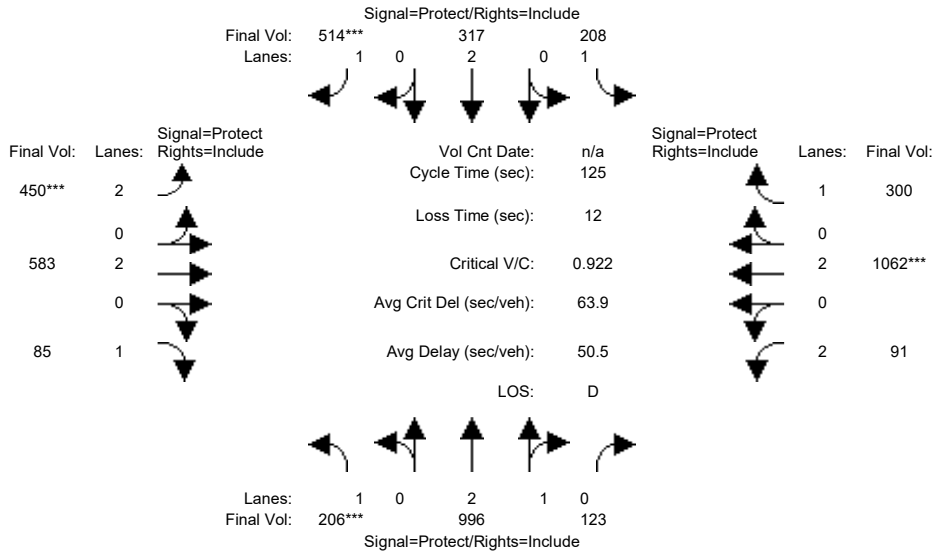
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.22	0.18	0.05	0.12	0.01	0.02	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	17.9	39.3	39.3	24.9	46.4	46.4	13.7	13.7	13.7	10.0	10.0	10.0
Volume/Cap:	0.26	0.89	0.89	0.89	0.39	0.12	0.89	0.08	0.12	0.57	0.57	0.72
Delay/Veh:	35.8	33.3	33.3	48.4	17.7	15.3	73.1	37.7	38.1	45.2	45.2	51.4
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:	35.8	33.3	33.3	48.4	17.7	15.3	73.1	37.7	38.1	45.2	45.2	51.4
LOS by Move:	D+	C-	C-	D	B	B	E	D+	D+	D	D	D-
HCM2k95thQ:	5	38	38	25	13	4	19	1	2	6	6	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	17	73	30	14	38	30	29	40	3	9	73	5
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	206	996	123	208	317	514	450	583	85	91	1062	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	996	123	208	317	514	450	583	85	91	1062	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	996	123	208	317	514	450	583	85	91	1062	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	996	123	208	317	514	450	583	85	91	1062	300

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	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4984	615	1750	3800	1750	3150	3800	1750	3150	3800	1750

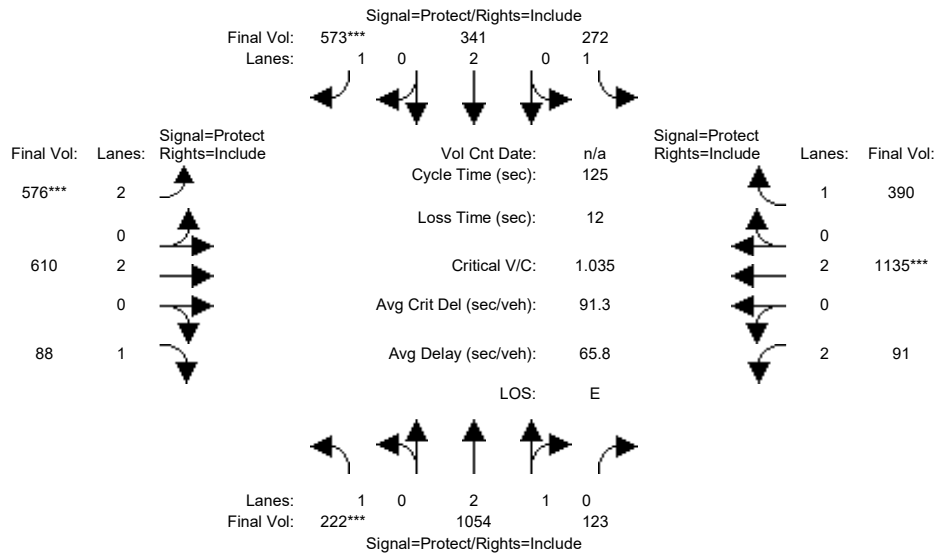
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.12	0.08	0.29	0.14	0.15	0.05	0.03	0.28	0.17
Crit Moves:	***					***	***				***	
Green Time:	16.0	35.0	35.0	20.8	39.8	39.8	19.4	41.9	41.9	15.3	37.9	37.9
Volume/Cap:	0.92	0.71	0.71	0.71	0.26	0.92	0.92	0.46	0.14	0.24	0.92	0.57
Delay/Veh:	93.3	42.1	42.1	57.4	31.8	62.1	75.2	32.9	29.1	49.9	54.2	38.1
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:	93.3	42.1	42.1	57.4	31.8	62.1	75.2	32.9	29.1	49.9	54.2	38.1
LOS by Move:	F	D	D	E+	C	E	E-	C-	C	D	D-	D+
HCM2k95thQ:	18	22	22	17	8	40	21	12	3	3	35	16

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	33	131	30	78	62	89	155	67	6	9	146	95
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	222	1054	123	272	341	573	576	610	88	91	1135	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1054	123	272	341	573	576	610	88	91	1135	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1054	123	272	341	573	576	610	88	91	1135	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	222	1054	123	272	341	573	576	610	88	91	1135	390

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	1.00	0.92
Lanes:	1.00	2.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5014	585	1750	3800	1750	3150	3800	1750	3150	3800	1750

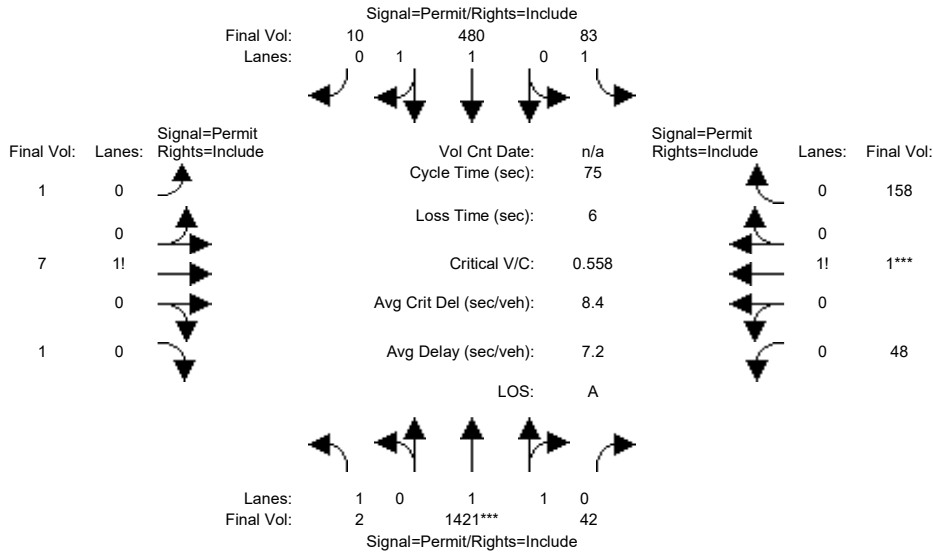
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.16	0.09	0.33	0.18	0.16	0.05	0.03	0.30	0.22
Crit Moves:	***					***	***				***	
Green Time:	15.3	31.5	31.5	23.3	39.5	39.5	22.1	43.1	43.1	15.0	36.1	36.1
Volume/Cap:	1.04	0.83	0.83	0.83	0.28	1.04	1.04	0.47	0.15	0.24	1.04	0.77
Delay/Veh:	125.8	48.6	48.6	65.5	32.2	90.4	99.0	32.2	28.4	50.1	81.2	48.0
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:	125.8	48.6	48.6	65.5	32.2	90.4	99.0	32.2	28.4	50.1	81.2	48.0
LOS by Move:	F	D	D	E	C-	F	F	C-	C	D	F	D
HCM2k95thQ:	21	26	26	23	8	51	30	13	3	3	44	24

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	119	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1421	42	83	480	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1421	42	83	480	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1421	42	83	480	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1421	42	83	480	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3594	106	1750	3624	76	194	1361	194	406	8	1336

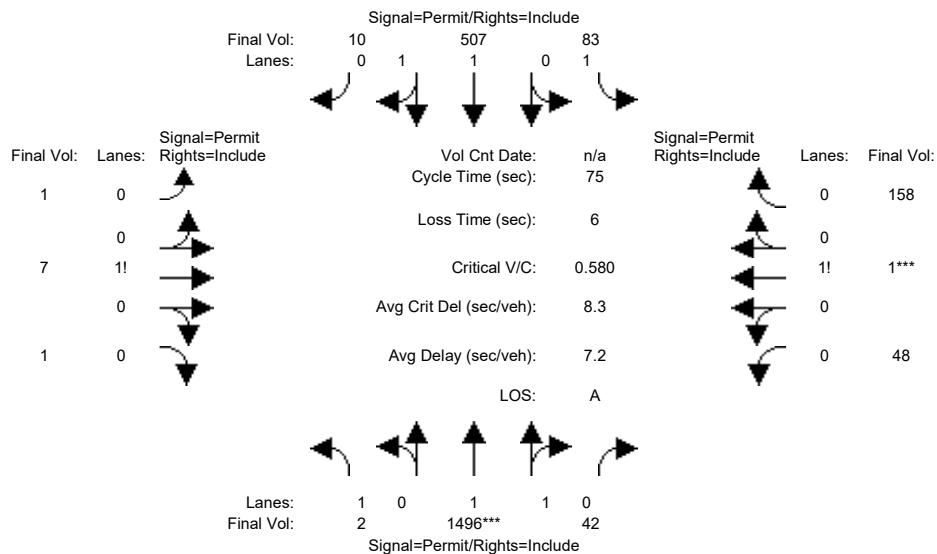
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.05	0.13	0.13	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.1	53.1	53.1	53.1	53.1	53.1	15.9	15.9	15.9	15.9	15.9	15.9
Volume/Cap:	0.00	0.56	0.56	0.07	0.19	0.19	0.02	0.02	0.02	0.56	0.56	0.56
Delay/Veh:	3.2	5.6	5.6	3.4	3.7	3.7	23.4	23.4	23.4	28.3	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	5.6	5.6	3.4	3.7	3.7	23.4	23.4	23.4	28.3	28.3	28.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	16	16	1	4	4	0	0	0	10	10	10

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	194	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1496	42	83	507	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1496	42	83	507	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1496	42	83	507	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1496	42	83	507	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3599	101	1750	3628	72	194	1361	194	406	8	1336

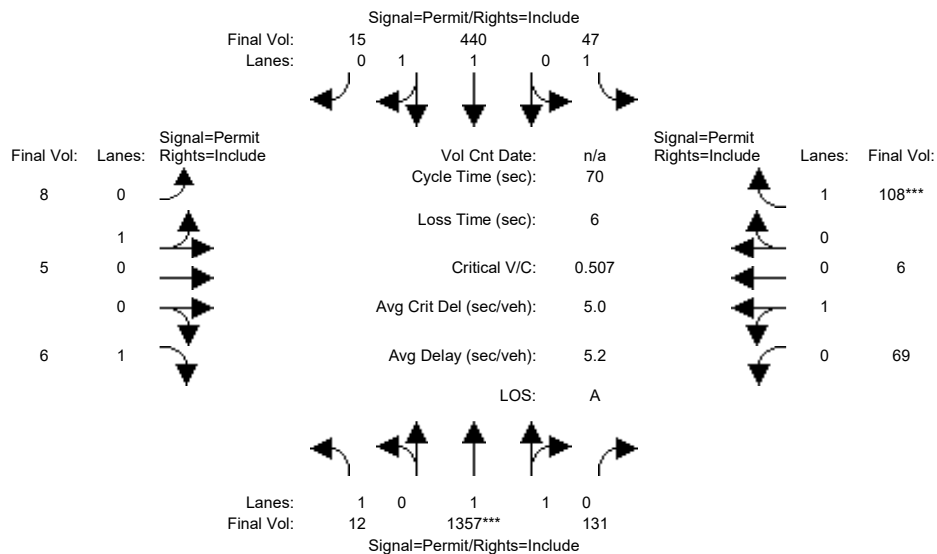
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.05	0.14	0.14	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.7	53.7	53.7	53.7	53.7	53.7	15.3	15.3	15.3	15.3	15.3	15.3
Volume/Cap:	0.00	0.58	0.58	0.07	0.20	0.20	0.03	0.03	0.03	0.58	0.58	0.58
Delay/Veh:	3.0	5.5	5.5	3.2	3.5	3.5	23.9	23.9	23.9	29.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	5.5	5.5	3.2	3.5	3.5	23.9	23.9	23.9	29.4	29.4	29.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	16	16	1	4	4	0	0	0	11	11	11

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	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	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	119	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1357	131	47	440	15	8	5	6	69	6	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:	12	1357	131	47	440	15	8	5	6	69	6	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1357	131	47	440	15	8	5	6	69	6	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
Final Volume:	12	1357	131	47	440	15	8	5	6	69	6	108

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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	1.93	0.07	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3374	326	1750	3578	122	1108	692	1750	1656	144	1750

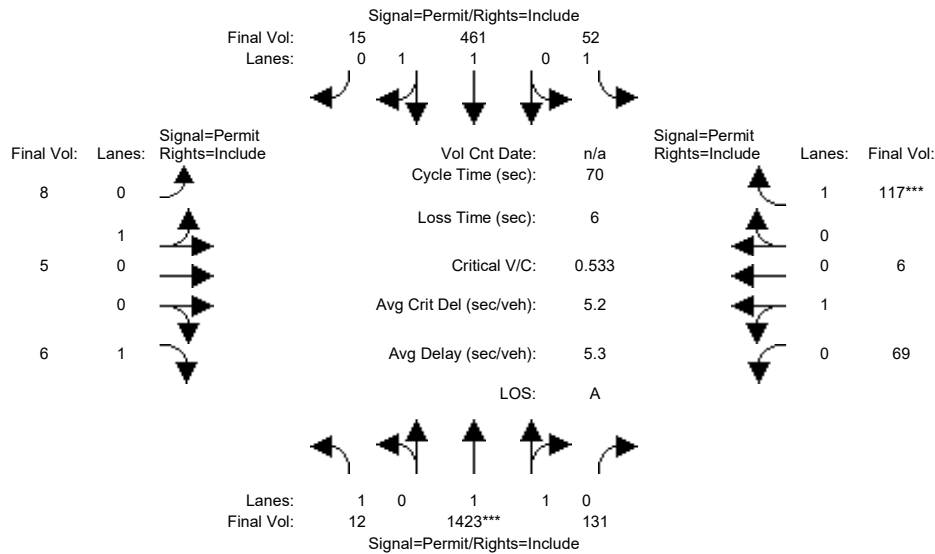
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.03	0.12	0.12	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.52	0.52	0.03	0.16	0.16	0.05	0.05	0.02	0.29	0.29	0.43
Delay/Veh:	1.8	3.2	3.2	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
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:	1.8	3.2	3.2	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	12	12	1	3	3	1	1	0	4	4	6

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	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	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	185	0	5	71	0	0	0	0	0	0	9
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1423	131	52	461	15	8	5	6	69	6	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1423	131	52	461	15	8	5	6	69	6	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1423	131	52	461	15	8	5	6	69	6	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1423	131	52	461	15	8	5	6	69	6	117

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3388	312	1750	3583	117	1108	692	1750	1656	144	1750

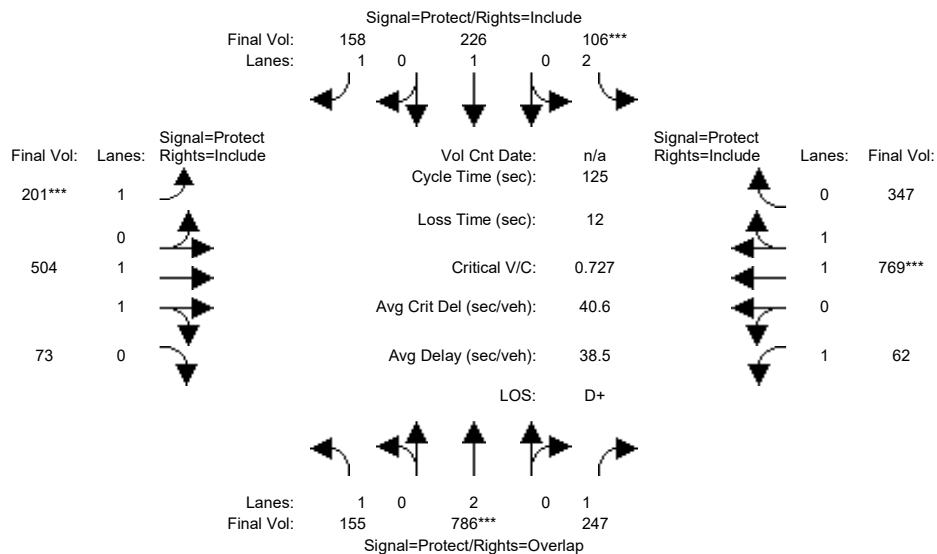
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.42	0.42	0.03	0.13	0.13	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****									****		
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.54	0.54	0.04	0.17	0.17	0.05	0.05	0.02	0.29	0.29	0.47
Delay/Veh:	1.8	3.4	3.4	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
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:	1.8	3.4	3.4	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	13	13	1	3	3	1	1	0	4	4	6

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	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	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	119	25	0	50	0	0	4	0	8	30	0
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	786	247	106	226	158	201	504	73	62	769	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	786	247	106	226	158	201	504	73	62	769	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	786	247	106	226	158	201	504	73	62	769	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	786	247	106	226	158	201	504	73	62	769	347

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.36	0.64
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	468	1750	2549	1150

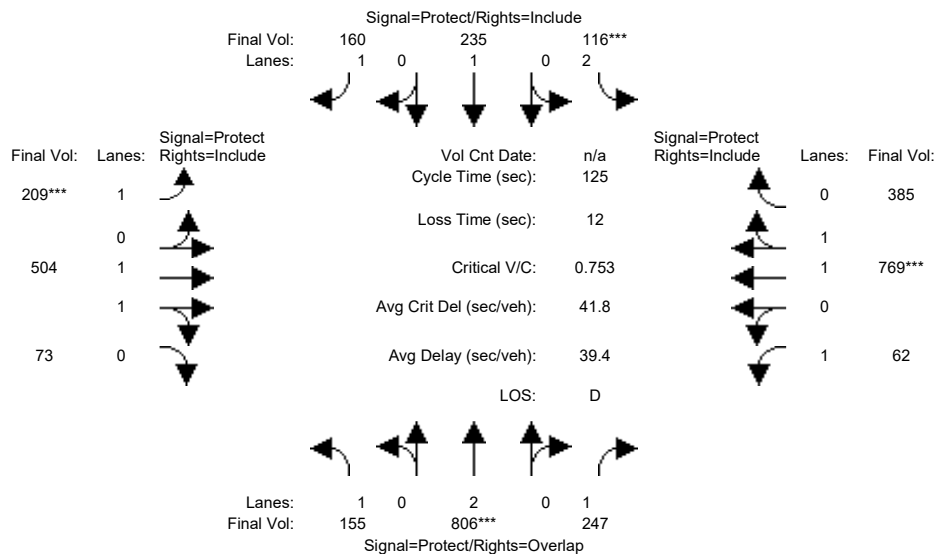
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.03	0.12	0.09	0.11	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	18.0	35.2	53.9	7.0	24.2	24.2	19.5	52.1	52.1	18.7	51.3	51.3
Volume/Cap:	0.62	0.74	0.33	0.60	0.62	0.47	0.74	0.37	0.37	0.24	0.74	0.74
Delay/Veh:	54.7	43.4	23.8	63.3	49.3	45.7	60.2	25.3	25.3	47.3	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	43.4	23.8	63.3	49.3	45.7	60.2	25.3	25.3	47.3	33.0	33.0
LOS by Move:	D-	D	C	E	D	D	E	C	C	D	C-	C-
HCM2k95thQ:	11	23	12	5	15	11	15	14	14	4	32	32

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	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	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	139	25	10	59	2	8	4	0	8	30	38
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	806	247	116	235	160	209	504	73	62	769	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	806	247	116	235	160	209	504	73	62	769	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	806	247	116	235	160	209	504	73	62	769	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	806	247	116	235	160	209	504	73	62	769	385

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.31	0.69
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	468	1750	2465	1234

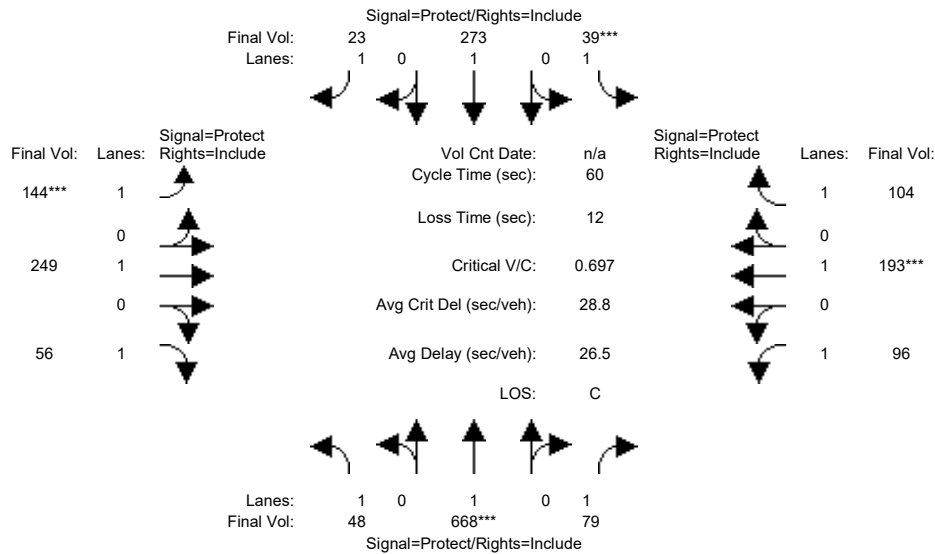
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.04	0.12	0.09	0.12	0.16	0.16	0.04	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	17.5	34.9	53.7	7.0	24.4	24.4	19.7	52.3	52.3	18.8	51.4	51.4
Volume/Cap:	0.63	0.76	0.33	0.66	0.63	0.47	0.76	0.37	0.37	0.24	0.76	0.76
Delay/Veh:	56.0	44.4	23.9	66.6	49.7	45.5	62.0	25.2	25.2	47.3	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	44.4	23.9	66.6	49.7	45.5	62.0	25.2	25.2	47.3	33.8	33.8
LOS by Move:	E+	D	C	E	D	D	E	C	C	D	C-	C-
HCM2k95thQ:	11	24	12	6	16	11	16	14	14	4	34	34

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	145	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	668	79	39	273	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	668	79	39	273	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	668	79	39	273	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	668	79	39	273	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

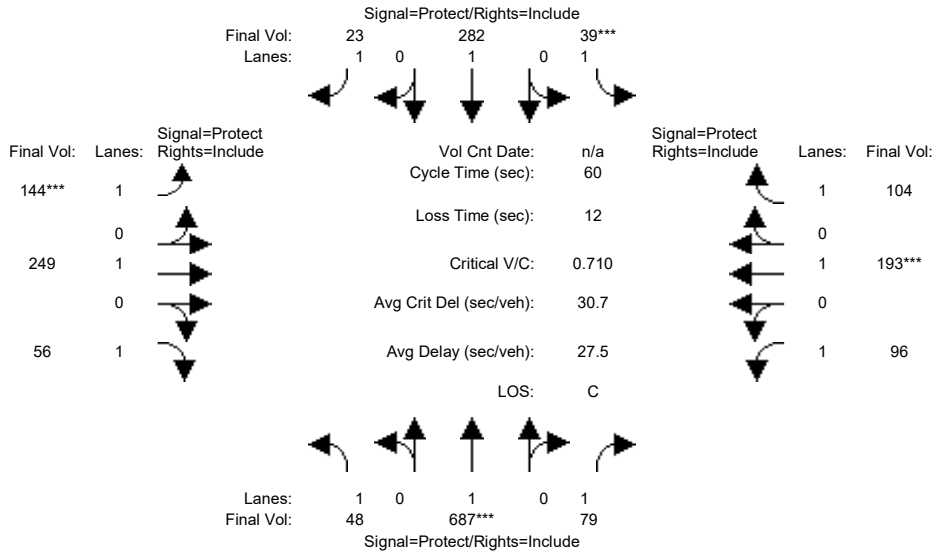
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.05	0.02	0.14	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.88	0.11	0.19	0.47	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	28.1	11.4	24.4	17.6	14.8	36.2	36.2	21.8	26.5	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	28.1	11.4	24.4	17.6	14.8	36.2	36.2	21.8	26.5	26.6	22.9
LOS by Move:	B-	C	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2k95thQ:	2	23	2	1	8	1	9	13	2	5	9	4

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	164	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	687	79	39	282	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	687	79	39	282	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	687	79	39	282	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	687	79	39	282	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

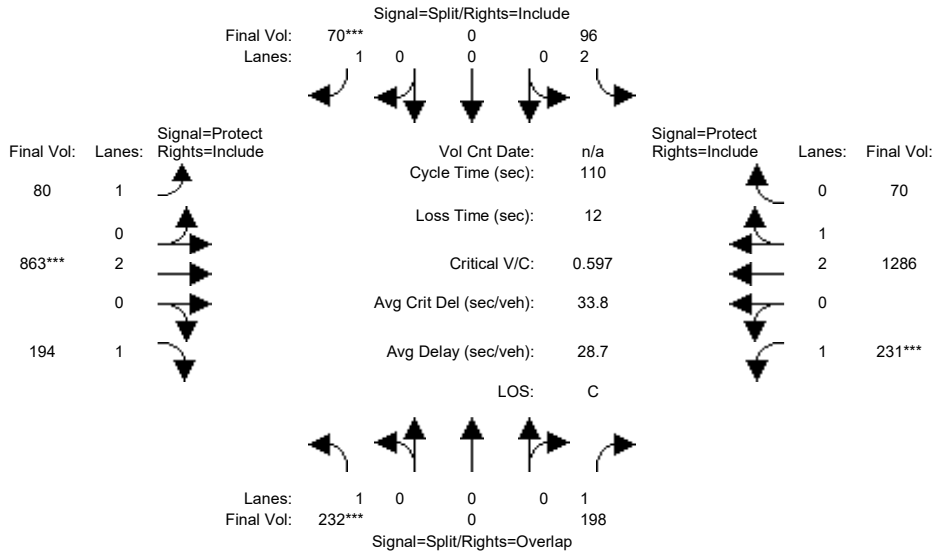
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.05	0.02	0.15	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.90	0.11	0.19	0.49	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	31.1	11.4	24.4	17.7	14.8	36.2	36.2	21.8	26.5	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	31.1	11.4	24.4	17.7	14.8	36.2	36.2	21.8	26.5	26.6	22.9
LOS by Move:	B-	C	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2k95thQ:	2	25	2	1	8	1	9	13	2	5	9	4

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	84	0	0	87	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	863	194	231	1286	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:	232	0	198	96	0	70	80	863	194	231	1286	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	863	194	231	1286	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
Final Volume:	232	0	198	96	0	70	80	863	194	231	1286	70

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	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5311	289

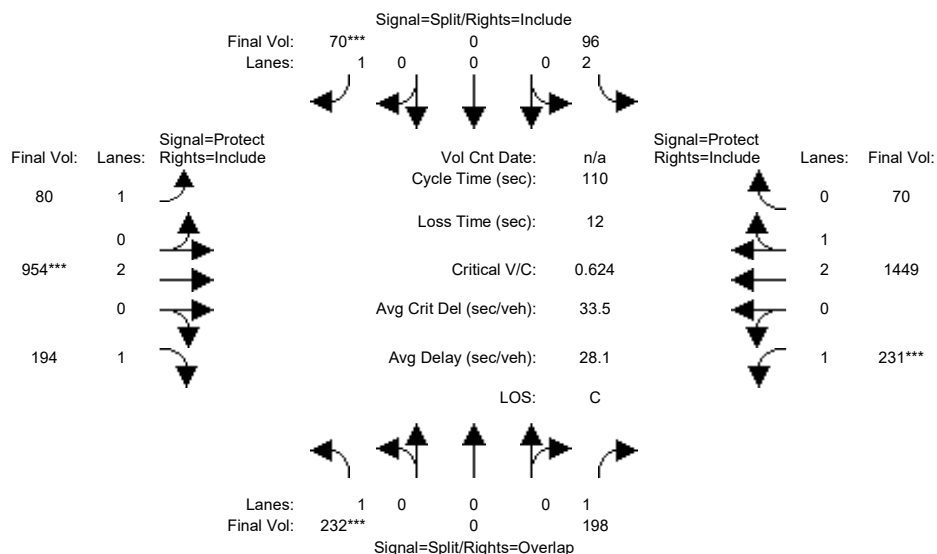
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.23	0.11	0.13	0.24	0.24
Crit Moves:	***					***		***		***		
Green Time:	24.4	0.0	48.8	7.4	0.0	7.4	18.1	41.9	41.9	24.3	48.1	48.1
Volume/Cap:	0.60	0.00	0.26	0.45	0.00	0.60	0.28	0.60	0.29	0.60	0.55	0.55
Delay/Veh:	40.9	0.0	19.4	50.9	0.0	58.0	40.8	28.0	24.0	41.0	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	0.0	19.4	50.9	0.0	58.0	40.8	28.0	24.0	41.0	23.2	23.2
LOS by Move:	D	A	B-	D	A	E+	D	C	C	D	C	C
HCM2k95thQ:	16	0	9	5	0	7	5	21	9	14	20	20

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	175	0	0	250	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	954	194	231	1449	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:	232	0	198	96	0	70	80	954	194	231	1449	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	954	194	231	1449	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
Final Volume:	232	0	198	96	0	70	80	954	194	231	1449	70

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	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5342	258

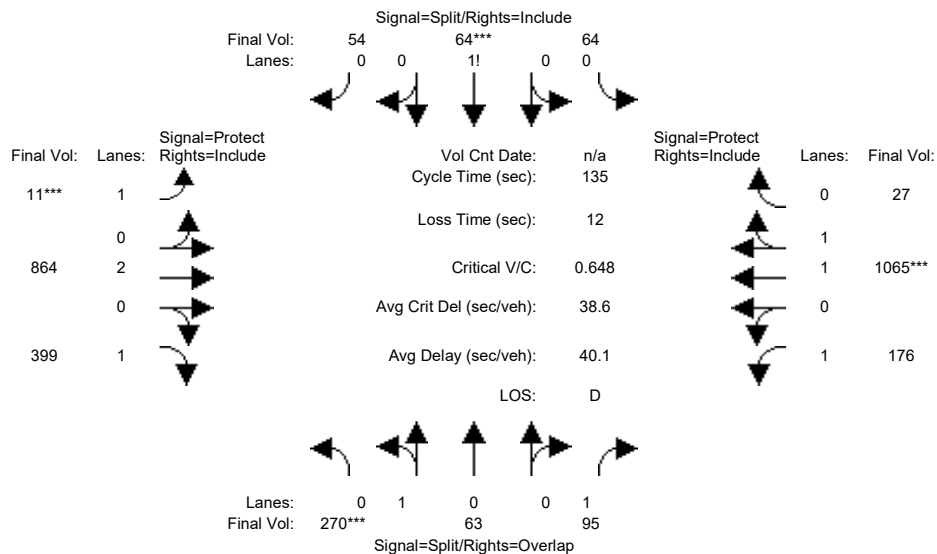
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.25	0.11	0.13	0.27	0.27
Crit Moves:	***					***	***	***		***		
Green Time:	23.4	0.0	46.7	7.1	0.0	7.1	17.0	44.3	44.3	23.3	50.6	50.6
Volume/Cap:	0.62	0.00	0.27	0.48	0.00	0.62	0.30	0.62	0.28	0.62	0.59	0.59
Delay/Veh:	42.6	0.0	20.8	51.4	0.0	60.6	41.9	27.0	22.3	42.7	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	0.0	20.8	51.4	0.0	60.6	41.9	27.0	22.3	42.7	22.4	22.4
LOS by Move:	D	A	C+	D-	A	E	D	C	C+	D	C+	C+
HCM2k95thQ:	16	0	9	5	0	7	5	23	9	14	22	22

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	1	0	0	0	0	102	0	1	57	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	95	64	64	54	11	864	399	176	1065	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:	270	63	95	64	64	54	11	864	399	176	1065	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	95	64	64	54	11	864	399	176	1065	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
Final Volume:	270	63	95	64	64	54	11	864	399	176	1065	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	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1459	341	1750	615	615	519	1750	3800	1750	1750	3608	91

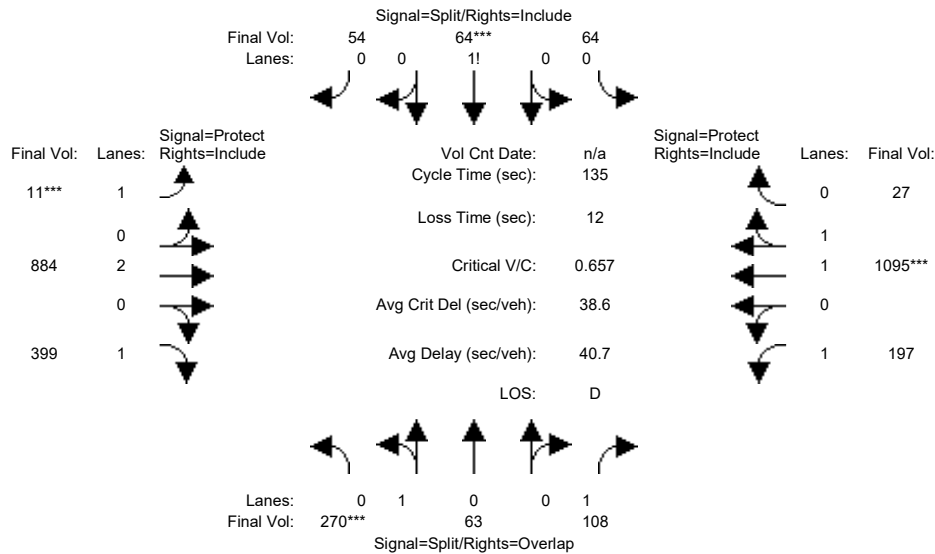
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	36.7	36.7	56.8	20.7	20.7	20.7	7.0	45.5	45.5	20.1	58.6	58.6
Volume/Cap:	0.68	0.68	0.13	0.68	0.68	0.68	0.12	0.67	0.68	0.68	0.68	0.68
Delay/Veh:	47.7	47.7	24.0	61.0	61.0	61.0	61.7	39.8	41.5	61.3	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	24.0	61.0	61.0	61.0	61.7	39.8	41.5	61.3	31.9	31.9
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C	C
HCM2k95thQ:	23	23	5	17	17	17	1	26	26	13	30	30

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	14	0	0	0	0	122	0	22	87	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	108	64	64	54	11	884	399	197	1095	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:	270	63	108	64	64	54	11	884	399	197	1095	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	108	64	64	54	11	884	399	197	1095	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
Final Volume:	270	63	108	64	64	54	11	884	399	197	1095	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	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1459	341	1750	615	615	519	1750	3800	1750	1750	3611	89

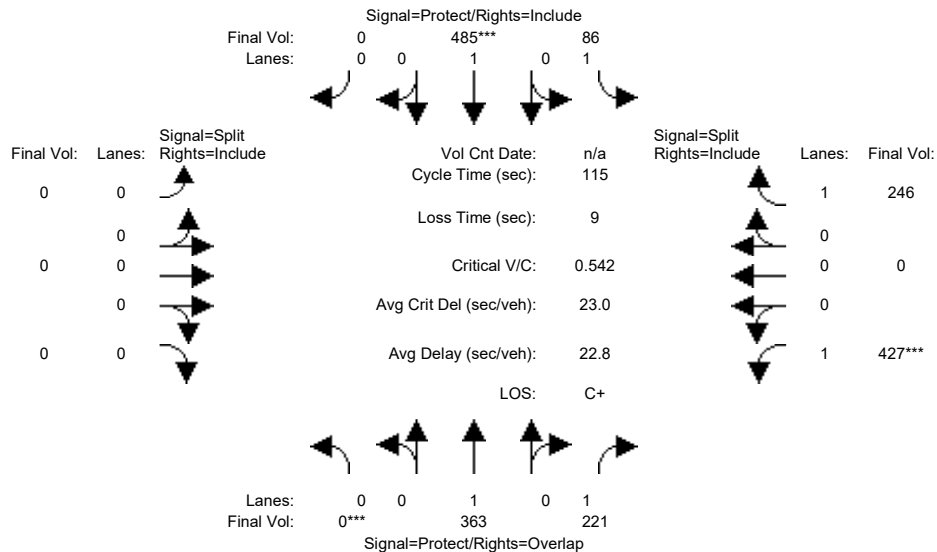
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.10	0.10	0.10	0.01	0.23	0.23	0.11	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	36.2	36.2	57.9	20.4	20.4	20.4	7.0	44.7	44.7	21.7	59.4	59.4
Volume/Cap:	0.69	0.69	0.14	0.69	0.69	0.69	0.12	0.70	0.69	0.70	0.69	0.69
Delay/Veh:	48.5	48.5	23.6	61.8	61.8	61.8	61.7	41.1	42.6	61.4	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	23.6	61.8	61.8	61.8	61.7	41.1	42.6	61.4	31.7	31.7
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C	C
HCM2k95thQ:	23	23	6	17	17	17	1	27	26	15	30	30

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						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	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	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	1	2	0	1	0	0	0	0	2	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	363	221	86	485	0	0	0	0	427	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	363	221	86	485	0	0	0	0	427	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	363	221	86	485	0	0	0	0	427	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	363	221	86	485	0	0	0	0	427	0	246

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

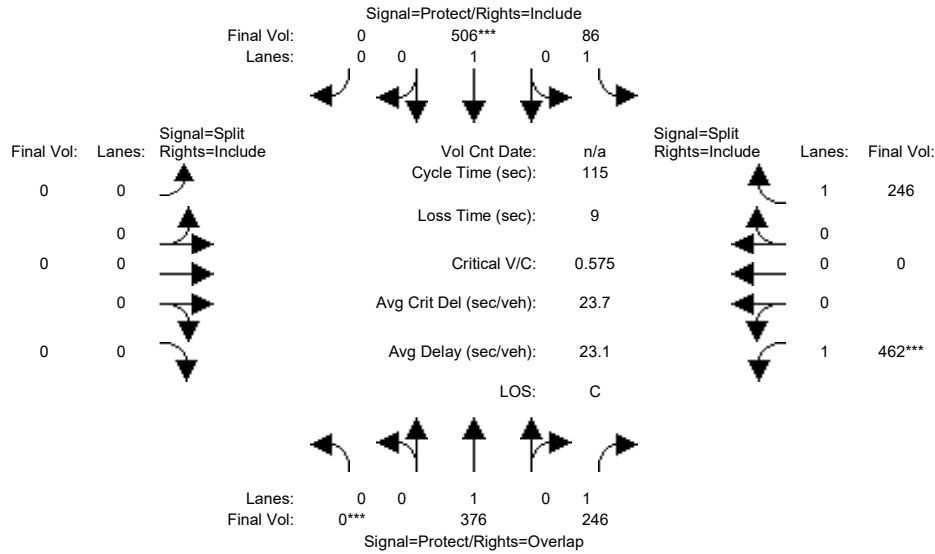
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.13	0.05	0.26	0.00	0.00	0.00	0.00	0.24	0.00	0.14
Crit Moves:	***			***						***		
Green Time:	0.0	41.1	92.9	13.1	54.2	0.0	0.0	0.0	0.0	51.8	0.0	51.8
Volume/Cap:	0.00	0.53	0.16	0.43	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.31
Delay/Veh:	0.0	30.2	2.5	49.0	22.3	0.0	0.0	0.0	0.0	23.7	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.2	2.5	49.0	22.3	0.0	0.0	0.0	0.0	23.7	0.0	20.4
LOS by Move:	A	C	A	D	C+	A	A	A	A	C	A	C+
HCM2k95thQ:	0	18	4	6	21	0	0	0	0	21	0	11

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						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	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	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	14	27	0	22	0	0	0	0	37	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	376	246	86	506	0	0	0	0	462	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	376	246	86	506	0	0	0	0	462	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	246	86	506	0	0	0	0	462	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	376	246	86	506	0	0	0	0	462	0	246

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

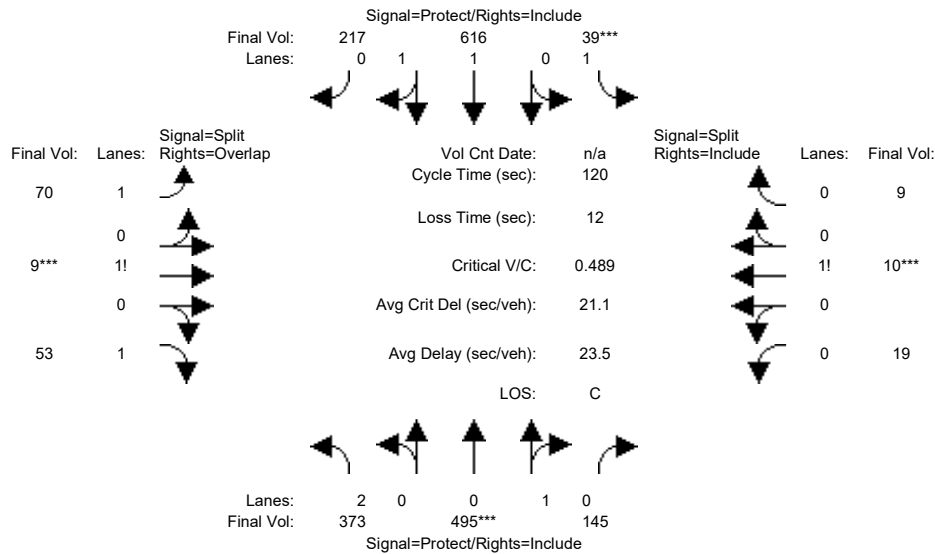
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.14	0.05	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.14
Crit Moves:	***				***					***		
Green Time:	0.0	40.7	93.5	12.5	53.2	0.0	0.0	0.0	0.0	52.8	0.0	52.8
Volume/Cap:	0.00	0.56	0.17	0.45	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.31
Delay/Veh:	0.0	31.0	2.4	49.7	23.5	0.0	0.0	0.0	0.0	23.9	0.0	19.8
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:	0.0	31.0	2.4	49.7	23.5	0.0	0.0	0.0	0.0	23.9	0.0	19.8
LOS by Move:	A	C	A	D	C	A	A	A	A	C	A	B-
HCM2k95thQ:	0	19	4	6	22	0	0	0	0	23	0	11

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East 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:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	495	145	39	616	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	495	145	39	616	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	495	145	39	616	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	495	145	39	616	217	70	9	53	19	10	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.77	0.23	1.00	1.46	0.54	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1392	408	1750	2735	964	2619	223	2408	875	461	414

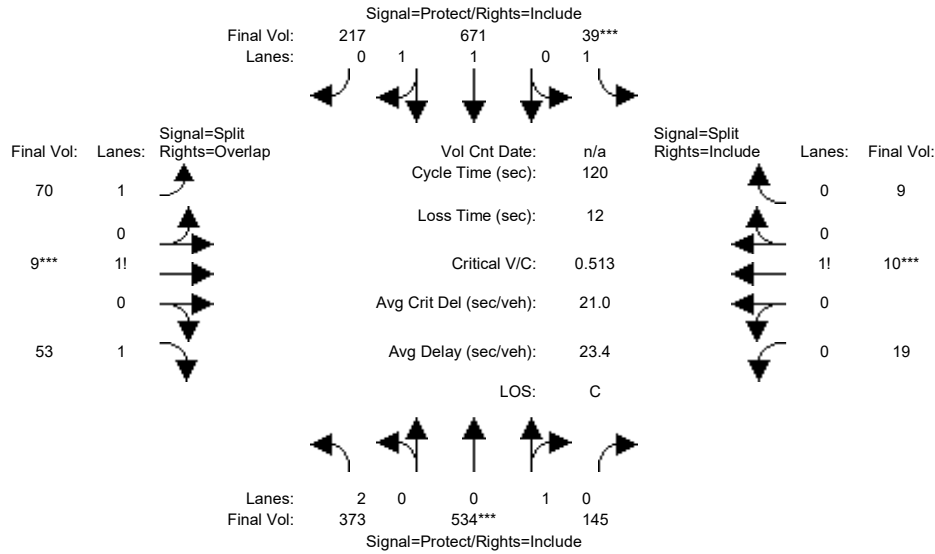
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.36	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.3	81.0	81.0	7.0	57.7	57.7	10.0	10.0	40.3	10.0	10.0	10.0
Volume/Cap:	0.47	0.53	0.53	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.4	10.3	10.3	56.8	21.1	21.1	52.3	53.9	27.1	52.5	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	10.3	10.3	56.8	21.1	21.1	52.3	53.9	27.1	52.5	52.5	52.5
LOS by Move:	D+	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2k95thQ:	13	22	22	3	19	19	4	7	2	3	3	3

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East 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:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	41	0	0	59	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	534	145	39	671	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	534	145	39	671	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	534	145	39	671	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	534	145	39	671	217	70	9	53	19	10	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.79	0.21	1.00	1.50	0.50	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1416	384	1750	2795	904	2619	223	2408	875	461	414

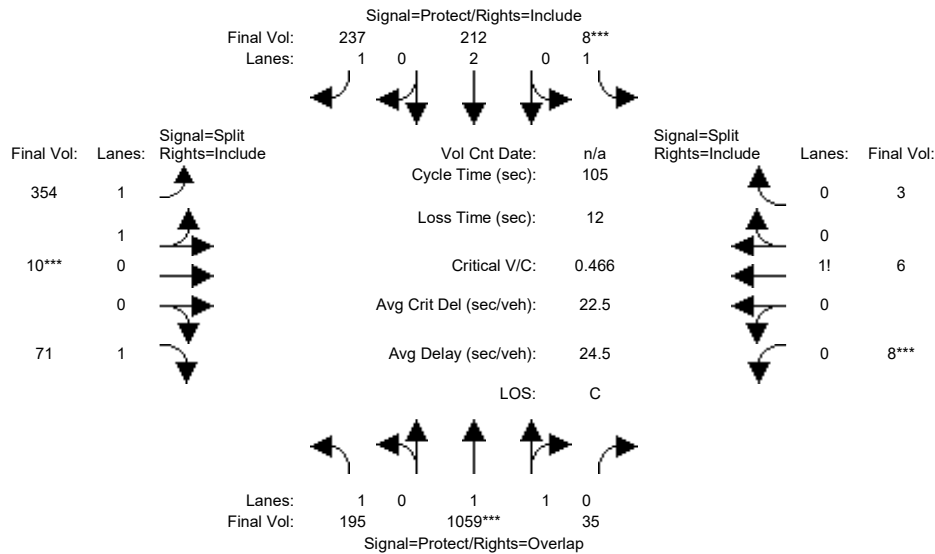
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.02	0.24	0.24	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.1	81.0	81.0	7.0	58.9	58.9	10.0	10.0	39.1	10.0	10.0	10.0
Volume/Cap:	0.49	0.56	0.56	0.38	0.49	0.49	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	39.6	10.8	10.8	56.8	20.7	20.7	52.3	53.9	27.9	52.5	52.5	52.5
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:	39.6	10.8	10.8	56.8	20.7	20.7	52.3	53.9	27.9	52.5	52.5	52.5
LOS by Move:	D	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2k95thQ:	13	24	24	3	20	20	4	7	2	3	3	3

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	5	0	0	0	0	4	2	0	3	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	195	1059	35	8	212	237	354	10	71	8	6	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:	195	1059	35	8	212	237	354	10	71	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1059	35	8	212	237	354	10	71	8	6	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
Final Volume:	195	1059	35	8	212	237	354	10	71	8	6	3

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3452	98	1750	824	618	309

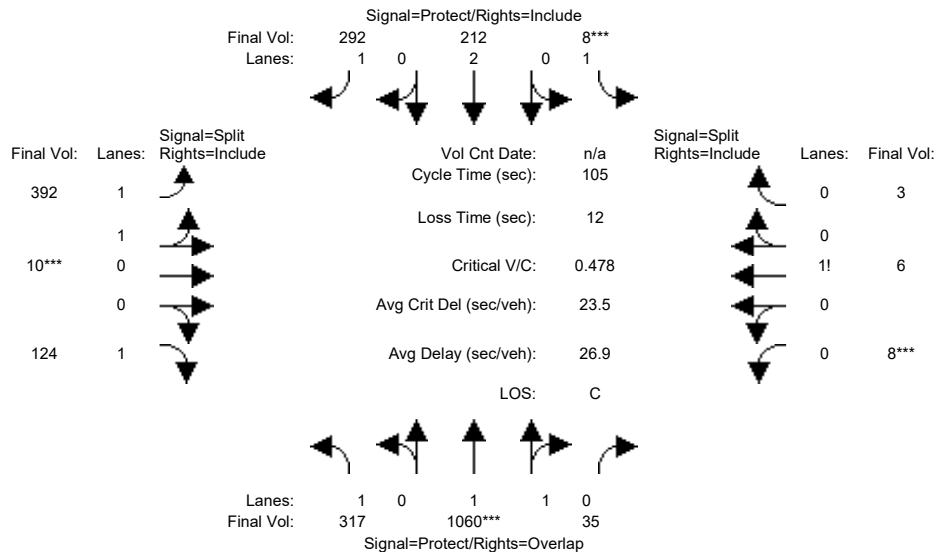
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.00	0.06	0.14	0.10	0.10	0.04	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	28.6	56.4	66.4	7.0	34.8	34.8	19.6	19.6	19.6	10.0	10.0	10.0
Volume/Cap:	0.41	0.55	0.47	0.07	0.17	0.41	0.55	0.55	0.22	0.10	0.10	0.10
Delay/Veh:	31.8	16.3	10.2	46.2	24.9	27.6	39.7	39.7	36.6	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	16.3	10.2	46.2	24.9	27.6	39.7	39.7	36.6	43.7	43.7	43.7
LOS by Move:	C	B	B+	D	C	C	D	D	D+	D	D	D
HCM2k95thQ:	10	20	16	1	5	12	11	11	4	1	1	1

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	127	1	0	0	0	59	40	0	56	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	317	1060	35	8	212	292	392	10	124	8	6	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:	317	1060	35	8	212	292	392	10	124	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1060	35	8	212	292	392	10	124	8	6	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
Final Volume:	317	1060	35	8	212	292	392	10	124	8	6	3

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3462	88	1750	824	618	309

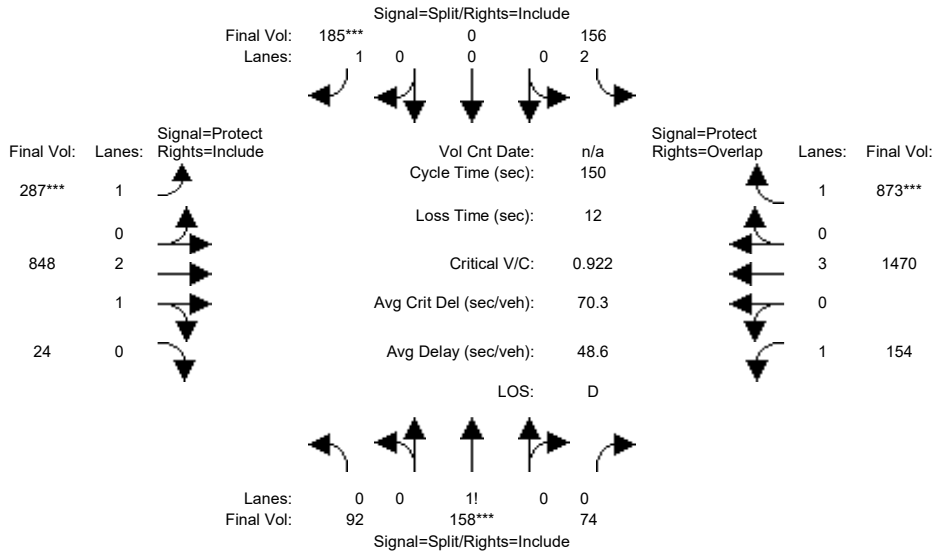
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.30	0.00	0.06	0.17	0.11	0.11	0.07	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	32.3	55.0	65.0	7.0	29.7	29.7	21.0	21.0	21.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.57	0.48	0.07	0.20	0.59	0.57	0.57	0.35	0.10	0.10	0.10
Delay/Veh:	32.5	17.3	11.0	46.2	28.7	34.3	38.9	38.9	36.8	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	17.3	11.0	46.2	28.7	34.3	38.9	38.9	36.8	43.7	43.7	43.7
LOS by Move:	C-	B	B+	D	C	C-	D+	D+	D+	D	D	D
HCM2k95thQ:	16	20	17	1	5	16	12	12	7	1	1	1

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	0	0	0	3	0	0	0	84	0	0	87	5
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	92	158	74	156	0	185	287	848	24	154	1470	873
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	158	74	156	0	185	287	848	24	154	1470	873
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	158	74	156	0	185	287	848	24	154	1470	873
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	158	74	156	0	185	287	848	24	154	1470	873

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.28	0.49	0.23	2.00	0.00	1.00	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	497	853	400	3150	0	1750	1750	5446	154	1750	5700	1750

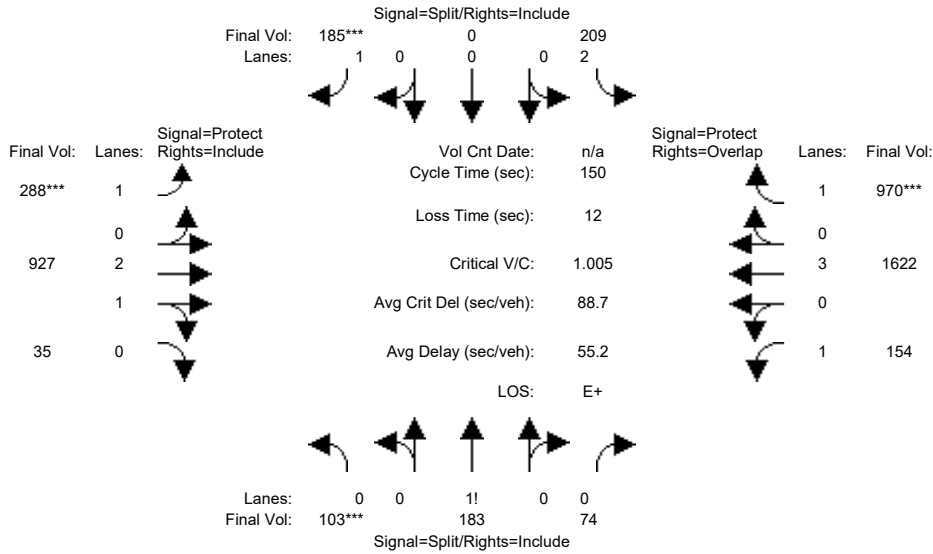
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.11	0.16	0.16	0.16	0.09	0.26	0.50
Crit Moves:	****			****			****			****		
Green Time:	28.6	28.6	28.6	17.2	0.0	17.2	25.4	58.9	58.9	33.3	66.8	84.0
Volume/Cap:	0.97	0.97	0.97	0.43	0.00	0.92	0.97	0.40	0.40	0.40	0.58	0.89
Delay/Veh:	101.4	101	101.4	62.7	0.0	107.8	106.0	32.9	32.9	50.5	31.4	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.4	101	101.4	62.7	0.0	107.8	106.0	32.9	32.9	50.5	31.4	39.2
LOS by Move:	F	F	F	E	A	F	F	C-	C-	D	C	D
HCM2k95thQ:	35	35	35	8	0	19	28	17	17	12	27	56

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	11	25	0	56	0	0	1	163	11	0	239	102
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	103	183	74	209	0	185	288	927	35	154	1622	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	183	74	209	0	185	288	927	35	154	1622	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	183	74	209	0	185	288	927	35	154	1622	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	183	74	209	0	185	288	927	35	154	1622	970

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.29	0.51	0.20	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	501	890	360	3150	0	1750	1750	5396	204	1750	5700	1750

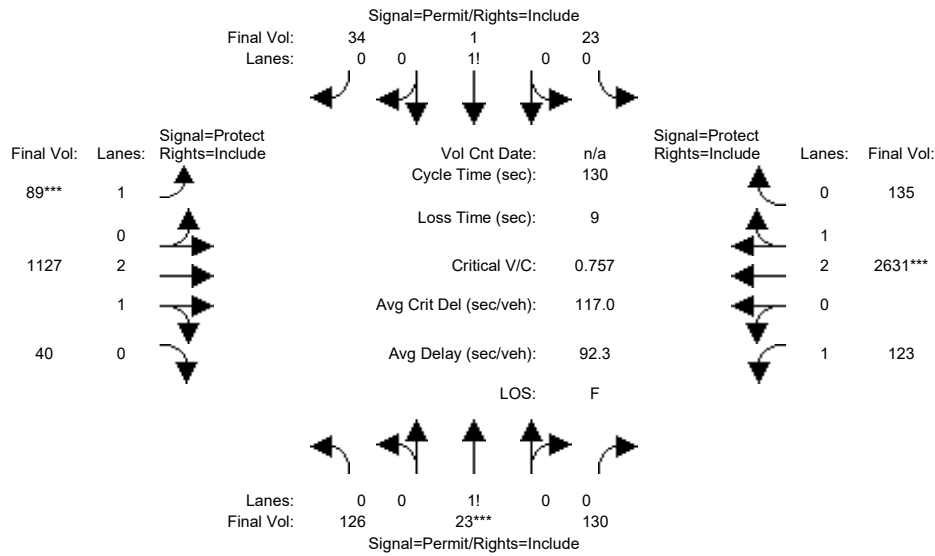
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.00	0.11	0.16	0.17	0.17	0.09	0.28	0.55
Crit Moves:	***					***	***					***
Green Time:	29.3	29.3	29.3	15.8	0.0	15.8	23.4	61.4	61.4	31.5	69.5	85.2
Volume/Cap:	1.05	1.05	1.05	0.63	0.00	1.00	1.05	0.42	0.42	0.42	0.61	0.98
Delay/Veh:	123.6	124	123.6	68.2	0.0	134.7	132.3	31.7	31.7	52.1	30.7	54.0
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:	123.6	124	123.6	68.2	0.0	134.7	132.3	31.7	31.7	52.1	30.7	54.0
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C	D-
HCM2k95thQ:	41	41	41	11	0	21	31	19	19	12	30	69

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	87	0	0	92	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1026	36	112	2394	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1127	40	123	2631	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1127	40	123	2631	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
Final Volume:	126	23	130	23	1	34	89	1127	40	123	2631	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.89	0.11	1.00	2.85	0.15
Final Sat.:	792	145	813	693	33	1024	1750	5410	190	1750	5326	274

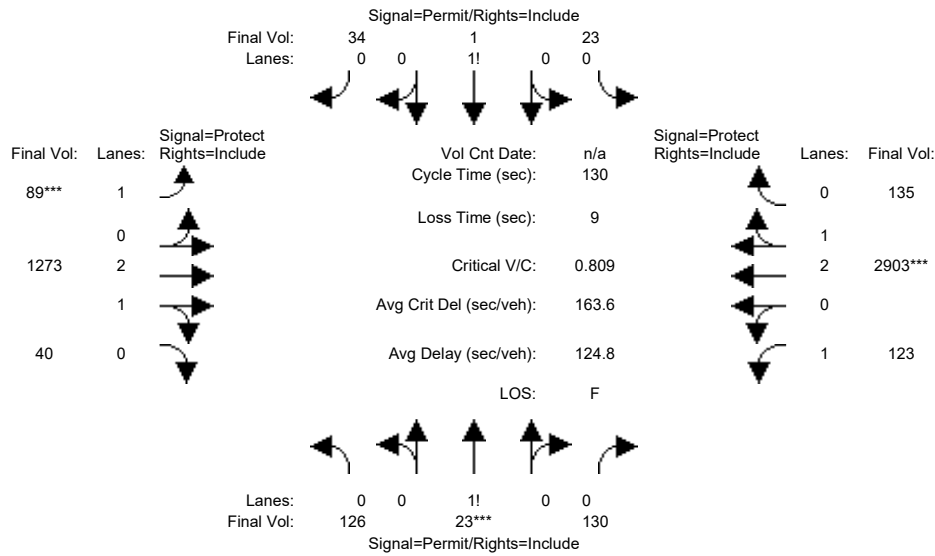
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.21	0.21	0.07	0.49	0.49
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.58	0.58	0.33	1.19	1.19
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	34.4	34.4	43.9	128	127.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	34.4	34.4	43.9	128	127.7
LOS by Move:	C-	C-	C-	C	C	C	D	C-	C-	D	F	F
HCM2k95thQ:	17	17	17	3	3	3	7	22	22	8	81	81

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	219	0	0	340	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1158	36	112	2642	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1273	40	123	2903	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1273	40	123	2903	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
Final Volume:	126	23	130	23	1	34	89	1273	40	123	2903	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.91	0.09	1.00	2.86	0.14
Final Sat.:	792	145	813	693	33	1024	1750	5431	169	1750	5351	249

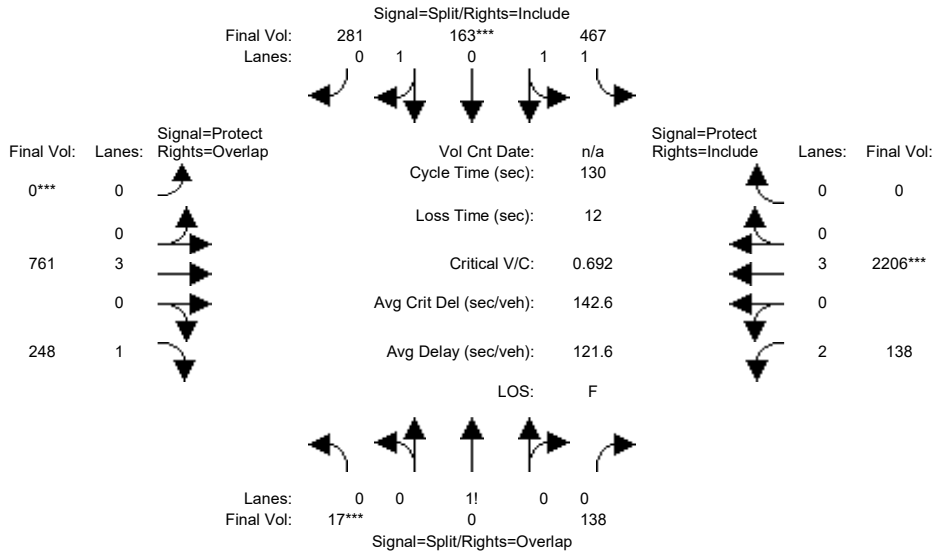
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.54	0.54
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.66	0.66	0.33	1.31	1.31
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.9	35.9	43.9	179	179.1
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:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.9	35.9	43.9	179	179.1
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2k95thQ:	17	17	17	3	3	3	7	26	26	8	103	103

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

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

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	17	0	0	81	6	27	92	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	761	248	138	2206	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:	17	0	138	467	163	281	0	761	248	138	2206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	761	248	138	2206	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
Final Volume:	17	0	138	467	163	281	0	761	248	138	2206	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.53	0.92	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2742	957	1650	0	5700	1750	3150	5700	0

Capacity Analysis Module:

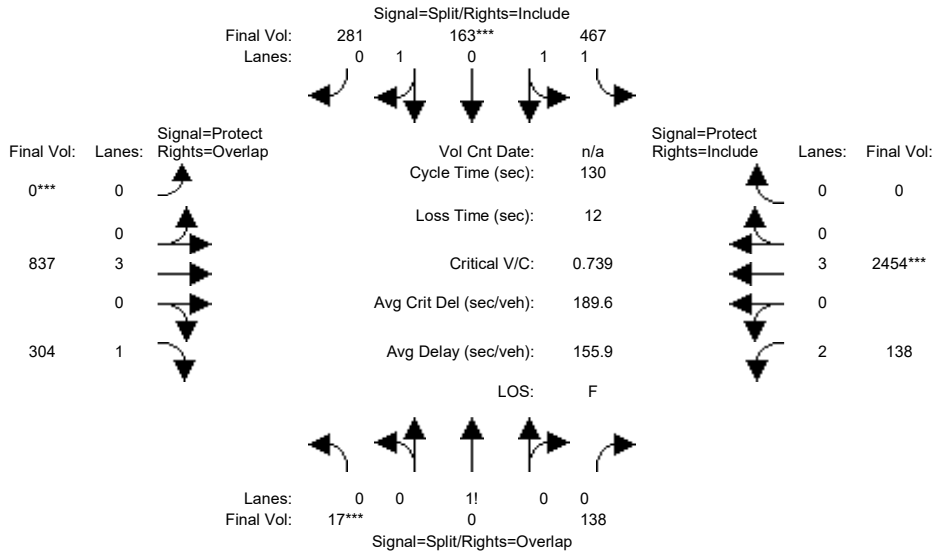
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.13	0.14	0.04	0.39	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.75	0.29	0.34	1.27	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	73.4	27.6	72.1	187	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	73.4	27.6	72.1	187	0.0
LOS by Move:	D	A	C	D	D	D	A	E	C	E	F	A
HCM2k95thQ:	13	0	11	26	26	26	0	24	16	8	86	0

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

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

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	17	0	0	157	62	27	340	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	837	304	138	2454	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:	17	0	138	467	163	281	0	837	304	138	2454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	837	304	138	2454	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
Final Volume:	17	0	138	467	163	281	0	837	304	138	2454	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.53	0.92	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2742	957	1650	0	5700	1750	3150	5700	0

Capacity Analysis Module:

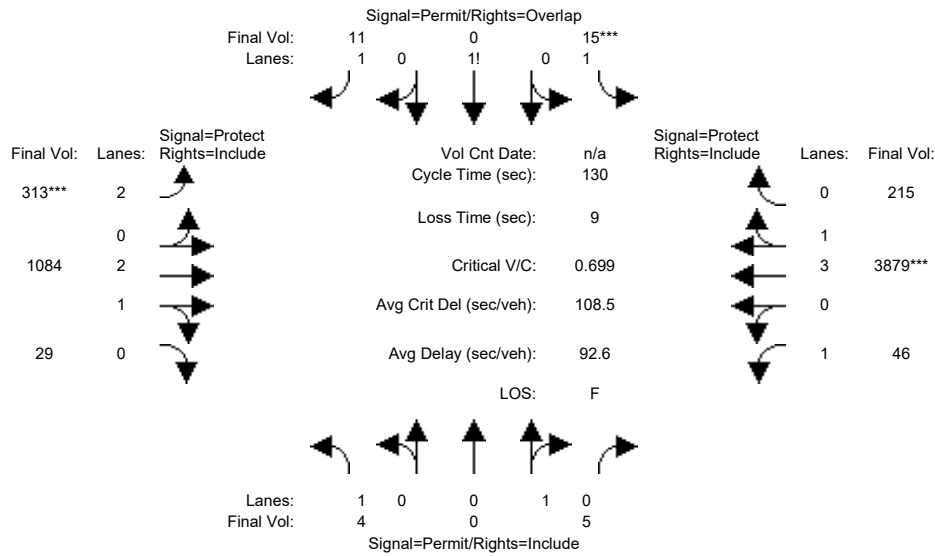
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.15	0.17	0.04	0.43	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.83	0.36	0.34	1.41	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	77.0	28.7	72.1	250	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	77.0	28.7	72.1	250	0.0
LOS by Move:	D	A	C	D	D	D	A	E-	C	E	F	A
HCM2k95thQ:	13	0	11	26	26	26	0	26	19	8	107	0

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

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	82	0	0	129	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	997	27	42	3569	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1084	29	46	3879	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1084	29	46	3879	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1084	29	46	3879	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.92	0.08	1.00	3.78	0.22
Final Sat.:	1750	0	1800	2771	0	2479	3150	5452	148	1750	7105	394

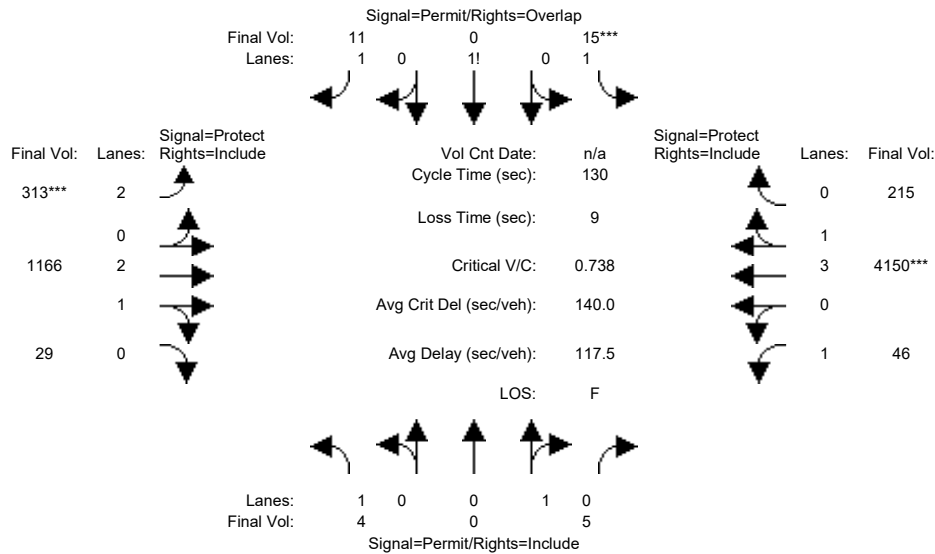
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.20	0.20	0.03	0.55	0.55
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.53	0.53	0.12	1.16	1.16
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.2	32.2	41.6	112	111.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.2	32.2	41.6	112	111.6
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2k95thQ:	0	0	0	1	0	0	15	20	20	3	86	86

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

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Level Of Service Computation Report
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Background AM Housing Rich Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	158	0	0	378	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	1073	27	42	3818	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1166	29	46	4150	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1166	29	46	4150	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1166	29	46	4150	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.92	0.08	1.00	3.79	0.21
Final Sat.:	1750	0	1800	2771	0	2479	3150	5462	137	1750	7130	370

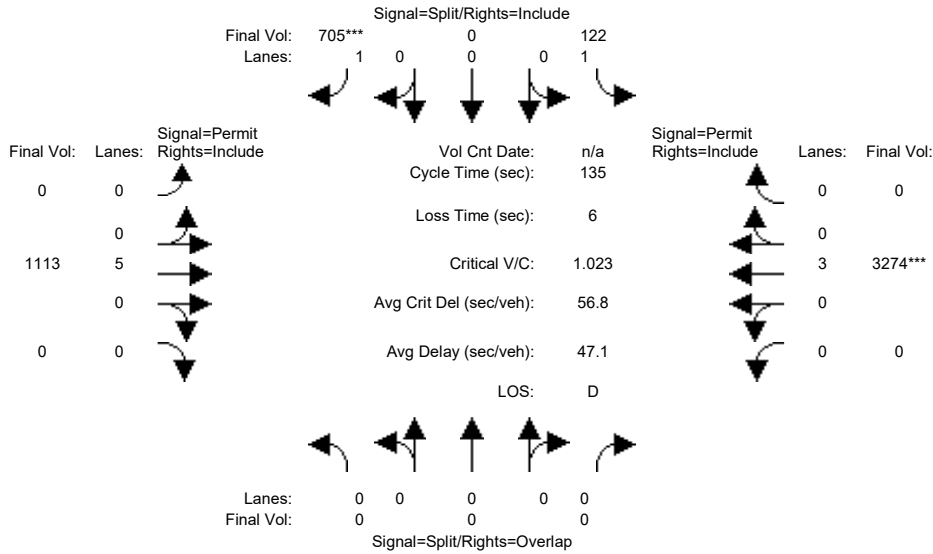
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.21	0.21	0.03	0.58	0.58
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.57	0.57	0.12	1.24	1.24
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.9	32.9	41.6	145	145.3
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:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.9	32.9	41.6	145	145.3
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2k95thQ:	0	0	0	1	0	0	14	22	22	3	102	102

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



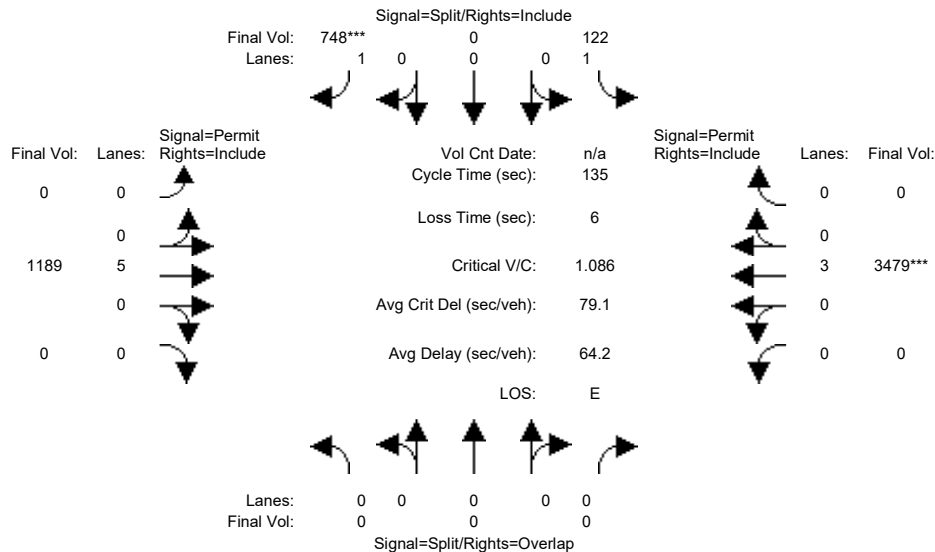
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	14	0	24	0	82	0	0	106	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	705	0	1113	0	0	3274	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	122	0	705	0	1113	0	0	3274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	705	0	1113	0	0	3274	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
Final Volume:	0	0	0	122	0	705	0	1113	0	0	3274	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.40	0.00	0.12	0.00	0.00	0.57	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	53.2	0.0	53.2	0.0	75.8	0.0	0.0	75.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.02	0.00	0.21	0.00	0.00	1.02	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	81.1	0.0	14.7	0.0	0.0	51.6	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	26.8	0.0	81.1	0.0	14.7	0.0	0.0	51.6	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	D-	A
HCM2k95thQ:	0	0	0	7	0	62	0	9	0	0	78	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	14	0	67	0	158	0	0	311	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	748	0	1189	0	0	3479	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	122	0	748	0	1189	0	0	3479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	748	0	1189	0	0	3479	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
Final Volume:	0	0	0	122	0	748	0	1189	0	0	3479	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

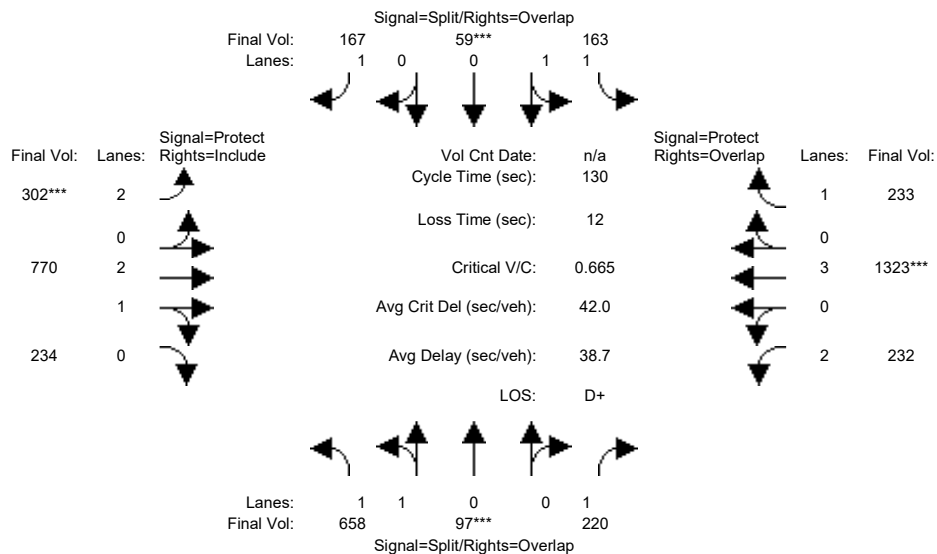
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.43	0.00	0.13	0.00	0.00	0.61	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	53.1	0.0	53.1	0.0	75.9	0.0	0.0	75.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.09	0.00	0.22	0.00	0.00	1.09	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	100.9	0.0	14.8	0.0	0.0	74.4	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	26.8	0.0	100.9	0.0	14.8	0.0	0.0	74.4	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	E	A
HCM2k95thQ:	0	0	0	7	0	70	0	9	0	0	90	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	108	49	0	0	34	48	146	63	50	0	51	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	97	220	163	59	167	302	770	234	232	1323	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	97	220	163	59	167	302	770	234	232	1323	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	97	220	163	59	167	302	770	234	232	1323	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	97	220	163	59	167	302	770	234	232	1323	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.75	0.25	1.00	1.48	0.52	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	3094	456	1750	2606	943	1750	3150	4293	1305	3150	5700	1750

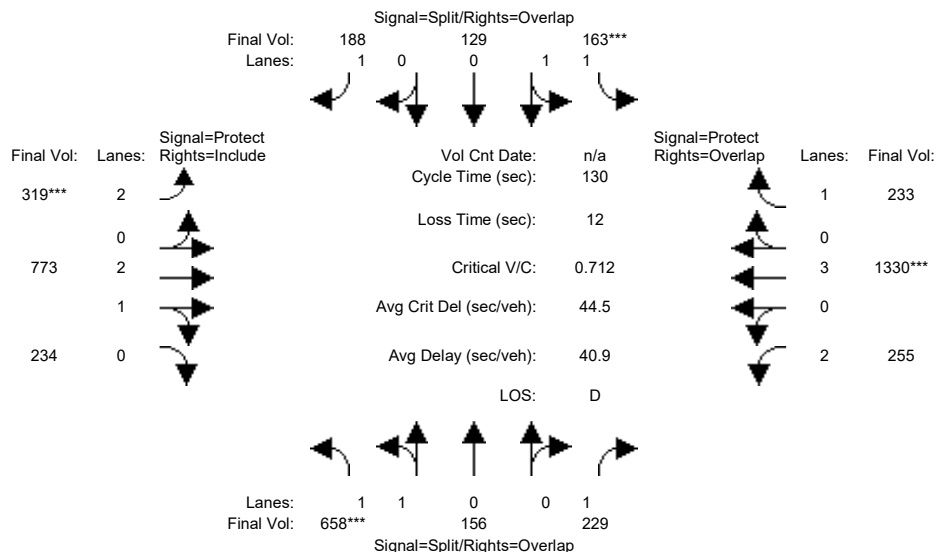
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.13	0.06	0.06	0.10	0.10	0.18	0.18	0.07	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	41.6	41.6	60.3	12.2	12.2	31.0	18.8	45.5	45.5	18.7	45.4	57.6
Volume/Cap:	0.66	0.66	0.27	0.66	0.66	0.40	0.66	0.51	0.51	0.51	0.66	0.30
Delay/Veh:	39.7	39.7	21.6	61.9	61.9	42.3	56.3	33.7	33.7	52.5	36.7	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	21.6	61.9	61.9	42.3	56.3	33.7	33.7	52.5	36.7	23.5
LOS by Move:	D	D	C+	E	E	D	E+	C-	C-	D-	D+	C
HCM2k95thQ:	26	26	11	9	9	11	13	19	19	11	27	12

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	108	108	9	0	104	69	163	66	50	23	58	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	156	229	163	129	188	319	773	234	255	1330	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	156	229	163	129	188	319	773	234	255	1330	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	156	229	163	129	188	319	773	234	255	1330	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	156	229	163	129	188	319	773	234	255	1330	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.62	0.38	1.00	1.13	0.87	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	2870	680	1750	1981	1568	1750	3150	4297	1301	3150	5700	1750

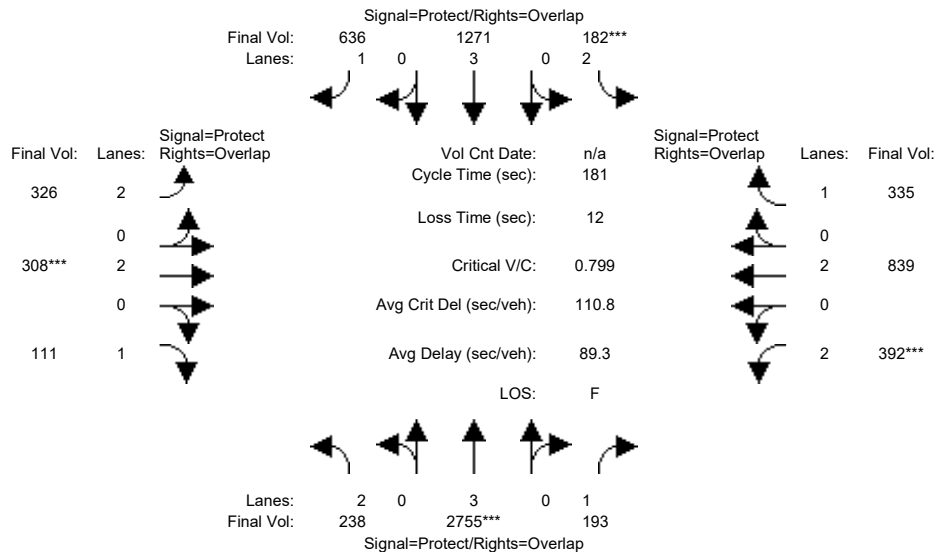
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.13	0.08	0.08	0.11	0.10	0.18	0.18	0.08	0.23	0.13
Crit Moves:	***			***			***			***		
Green Time:	41.9	41.9	60.8	15.0	15.0	33.5	18.5	42.1	42.1	19.0	42.6	57.6
Volume/Cap:	0.71	0.71	0.28	0.71	0.71	0.42	0.71	0.55	0.55	0.55	0.71	0.30
Delay/Veh:	40.9	40.9	21.4	61.2	61.2	40.7	58.5	36.6	36.6	53.1	39.6	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	40.9	21.4	61.2	61.2	40.7	58.5	36.6	36.6	53.1	39.6	23.5
LOS by Move:	D	D	C+	E	E	D	E+	D+	D+	D-	D	C
HCM2k95thQ:	28	28	11	12	12	12	14	20	20	12	28	12

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	523	5	35	204	36	83	19	0	9	22	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3487	193	182	1589	636	326	308	111	392	839	335
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2755	193	182	1271	636	326	308	111	392	839	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2755	193	182	1271	636	326	308	111	392	839	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2755	193	182	1271	636	326	308	111	392	839	335

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

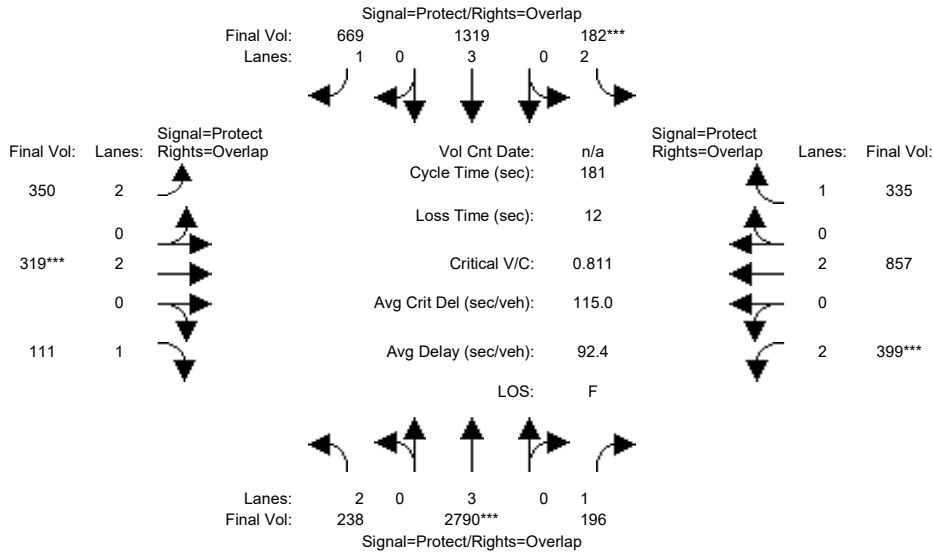
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.11	0.06	0.22	0.36	0.10	0.08	0.06	0.12	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.03	0.19	0.46	0.44	0.57	0.79	0.34	0.19	1.27	1.06	0.57
Delay/Veh:	111.2	102	36.1	82.2	48.2	41.5	86.9	57.7	44.3	225.0	123	51.7
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:	111.2	102	36.1	82.2	48.2	41.5	86.9	57.7	44.3	225.0	123	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	79	17	12	34	52	20	13	9	36	49	29

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	568	8	35	264	69	107	30	0	16	40	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3532	196	182	1649	669	350	319	111	399	857	335
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2790	196	182	1319	669	350	319	111	399	857	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2790	196	182	1319	669	350	319	111	399	857	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2790	196	182	1319	669	350	319	111	399	857	335

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

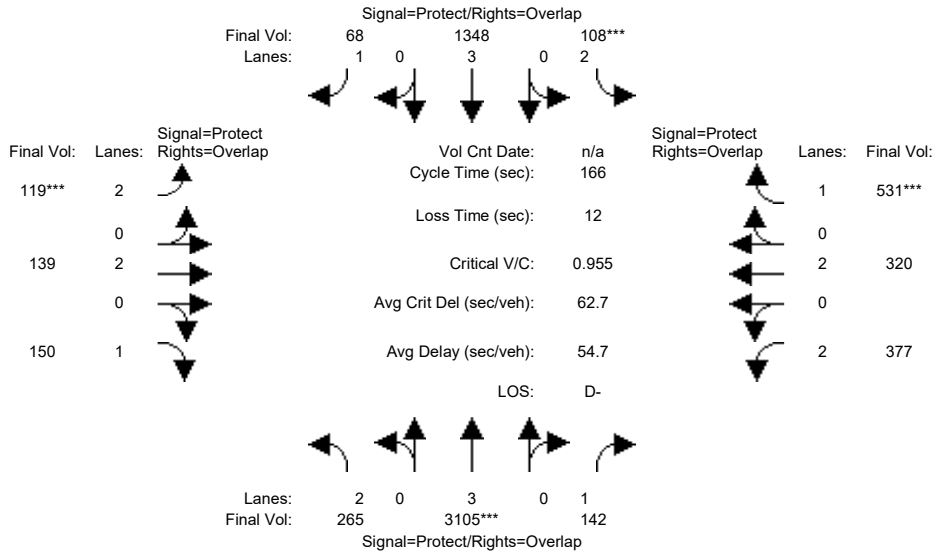
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.38	0.11	0.08	0.06	0.13	0.23	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.46	0.60	0.85	0.35	0.19	1.29	1.09	0.57
Delay/Veh:	111.2	107	36.2	82.2	48.7	42.9	92.7	57.9	44.3	234.2	130	51.7
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:	111.2	107	36.2	82.2	48.7	42.9	92.7	57.9	44.3	234.2	130	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	82	17	12	35	55	21	13	9	37	51	29

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	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:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	527	0	0	212	1	1	1	0	0	1	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3931	142	108	1685	68	119	139	150	377	320	531
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3105	142	108	1348	68	119	139	150	377	320	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3105	142	108	1348	68	119	139	150	377	320	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3105	142	108	1348	68	119	139	150	377	320	531

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

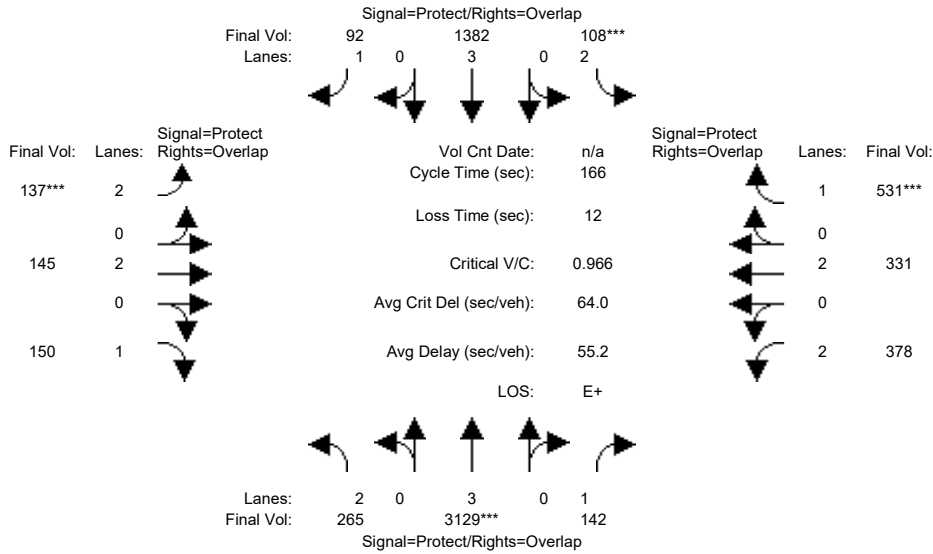
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.08	0.03	0.24	0.04	0.04	0.04	0.09	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	89.9	117.1	13.0	86.9	100.9	14.0	23.9	39.9	27.2	37.1	50.1
Volume/Cap:	0.87	1.01	0.12	0.44	0.45	0.06	0.45	0.25	0.36	0.73	0.38	1.00
Delay/Veh:	97.3	55.8	7.9	74.3	24.8	13.3	73.5	63.3	52.9	71.2	54.9	98.3
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:	97.3	55.8	7.9	74.3	24.8	13.3	73.5	63.3	52.9	71.2	54.9	98.3
LOS by Move:	F	E+	A	E	C	B	E	E	D-	E	D-	F
HCM2k95thQ:	19	91	5	6	24	3	7	6	13	22	13	56

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	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:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	557	0	0	255	25	19	7	0	1	12	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3961	142	108	1728	92	137	145	150	378	331	531
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3129	142	108	1382	92	137	145	150	378	331	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3129	142	108	1382	92	137	145	150	378	331	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3129	142	108	1382	92	137	145	150	378	331	531

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

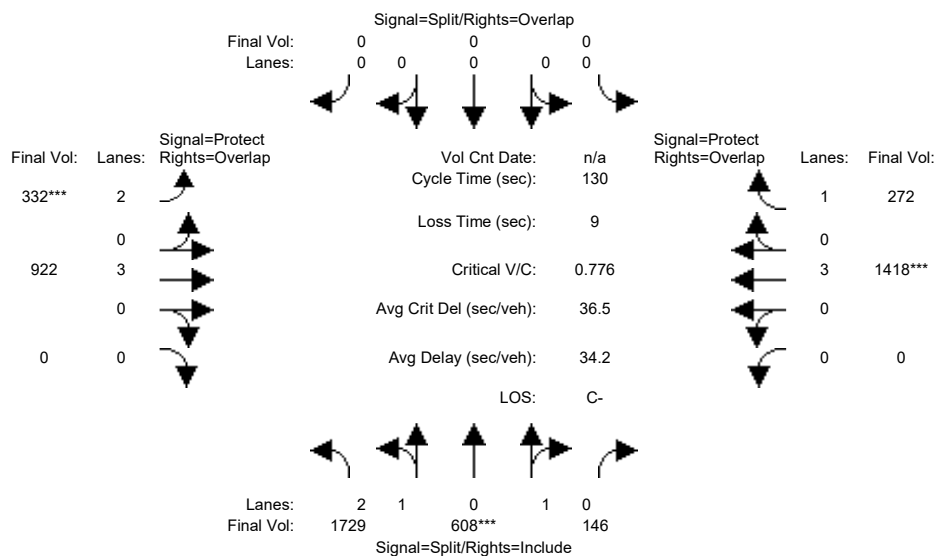
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.08	0.03	0.24	0.05	0.04	0.04	0.09	0.12	0.09	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	90.1	117.2	13.0	87.1	101.1	14.0	23.8	39.9	27.1	36.9	49.9
Volume/Cap:	0.87	1.01	0.11	0.44	0.46	0.09	0.52	0.27	0.36	0.74	0.39	1.01
Delay/Veh:	97.0	57.1	7.9	74.3	24.9	13.4	74.5	63.5	52.9	71.5	55.3	99.4
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:	97.0	57.1	7.9	74.3	24.9	13.4	74.5	63.5	52.9	71.5	55.3	99.4
LOS by Move:	F	E+	A	E	C	B	E	E	D-	E	E+	F
HCM2k95thQ:	19	92	5	6	25	4	8	6	13	22	14	56

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	31	169	13	0	0	0	41	55	0	0	75	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1729	608	146	0	0	0	332	922	0	0	1418	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1729	608	146	0	0	0	332	922	0	0	1418	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1729	608	146	0	0	0	332	922	0	0	1418	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1729	608	146	0	0	0	332	922	0	0	1418	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.86	0.92	0.22	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4691	1650	396	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

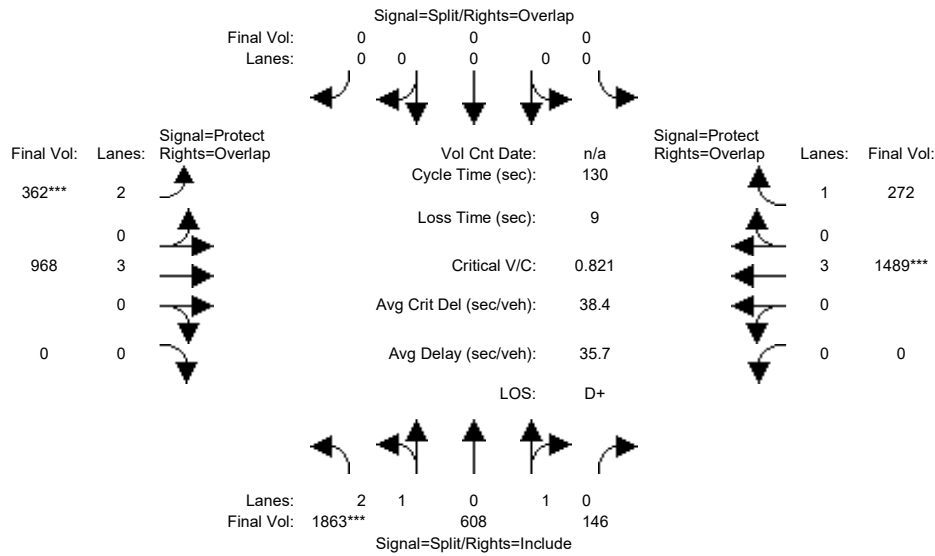
Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.11	0.16	0.00	0.00	0.25	0.16
Crit Moves:	****						****			****		
Green Time:	61.7	61.7	61.7	0.0	0.0	0.0	17.6	59.3	0.0	0.0	41.7	41.7
Volume/Cap:	0.78	0.78	0.78	0.00	0.00	0.00	0.78	0.35	0.00	0.00	0.78	0.49
Delay/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	63.0	23.0	0.0	0.0	42.1	36.2
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:	29.7	29.7	29.7	0.0	0.0	0.0	63.0	23.0	0.0	0.0	42.1	36.2
LOS by Move:	C	C	C	A	A	A	E	C	A	A	D	D+
HCM2k95thQ:	40	40	40	0	0	0	15	14	0	0	27	16

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	165	169	13	0	0	0	71	101	0	0	146	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1863	608	146	0	0	0	362	968	0	0	1489	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1863	608	146	0	0	0	362	968	0	0	1489	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1863	608	146	0	0	0	362	968	0	0	1489	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1863	608	146	0	0	0	362	968	0	0	1489	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.87	0.21	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4797	1565	376	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

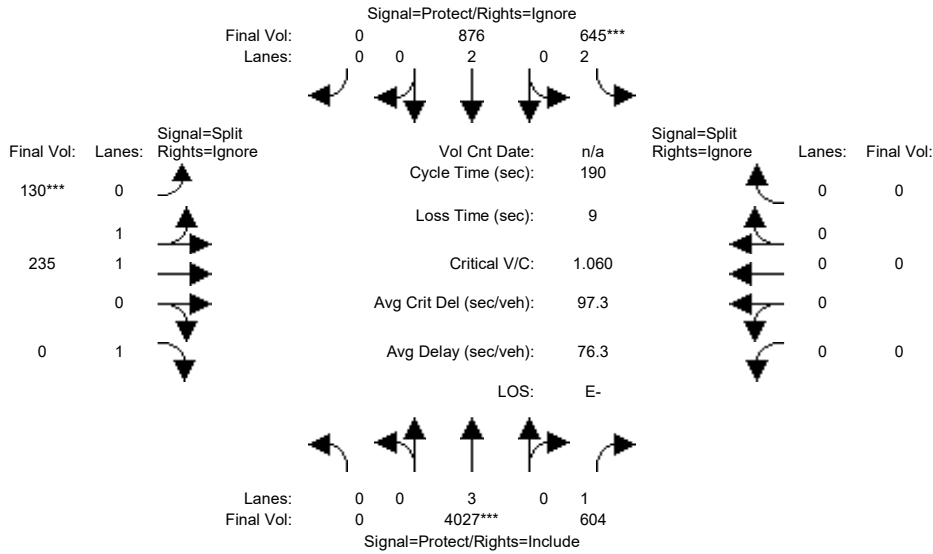
Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.11	0.17	0.00	0.00	0.26	0.16
Crit Moves:	***						****			****		
Green Time:	61.5	61.5	61.5	0.0	0.0	0.0	18.2	59.5	0.0	0.0	41.3	41.3
Volume/Cap:	0.82	0.82	0.82	0.00	0.00	0.00	0.82	0.37	0.00	0.00	0.82	0.49
Delay/Veh:	31.3	31.3	31.3	0.0	0.0	0.0	66.0	23.1	0.0	0.0	44.1	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	0.0	0.0	0.0	66.0	23.1	0.0	0.0	44.1	36.5
LOS by Move:	C	C	C	A	A	A	E	C	A	A	D	D+
HCM2k95thQ:	44	44	44	0	0	0	17	15	0	0	31	17

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	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:	Lawrence Expressway						I-280 SB Ramp					
Base Vol:	0	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	322	82	67	107	0	0	0	51	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4027	604	645	876	0	130	235	314	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4027	604	645	876	0	130	235	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4027	604	645	876	0	130	235	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4027	604	645	876	0	130	235	0	0	0	0

Saturation Flow Module:	Lawrence Expressway						I-280 SB Ramp					
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	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.73	1.27	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1317	2381	1750	0	0	0

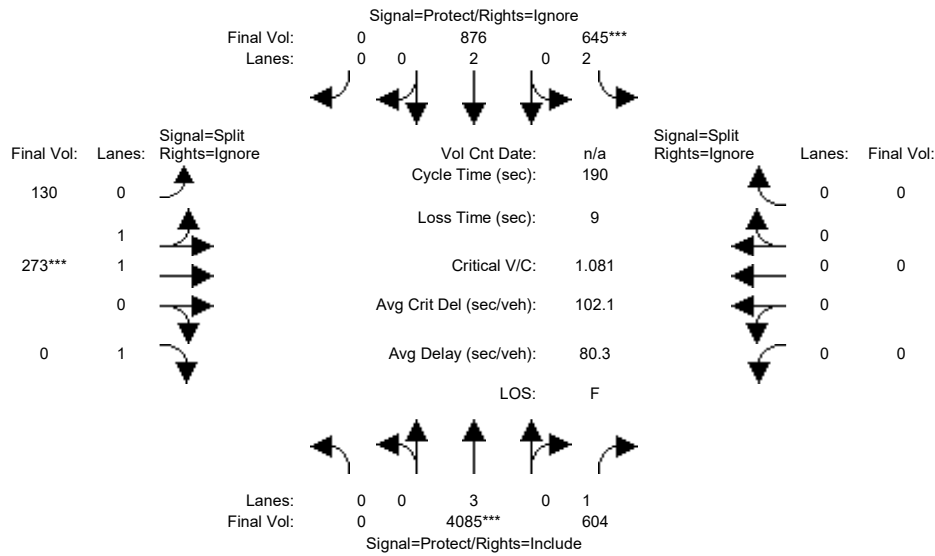
Capacity Analysis Module:	Lawrence Expressway						I-280 SB Ramp					
Vol/Sat:	0.00	0.71	0.35	0.20	0.23	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	117	117.2	34.0	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.15	0.56	1.15	0.29	0.00	0.63	0.63	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	88.6	12.1	163.1	0.1	0.0	77.5	77.5	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	88.6	12.1	163.1	0.1	0.0	77.5	77.5	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	140	21	50	1	0	18	18	0	0	0	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	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	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	380	82	67	107	0	0	38	68	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4085	604	645	876	0	130	273	331	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4085	604	645	876	0	130	273	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4085	604	645	876	0	130	273	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4085	604	645	876	0	130	273	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	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.66	1.34	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1193	2506	1750	0	0	0

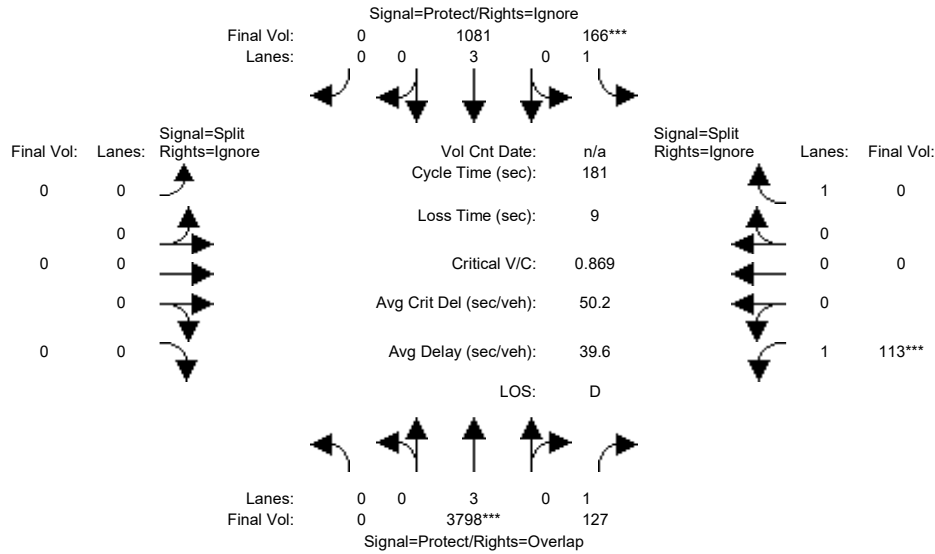
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.35	0.20	0.23	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	117.6	33.6	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.16	0.56	1.16	0.29	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	93.8	11.8	168.4	0.1	0.0	79.8	79.8	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	93.8	11.8	168.4	0.1	0.0	79.8	79.8	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	145	21	51	1	0	20	20	0	0	0	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	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	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	404	0	0	158	0	0	0	0	0	0	0
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3798	127	166	1081	1	0	0	0	113	0	753
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3798	127	166	1081	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3798	127	166	1081	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3798	127	166	1081	0	0	0	0	113	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

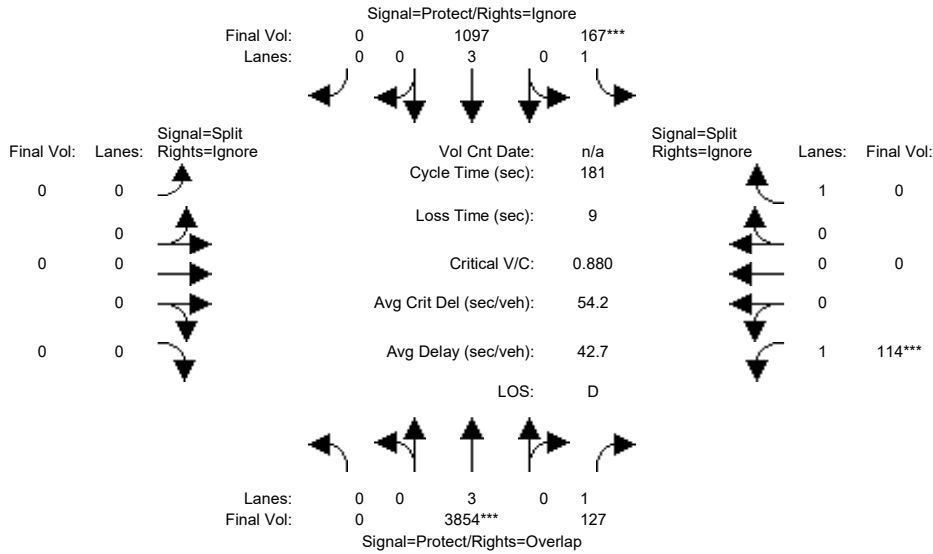
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.07	0.09	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.01	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	48.3	4.1	76.2	4.0	0.0	0.0	0.0	0.0	73.8	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	48.3	4.1	76.2	4.0	0.0	0.0	0.0	0.0	73.8	0.0	0.0
LOS by Move:	A	D	A	E-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	104	3	17	9	0	0	0	0	13	0	0

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

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

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	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	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	460	0	1	174	0	0	0	0	1	0	1
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3854	127	167	1097	1	0	0	0	114	0	754
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3854	127	167	1097	0	0	0	0	114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3854	127	167	1097	0	0	0	0	114	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3854	127	167	1097	0	0	0	0	114	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

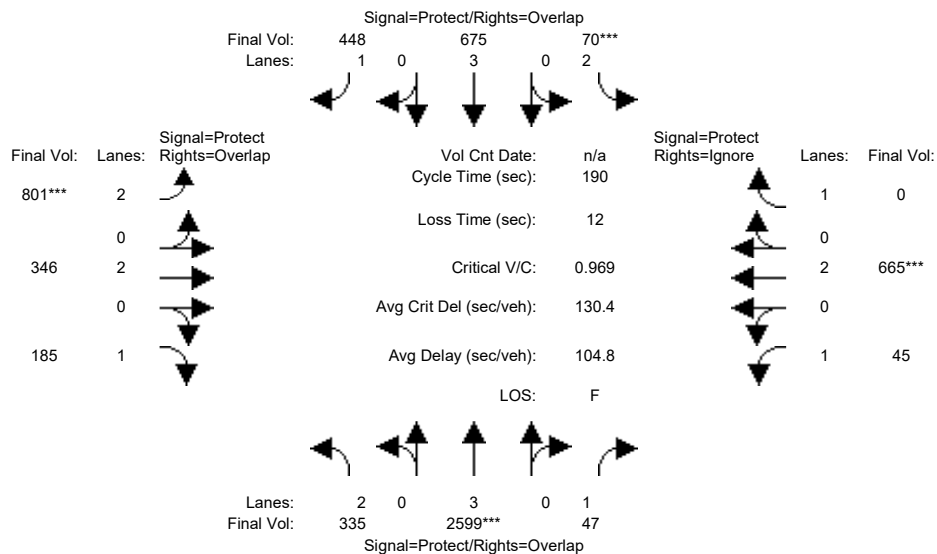
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.07	0.10	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.03	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	52.7	4.1	76.4	4.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	52.7	4.1	76.4	4.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0
LOS by Move:	A	D-	A	E-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	108	3	17	9	0	0	0	0	13	0	0

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

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	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	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	30	379	0	0	150	8	25	0	4	0	0	0
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	335	2599	47	70	675	448	801	346	185	45	665	304
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:	335	2599	47	70	675	448	801	346	185	45	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	2599	47	70	675	448	801	346	185	45	665	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
Final Volume:	335	2599	47	70	675	448	801	346	185	45	665	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

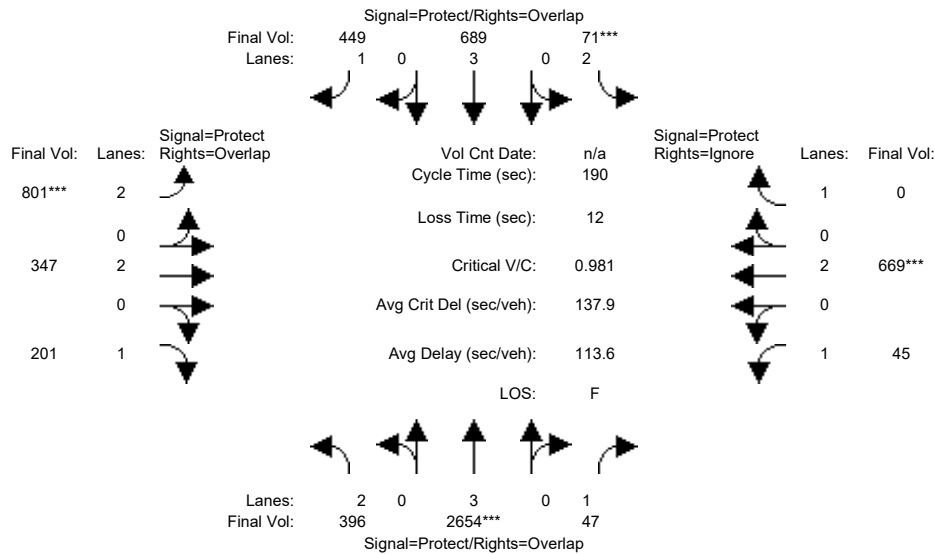
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.03	0.02	0.12	0.26	0.25	0.09	0.11	0.03	0.17	0.00
Crit Moves:	****		****		****		****		****		****	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	101.9	11.2	41.4	0.0
Volume/Cap:	1.00	1.22	0.06	0.30	0.35	0.42	0.94	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	133.2	160	26.9	83.1	50.7	27.3	84.4	33.6	22.7	88.3	75.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.2	160	26.9	83.1	50.7	27.3	84.4	33.6	22.7	88.3	75.3	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	23	102	2	5	19	32	48	11	11	6	33	0

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

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	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	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	91	434	0	1	164	9	25	1	20	0	4	1
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	396	2654	47	71	689	449	801	347	201	45	669	305
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:	396	2654	47	71	689	449	801	347	201	45	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	2654	47	71	689	449	801	347	201	45	669	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
Final Volume:	396	2654	47	71	689	449	801	347	201	45	669	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

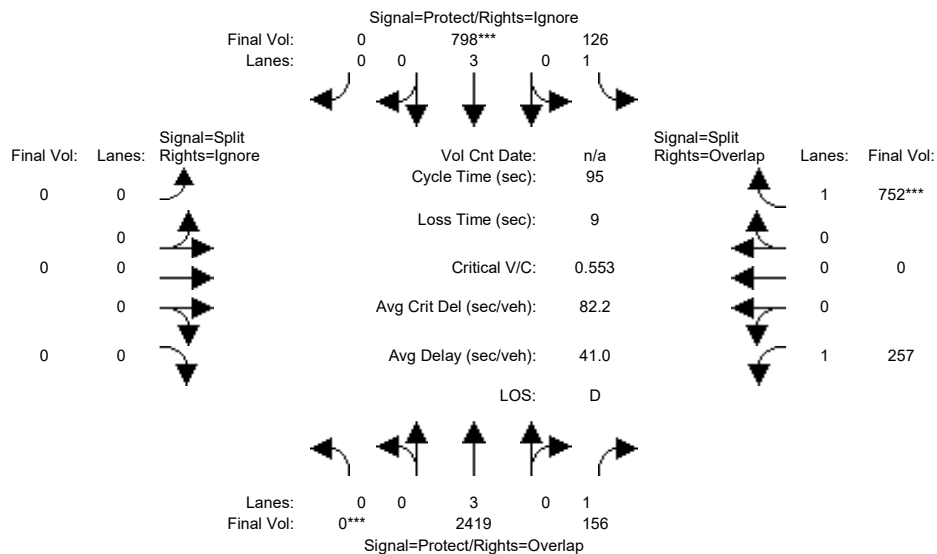
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.03	0.02	0.12	0.26	0.25	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.18	1.25	0.06	0.30	0.36	0.42	0.94	0.21	0.21	0.43	0.81	0.00
Delay/Veh:	192.2	171	26.9	83.1	50.8	27.3	84.4	33.7	22.9	88.3	75.6	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:	192.2	171	26.9	83.1	50.8	27.3	84.4	33.7	22.9	88.3	75.6	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	31	107	2	5	19	32	48	11	12	6	34	0

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

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	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	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	409	0	0	154	0	0	0	0	0	0	0
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2419	156	126	798	4	0	0	0	257	0	752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2419	156	126	798	0	0	0	0	257	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2419	156	126	798	0	0	0	0	257	0	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	2419	156	126	798	0	0	0	0	257	0	752

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

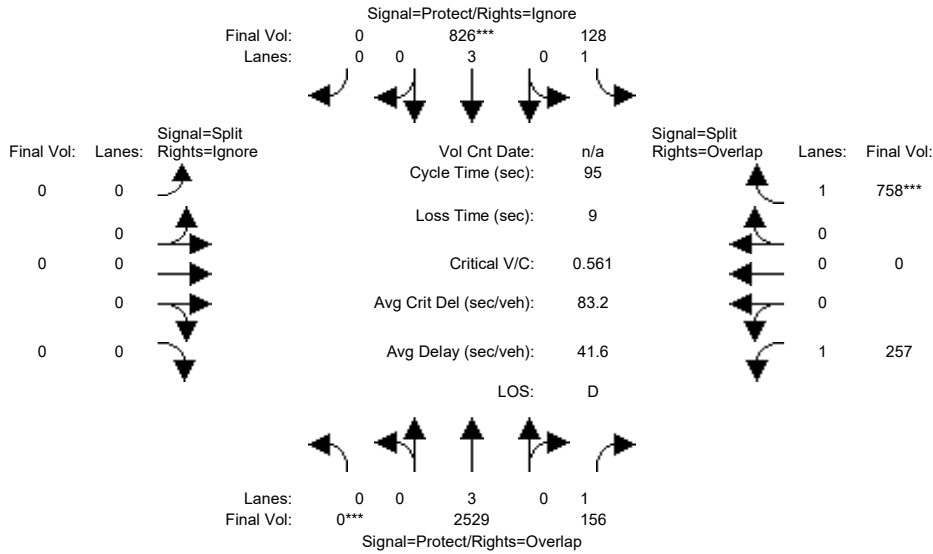
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.09	0.07	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.75	0.12	0.48	0.20	0.00	0.00	0.00	0.00	0.78	0.00	1.27
Delay/Veh:	0.0	16.5	3.2	38.4	4.5	0.0	0.0	0.0	0.0	47.5	0.0	164.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.5	3.2	38.4	4.5	0.0	0.0	0.0	0.0	47.5	0.0	164.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	28	2	7	5	0	0	0	0	18	0	73

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	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	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	519	0	2	182	0	0	0	0	0	0	6
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2529	156	128	826	4	0	0	0	257	0	758
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2529	156	128	826	0	0	0	0	257	0	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2529	156	128	826	0	0	0	0	257	0	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	2529	156	128	826	0	0	0	0	257	0	758

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

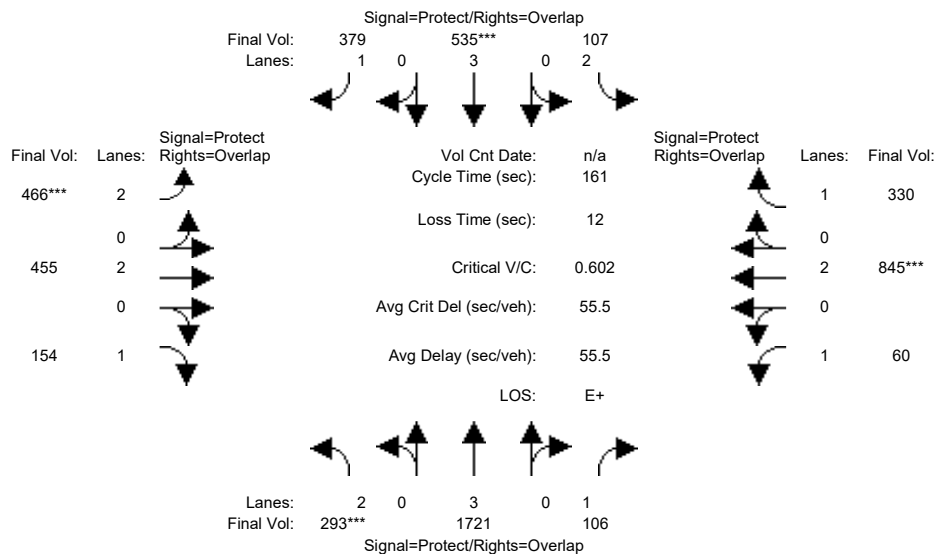
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.09	0.07	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.78	0.12	0.49	0.21	0.00	0.00	0.00	0.00	0.78	0.00	1.28
Delay/Veh:	0.0	17.4	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	169.0
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	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	169.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	31	3	7	5	0	0	0	0	18	0	74

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

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	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:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	409	0	0	154	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1721	106	107	535	379	466	455	154	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1721	106	107	535	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1721	106	107	535	379	466	455	154	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1721	106	107	535	379	466	455	154	60	845	330

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

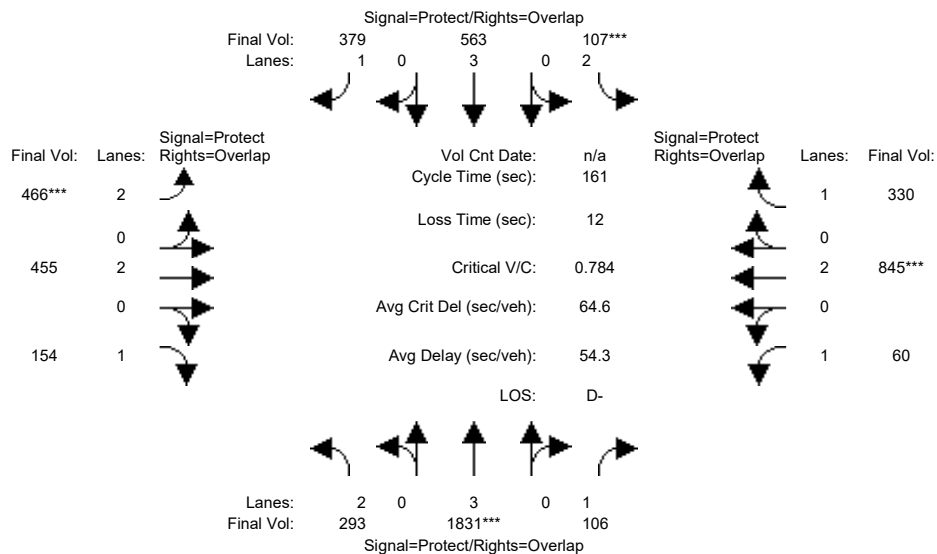
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.06	0.03	0.09	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				****		****				****	
Green Time:	26.0	49.0	63.7	17.0	40.0	73.2	33.2	68.3	94.3	14.7	49.8	66.8
Volume/Cap:	0.58	0.99	0.15	0.32	0.38	0.48	0.72	0.28	0.15	0.38	0.72	0.45
Delay/Veh:	64.0	75.5	31.4	67.2	50.3	31.0	63.5	30.4	15.2	70.3	51.5	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	75.5	31.4	67.2	50.3	31.0	63.5	30.4	15.2	70.3	51.5	34.4
LOS by Move:	E	E-	C	E	D	C	E	C	B	E	D-	C-
HCM2k95thQ:	16	54	7	6	13	24	23	13	7	7	33	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	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:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	519	0	0	182	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1831	106	107	563	379	466	455	154	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1831	106	107	563	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1831	106	107	563	379	466	455	154	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1831	106	107	563	379	466	455	154	60	845	330

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

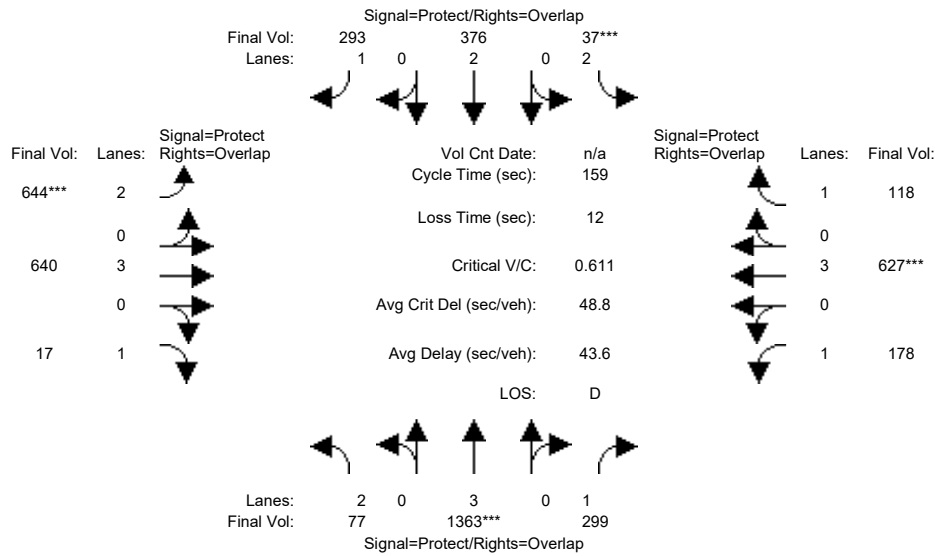
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.06	0.03	0.10	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.54	0.98	0.15	0.32	0.37	0.47	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.1	68.8	29.3	67.2	48.6	30.9	67.5	32.6	16.0	71.2	53.7	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:	62.1	68.8	29.3	67.2	48.6	30.9	67.5	32.6	16.0	71.2	53.7	35.8
LOS by Move:	E	E	C	E	D	C	E	C-	B	E	D-	D+
HCM2k95thQ:	16	55	7	6	14	24	24	14	7	7	33	23

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

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	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:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	409	0	0	154	0	0	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1363	299	37	376	293	644	640	17	178	627	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1363	299	37	376	293	644	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1363	299	37	376	293	644	640	17	178	627	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1363	299	37	376	293	644	640	17	178	627	118

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

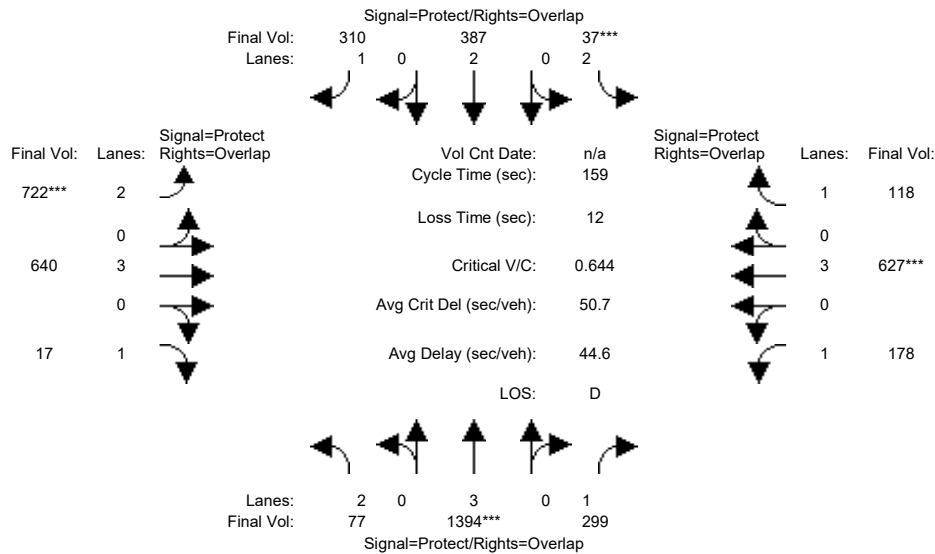
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.01	0.10	0.17	0.20	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.64	0.33	0.21	0.28	0.27	0.76	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.0	22.6	72.2	37.1	13.7	57.1	37.8	26.4	72.8	53.7	44.1
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:	70.5	42.0	22.6	72.2	37.1	13.7	57.1	37.8	26.4	72.8	53.7	44.1
LOS by Move:	E	D	C+	E	D+	B	E+	D+	C	E	D-	D
HCM2k95thQ:	5	31	17	2	12	13	29	13	1	19	17	9

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

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	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:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	440	0	0	165	17	78	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1394	299	37	387	310	722	640	17	178	627	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1394	299	37	387	310	722	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1394	299	37	387	310	722	640	17	178	627	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1394	299	37	387	310	722	640	17	178	627	118

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

Capacity Analysis Module:

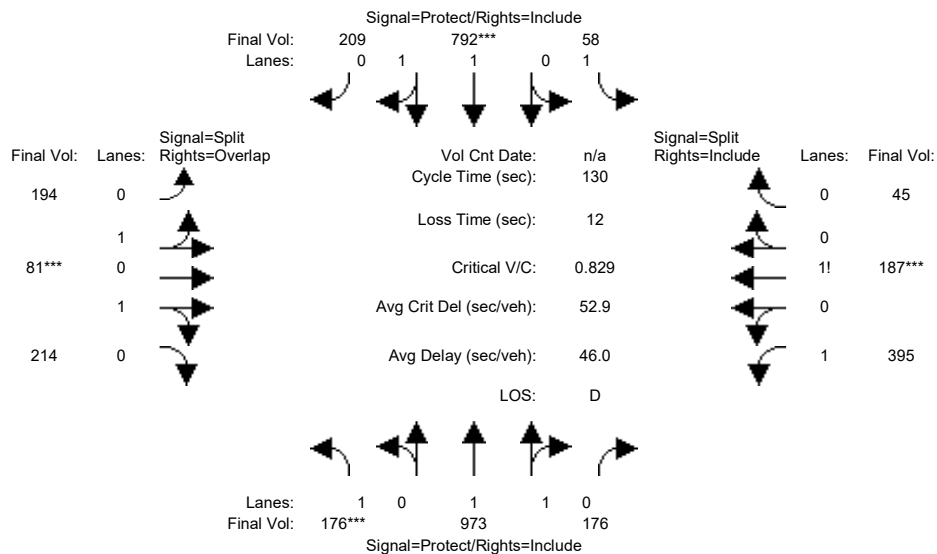
Vol/Sat:	0.02	0.24	0.17	0.01	0.10	0.18	0.23	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.66	0.33	0.21	0.29	0.28	0.85	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.4	22.6	72.2	37.3	13.9	62.9	37.8	26.4	72.8	53.7	44.1
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:	70.5	42.4	22.6	72.2	37.3	13.9	62.9	37.8	26.4	72.8	53.7	44.1
LOS by Move:	E	D	C+	E	D+	B	E	D+	C	E	D-	D
HCM2k95thQ:	5	32	17	2	13	14	33	13	1	19	17	9

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	973	176	58	792	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	973	176	58	792	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	973	176	58	792	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	973	176	58	792	209	194	81	214	395	187	45

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.69	0.31	1.00	1.57	0.43	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3133	567	1750	2927	772	1428	596	1575	2555	762	183

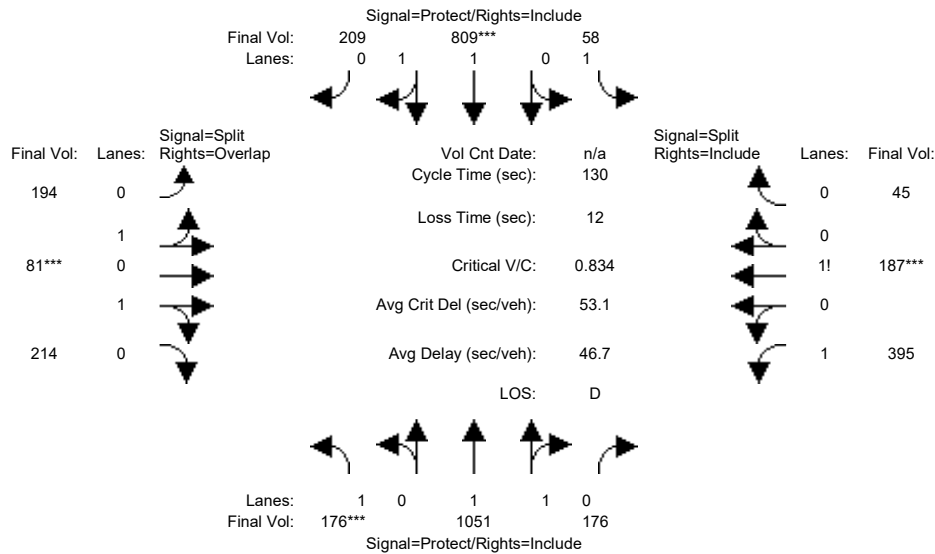
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.31	0.31	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.8	49.6	49.6	8.6	42.4	42.4	21.3	21.3	37.1	38.5	38.5	38.5
Volume/Cap:	0.83	0.81	0.81	0.50	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	78.8	39.8	39.8	62.0	45.4	45.4	62.1	62.1	38.8	38.5	50.3	50.3
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:	78.8	39.8	39.8	62.0	45.4	45.4	62.1	62.1	38.8	38.5	50.3	50.3
LOS by Move:	E-	D	D	E	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	35	35	5	33	33	22	22	16	18	33	33

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	78	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	1051	176	58	809	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1051	176	58	809	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1051	176	58	809	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1051	176	58	809	209	194	81	214	395	187	45

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.71	0.29	1.00	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3169	531	1750	2940	759	1428	596	1575	2555	762	183

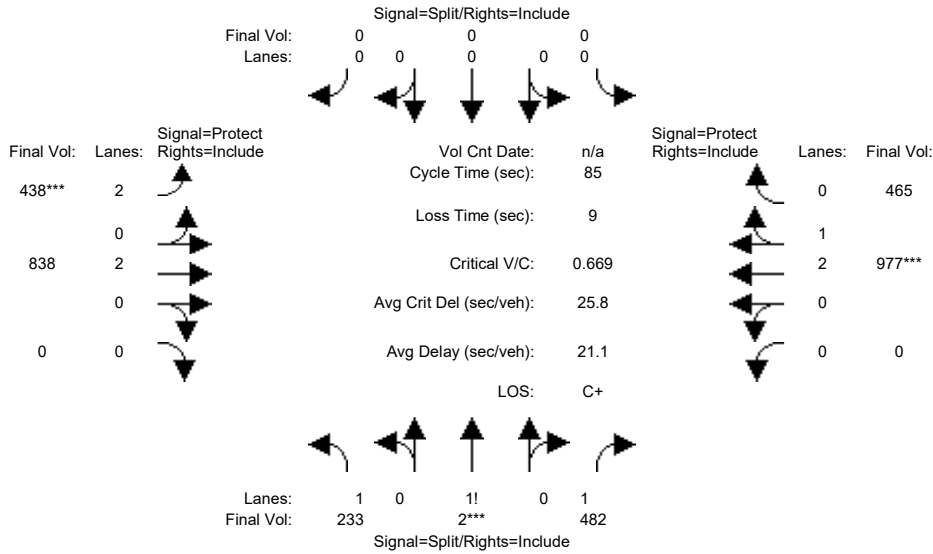
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.03	0.28	0.28	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.7	50.4	50.4	8.2	42.9	42.9	21.2	21.2	36.8	38.3	38.3	38.3
Volume/Cap:	0.83	0.86	0.86	0.53	0.83	0.83	0.83	0.83	0.48	0.53	0.83	0.83
Delay/Veh:	79.7	41.8	41.8	63.7	45.4	45.4	62.7	62.7	39.0	38.7	50.9	50.9
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:	79.7	41.8	41.8	63.7	45.4	45.4	62.7	62.7	39.0	38.7	50.9	50.9
LOS by Move:	E-	D	D	E	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	39	39	5	34	34	22	22	16	18	33	33

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	482	0	0	0	438	838	0	0	977	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	482	0	0	0	438	838	0	0	977	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	482	0	0	0	438	838	0	0	977	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	482	0	0	0	438	838	0	0	977	465

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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.33	0.01	1.66	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2328	10	2996	0	0	0	3150	3800	0	0	3797	1800

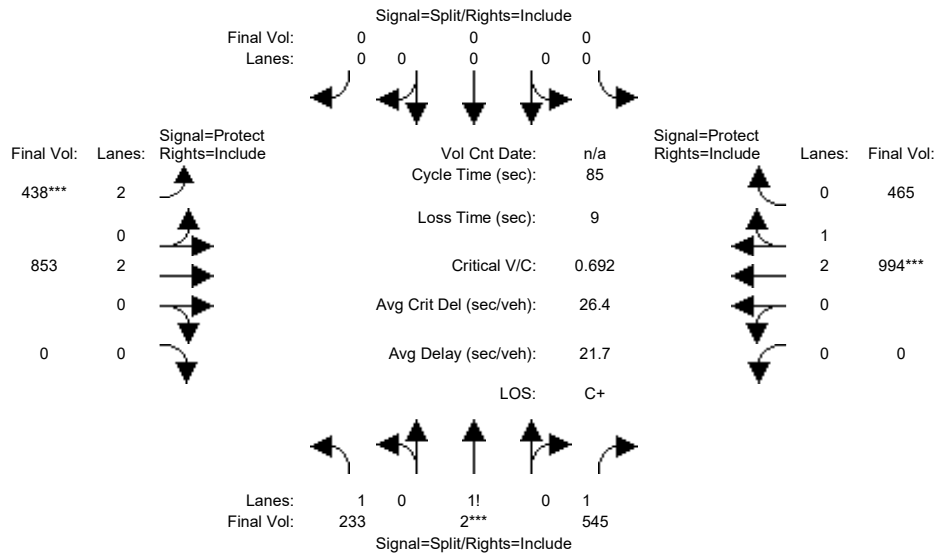
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.6	25.6	25.6	0.0	0.0	0.0	17.7	50.4	0.0	0.0	32.7	32.7
Volume/Cap:	0.33	0.67	0.53	0.00	0.00	0.00	0.67	0.37	0.00	0.00	0.67	0.67
Delay/Veh:	23.1	27.6	25.1	0.0	0.0	0.0	33.6	9.1	0.0	0.0	22.5	22.5
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:	23.1	27.6	25.1	0.0	0.0	0.0	33.6	9.1	0.0	0.0	22.5	22.5
LOS by Move:	C	C	C	A	A	A	C-	A	A	A	C+	C+
HCM2k95thQ:	8	18	14	0	0	0	12	11	0	0	19	19

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	63	0	0	0	0	15	0	0	17	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	545	0	0	0	438	853	0	0	994	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	545	0	0	0	438	853	0	0	994	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	545	0	0	0	438	853	0	0	994	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	545	0	0	0	438	853	0	0	994	465

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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.30	0.01	1.69	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.01	0.99
Final Sat.:	2282	9	3044	0	0	0	3150	3800	0	0	3813	1784

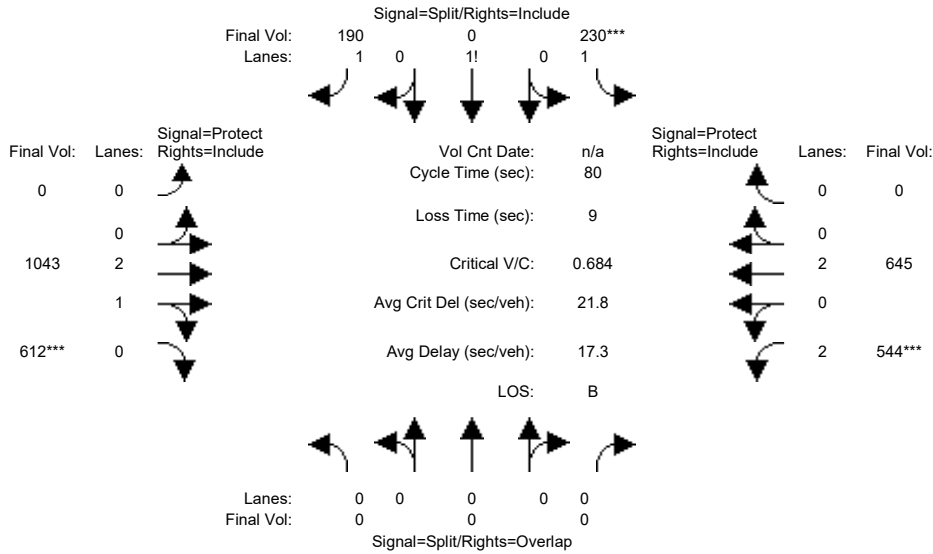
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.18	0.00	0.00	0.00	0.14	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	26.9	26.9	26.9	0.0	0.0	0.0	17.1	49.1	0.0	0.0	32.0	32.0
Volume/Cap:	0.32	0.69	0.57	0.00	0.00	0.00	0.69	0.39	0.00	0.00	0.69	0.69
Delay/Veh:	22.2	27.3	24.7	0.0	0.0	0.0	34.8	9.9	0.0	0.0	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	27.3	24.7	0.0	0.0	0.0	34.8	9.9	0.0	0.0	23.3	23.3
LOS by Move:	C+	C	C	A	A	A	C-	A	A	A	C	C
HCM2k95thQ:	8	20	15	0	0	0	12	11	0	0	19	19

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1043	612	544	645	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	230	0	190	0	1043	612	544	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1043	612	544	645	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
Final Volume:	0	0	0	230	0	190	0	1043	612	544	645	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.00	1.45	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2708	0	2542	0	3800	1750	3150	3800	0

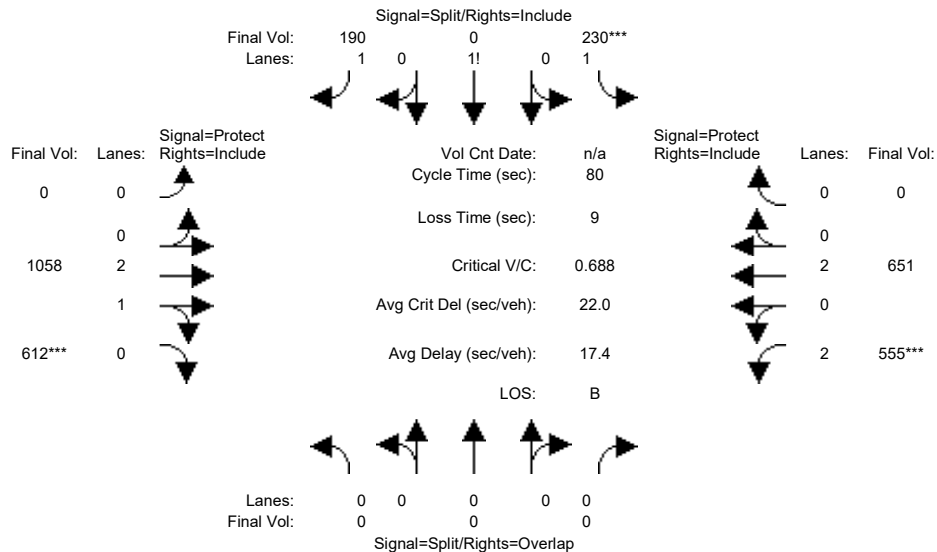
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.8	40.8	20.2	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.54	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.4	15.6	29.5	2.8	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:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.4	15.6	29.5	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	10	0	9	0	17	24	14	4	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga 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	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:	SR-85 (South)						Saratoga Avenue					
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	15	0	11	6	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1058	612	555	651	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	230	0	190	0	1058	612	555	651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1058	612	555	651	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
Final Volume:	0	0	0	230	0	190	0	1058	612	555	651	0

Saturation Flow Module:	SR-85 (South)						Saratoga Avenue					
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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.00	1.45	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2708	0	2542	0	3800	1750	3150	3800	0

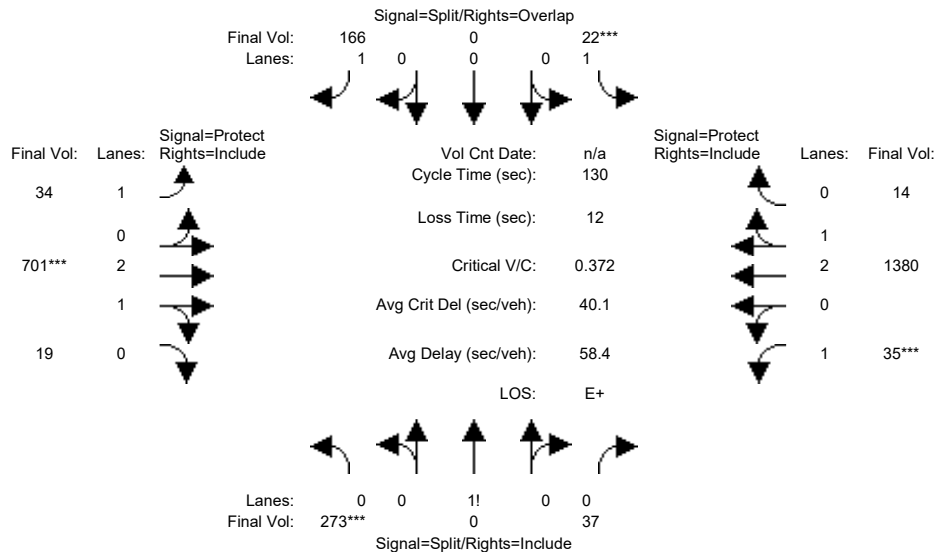
Capacity Analysis Module:	SR-85 (South)						Saratoga Avenue					
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.28	0.35	0.18	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.6	40.6	20.4	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.55	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.7	15.8	29.5	2.8	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:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.7	15.8	29.5	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	10	0	9	0	17	24	14	5	0

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	0	0	69	0	0	115	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	158	32	666	18	33	1311	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	22	0	166	34	701	19	35	1380	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	166	34	701	19	35	1380	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	22	0	166	34	701	19	35	1380	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5452	147	1750	5545	55

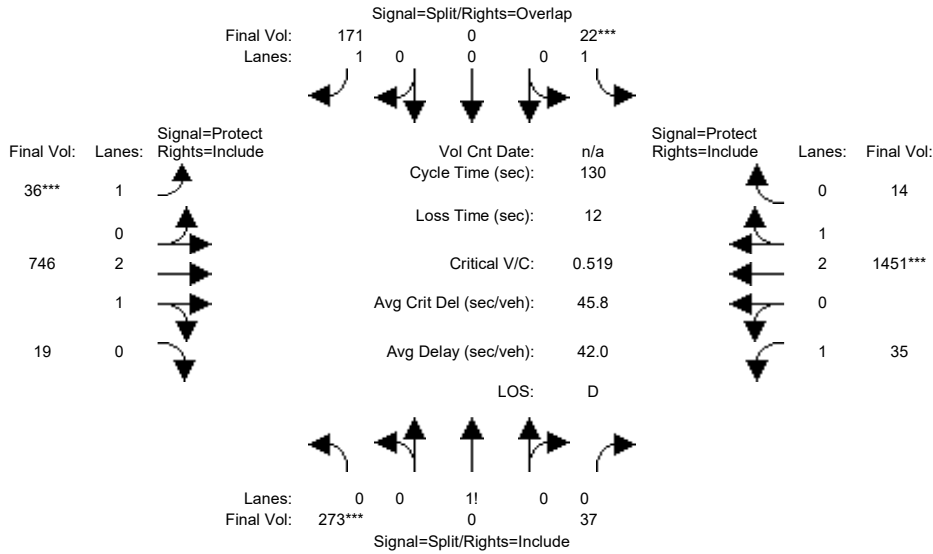
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.13	0.13	0.02	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.05	0.00	0.27	0.19	0.48	0.48	0.26	1.01	1.01
Delay/Veh:	38.3	0.0	38.3	37.5	0.0	31.0	54.2	40.1	40.1	57.5	76.0	76.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.5	0.0	31.0	54.2	40.1	40.1	57.5	76.0	76.0
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E-	E-
HCM2k95thQ:	21	0	21	1	0	10	3	15	15	3	38	38

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	4	2	112	0	0	182	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	162	34	709	18	33	1378	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	22	0	171	36	746	19	35	1451	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	171	36	746	19	35	1451	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	22	0	171	36	746	19	35	1451	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5461	139	1750	5548	52

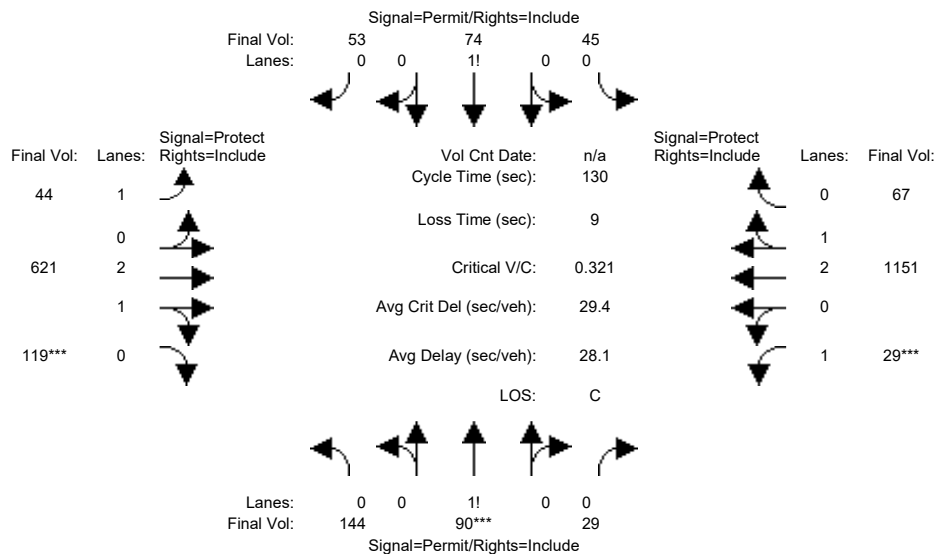
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.14	0.14	0.02	0.26	0.26
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.05	0.00	0.28	0.20	0.42	0.42	0.22	0.83	0.83
Delay/Veh:	50.6	0.0	50.6	37.5	0.0	31.0	54.3	34.7	34.7	55.3	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:	50.6	0.0	50.6	37.5	0.0	31.0	54.3	34.7	34.7	55.3	44.7	44.7
LOS by Move:	D	A	D	D+	A	C	D-	C-	C-	E+	D	D
HCM2k95thQ:	24	0	24	1	0	10	3	15	15	3	32	32

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	5	0	0	0	0	5	3	62	3	0	105	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	138	86	28	43	71	51	42	596	114	28	1105	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	144	90	29	45	74	53	44	621	119	29	1151	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	90	29	45	74	53	44	621	119	29	1151	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	90	29	45	74	53	44	621	119	29	1151	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.34	0.11	0.26	0.43	0.31	1.00	2.50	0.50	1.00	2.83	0.17
Final Sat.:	958	597	194	456	753	541	1750	4700	899	1750	5293	307

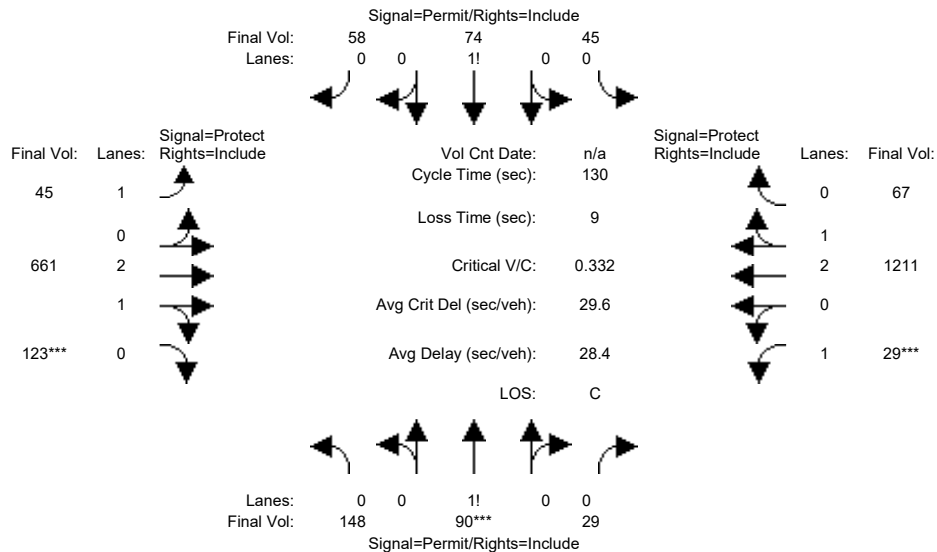
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.02	0.13	0.13	0.02	0.22	0.22
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.37	0.37	0.37	0.25	0.25	0.25	0.27	0.35	0.35	0.11	0.50	0.50
Delay/Veh:	27.9	27.9	27.9	26.1	26.1	26.1	55.8	29.2	29.2	47.5	26.4	26.4
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:	27.9	27.9	27.9	26.1	26.1	26.1	55.8	29.2	29.2	47.5	26.4	26.4
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	15	15	15	9	9	9	3	13	13	2	21	21

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	9	0	0	0	0	10	4	101	7	0	163	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	142	86	28	43	71	56	43	635	118	28	1163	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	148	90	29	45	74	58	45	661	123	29	1211	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	90	29	45	74	58	45	661	123	29	1211	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	148	90	29	45	74	58	45	661	123	29	1211	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.34	0.11	0.25	0.42	0.33	1.00	2.51	0.49	1.00	2.84	0.16
Final Sat.:	971	588	191	443	731	576	1750	4721	877	1750	5308	292

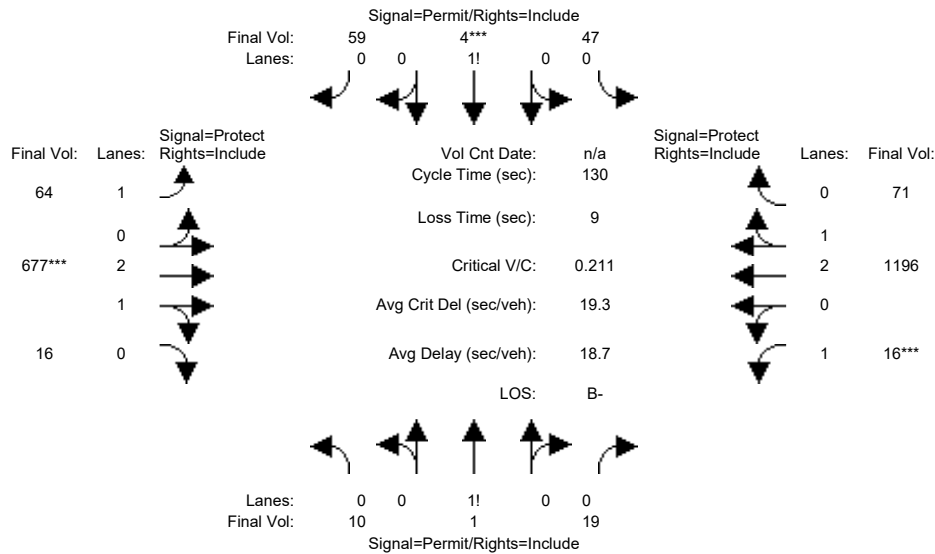
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.03	0.14	0.14	0.02	0.23	0.23
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.38	0.38	0.38	0.25	0.25	0.25	0.28	0.37	0.37	0.11	0.52	0.52
Delay/Veh:	28.0	28.0	28.0	26.2	26.2	26.2	55.9	29.5	29.5	47.5	26.8	26.8
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:	28.0	28.0	28.0	26.2	26.2	26.2	55.9	29.5	29.5	47.5	26.8	26.8
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	15	15	15	10	10	10	4	14	14	2	22	22

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	0	0	0	0	0	0	0	62	0	0	105	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	10	1	18	46	4	57	62	657	16	16	1160	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	1	19	47	4	59	64	677	16	16	1196	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	19	47	4	59	64	677	16	16	1196	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
Final Volume:	10	1	19	47	4	59	64	677	16	16	1196	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.34	0.03	0.63	0.43	0.04	0.53	1.00	2.93	0.07	1.00	2.83	0.17
Final Sat.:	603	60	1086	752	65	932	1750	5467	133	1750	5285	314

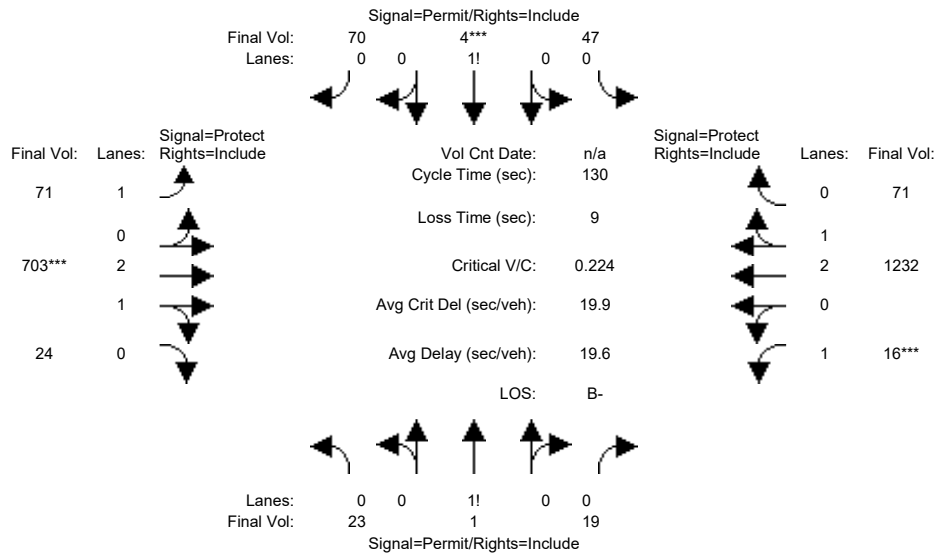
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.12	0.12	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	35.7	35.7	35.7	35.7	35.7	35.7	11.9	70.3	70.3	15.0	73.4	73.4
Volume/Cap:	0.06	0.06	0.06	0.23	0.23	0.23	0.40	0.23	0.23	0.08	0.40	0.40
Delay/Veh:	34.8	34.8	34.8	36.7	36.7	36.7	57.3	15.7	15.7	51.5	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	34.8	34.8	36.7	36.7	36.7	57.3	15.7	15.7	51.5	16.0	16.0
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	2	2	2	7	7	7	5	9	9	1	17	17

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	12	0	0	0	0	11	7	87	7	0	140	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	22	1	18	46	4	68	69	682	23	16	1195	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	23	1	19	47	4	70	71	703	24	16	1232	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	19	47	4	70	71	703	24	16	1232	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
Final Volume:	23	1	19	47	4	70	71	703	24	16	1232	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.54	0.02	0.44	0.39	0.03	0.58	1.00	2.90	0.10	1.00	2.83	0.17
Final Sat.:	939	43	768	682	59	1008	1750	5417	183	1750	5294	306

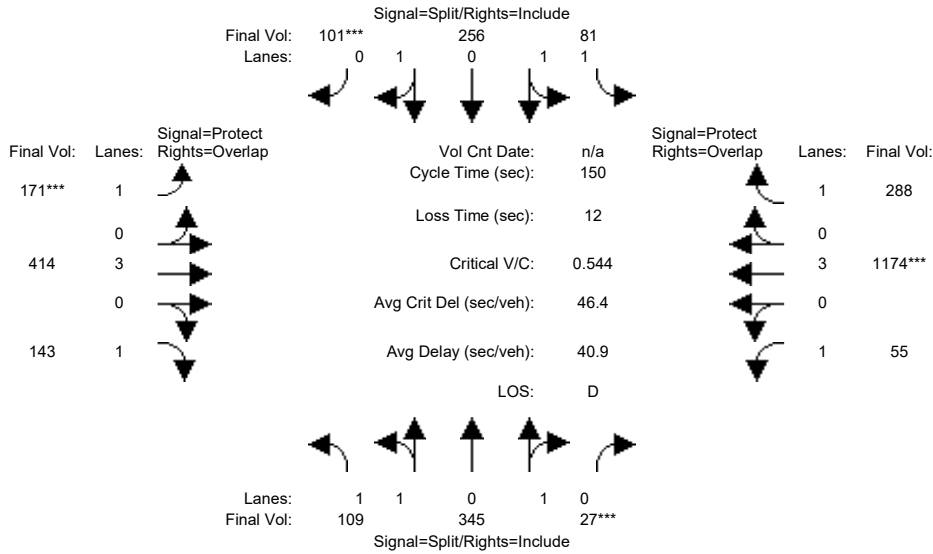
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.04	0.13	0.13	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	11.7	69.0	69.0	15.0	72.3	72.3
Volume/Cap:	0.08	0.08	0.08	0.24	0.24	0.24	0.45	0.24	0.24	0.08	0.42	0.42
Delay/Veh:	34.2	34.2	34.2	36.0	36.0	36.0	58.2	16.5	16.5	51.5	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	34.2	34.2	36.0	36.0	36.0	58.2	16.5	16.5	51.5	16.8	16.8
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	3	3	3	8	8	8	6	10	10	1	18	18

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	0	0	0	0	0	0	0	62	0	0	105	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	109	345	27	81	256	101	171	414	143	55	1174	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	345	27	81	256	101	171	414	143	55	1174	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	345	27	81	256	101	171	414	143	55	1174	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	345	27	81	256	101	171	414	143	55	1174	288

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2652	1046	1750	5700	1750	1750	5700	1750

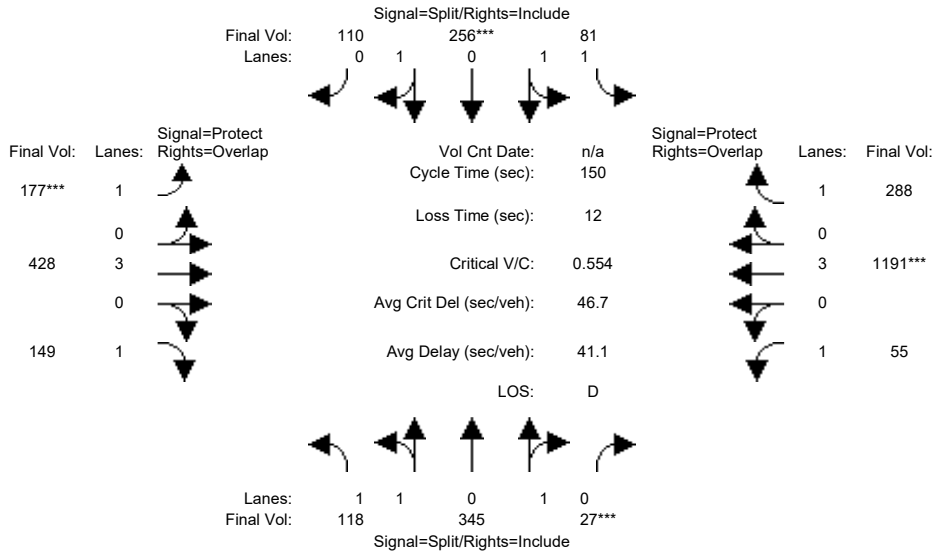
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.05	0.10	0.10	0.10	0.07	0.08	0.03	0.21	0.16
Crit Moves:			***			***	***			***		
Green Time:	27.7	27.7	27.7	26.6	26.6	26.6	26.9	51.0	78.7	32.7	56.8	83.4
Volume/Cap:	0.34	0.54	0.54	0.26	0.54	0.54	0.54	0.21	0.16	0.14	0.54	0.30
Delay/Veh:	53.3	56.1	56.1	53.3	57.0	57.0	57.9	35.3	18.6	47.5	36.8	17.9
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:	53.3	56.1	56.1	53.3	57.0	57.0	57.9	35.3	18.6	47.5	36.8	17.9
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	D+	B-	D	D+	B
HCM2k95thQ:	9	16	16	7	15	15	14	8	7	4	25	14

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	9	0	0	0	0	9	6	76	6	0	122	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	118	345	27	81	256	110	177	428	149	55	1191	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	345	27	81	256	110	177	428	149	55	1191	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	345	27	81	256	110	177	428	149	55	1191	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	345	27	81	256	110	177	428	149	55	1191	288

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2587	1112	1750	5700	1750	1750	5700	1750

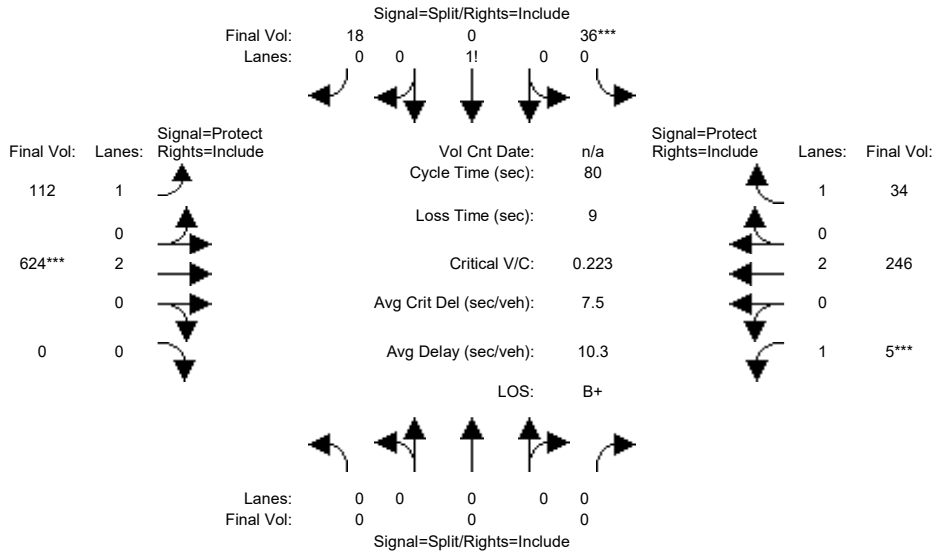
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.05	0.10	0.10	0.10	0.08	0.09	0.03	0.21	0.16
Crit Moves:			***			****			****			****
Green Time:	27.2	27.2	27.2	26.8	26.8	26.8	27.4	51.8	79.0	32.2	56.6	83.4
Volume/Cap:	0.37	0.55	0.55	0.26	0.55	0.55	0.55	0.22	0.16	0.15	0.55	0.30
Delay/Veh:	54.1	56.6	56.6	53.1	57.0	57.0	57.9	34.8	18.4	47.9	37.1	17.9
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:	54.1	56.6	56.6	53.1	57.0	57.0	57.9	34.8	18.4	47.9	37.1	17.9
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	C-	B-	D	D+	B
HCM2k95thQ:	10	16	16	7	16	16	15	9	7	4	25	14

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	6	0	0	34	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	36	0	18	112	624	0	5	246	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	18	112	624	0	5	246	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	18	112	624	0	5	246	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	36	0	18	112	624	0	5	246	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1167	0	583	1750	3800	0	1750	3800	1750

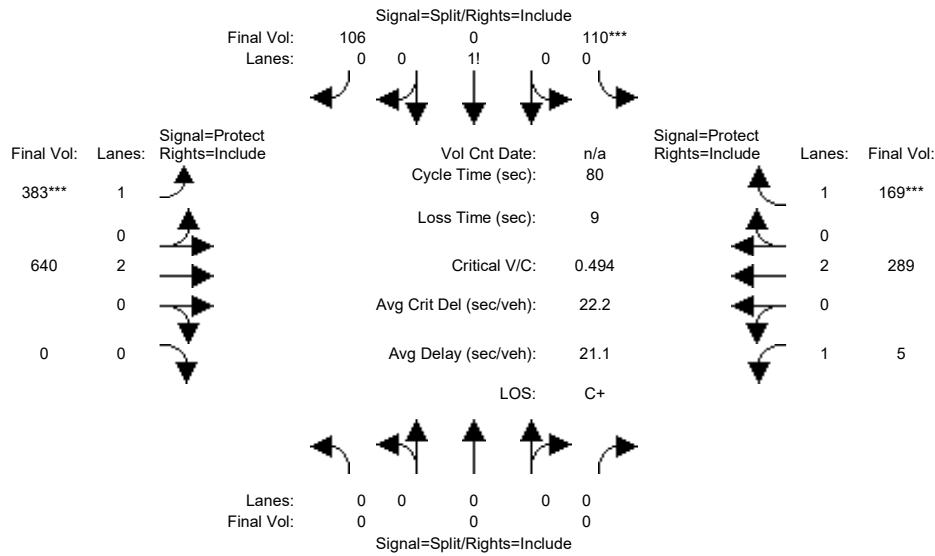
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.06	0.16	0.00	0.00	0.06	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.1	0.0	10.1	25.1	53.9	0.0	7.0	35.8	35.8
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.24	0.20	0.24	0.00	0.03	0.14	0.04
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	32.1	20.3	5.2	0.0	33.5	13.1	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	32.1	20.3	5.2	0.0	33.5	13.1	12.5
LOS by Move:	A	A	A	C-	A	C-	C+	A	A	C-	B	B
HCM2k95thQ:	0	0	0	3	0	3	4	6	0	0	4	1

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	80	0	88	305	16	0	0	43	143
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	110	0	106	383	640	0	5	289	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:	0	0	0	110	0	106	383	640	0	5	289	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	106	383	640	0	5	289	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
Final Volume:	0	0	0	110	0	106	383	640	0	5	289	169

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	891	0	859	1750	3800	0	1750	3800	1750

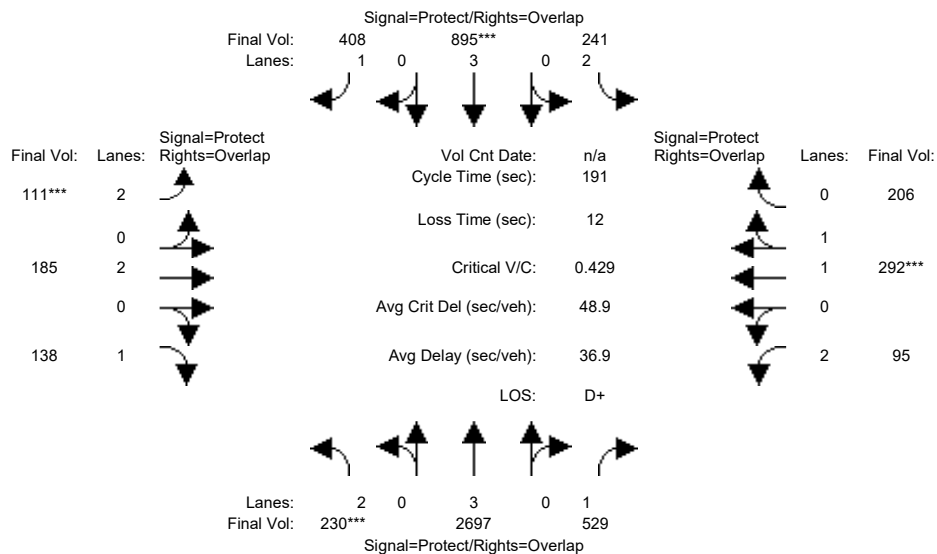
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.22	0.17	0.00	0.00	0.08	0.10
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	35.4	33.6	0.0	17.4	15.6	15.6
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.49	0.49	0.40	0.00	0.01	0.39	0.49
Delay/Veh:	0.0	0.0	0.0	26.6	0.0	26.6	16.4	16.4	0.0	24.5	28.4	29.8
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:	0.0	0.0	0.0	26.6	0.0	26.6	16.4	16.4	0.0	24.5	28.4	29.8
LOS by Move:	A	A	A	C	A	C	B	B	A	C	C	C
HCM2k95thQ:	0	0	0	11	0	11	14	10	0	0	6	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer 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:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	0	195	0	0	82	0	0	0	0	0	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	230	3414	529	241	1119	408	111	185	138	95	292	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2697	529	241	895	408	111	185	138	95	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2697	529	241	895	408	111	185	138	95	292	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	2697	529	241	895	408	111	185	138	95	292	206

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530

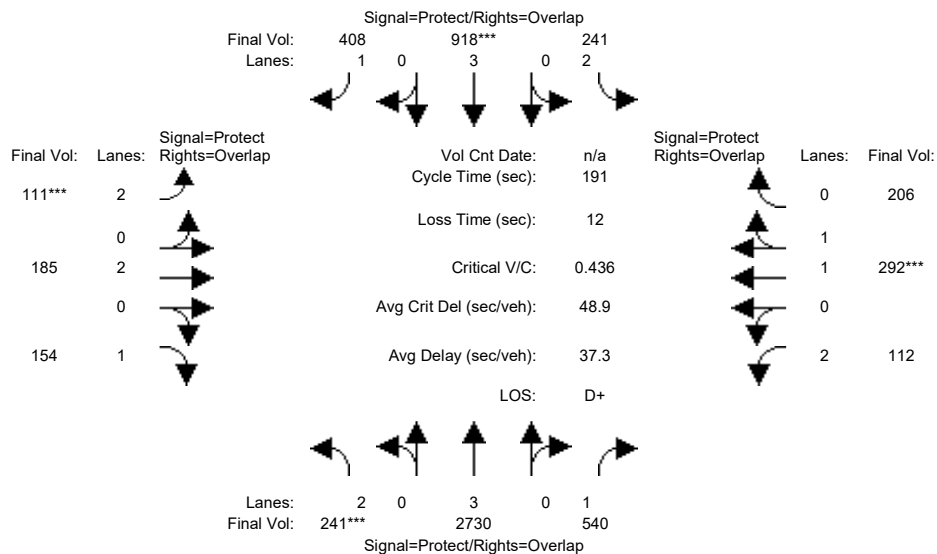
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.30	0.08	0.16	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.79	0.45	0.86	0.28	0.37	0.45	0.29	0.26	0.39	0.81	0.53
Delay/Veh:	74.4	28.6	13.7	103.6	21.1	16.0	80.7	66.0	48.1	79.9	80.0	58.2
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:	74.4	28.6	13.7	103.6	21.1	16.0	80.7	66.0	48.1	79.9	80.0	58.2
LOS by Move:	E	C	B	F	C+	B	F	E	D	E-	F	E+
HCM2k95thQ:	13	55	24	19	16	20	8	9	12	7	27	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	11	237	11	0	110	0	0	0	16	17	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	241	3456	540	241	1147	408	111	185	154	112	292	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2730	540	241	918	408	111	185	154	112	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	2730	540	241	918	408	111	185	154	112	292	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	241	2730	540	241	918	408	111	185	154	112	292	206

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530

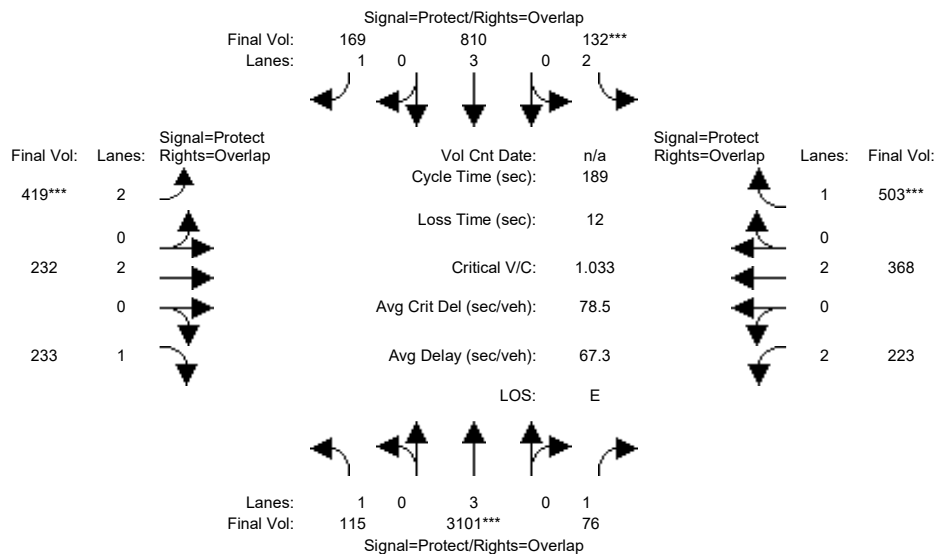
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.31	0.08	0.16	0.23	0.04	0.05	0.09	0.04	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.80	0.46	0.86	0.29	0.37	0.45	0.29	0.29	0.46	0.81	0.53
Delay/Veh:	75.1	29.0	13.8	103.6	21.2	16.0	80.7	66.0	48.7	80.7	80.0	58.2
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	29.0	13.8	103.6	21.2	16.0	80.7	66.0	48.7	80.7	80.0	58.2
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	F	E+
HCM2k95thQ:	13	56	24	19	16	20	8	9	13	8	27	22

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	0	195	0	0	82	0	0	0	0	0	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	115	3925	76	132	1013	169	419	232	233	223	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	3101	76	132	810	169	419	232	233	223	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	3101	76	132	810	169	419	232	233	223	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	3101	76	132	810	169	419	232	233	223	368	503

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

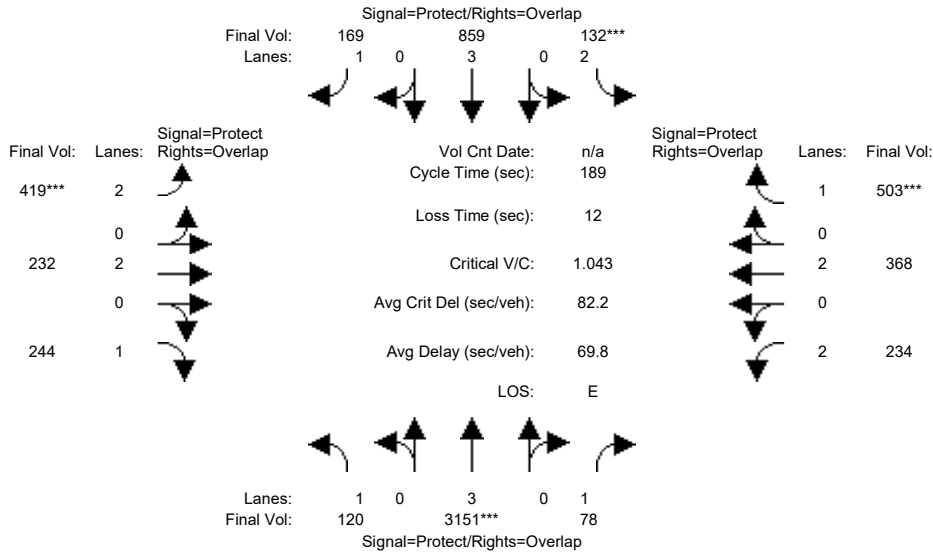
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.04	0.04	0.14	0.10	0.13	0.06	0.13	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.69	1.02	0.07	0.58	0.28	0.15	1.04	0.25	0.40	0.82	0.48	1.06
Delay/Veh:	90.4	63.6	13.6	84.6	25.2	13.1	134.4	55.3	46.1	98.6	64.3	122.3
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:	90.4	63.6	13.6	84.6	25.2	13.1	134.4	55.3	46.1	98.6	64.3	122.3
LOS by Move:	F	E	B	F	C	B	F	E+	D	F	E	F
HCM2k95thQ:	12	91	3	8	15	8	32	10	19	17	17	59

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	5	259	2	0	143	0	0	0	11	11	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	120	3989	78	132	1074	169	419	232	244	234	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	3151	78	132	859	169	419	232	244	234	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3151	78	132	859	169	419	232	244	234	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	3151	78	132	859	169	419	232	244	234	368	503

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

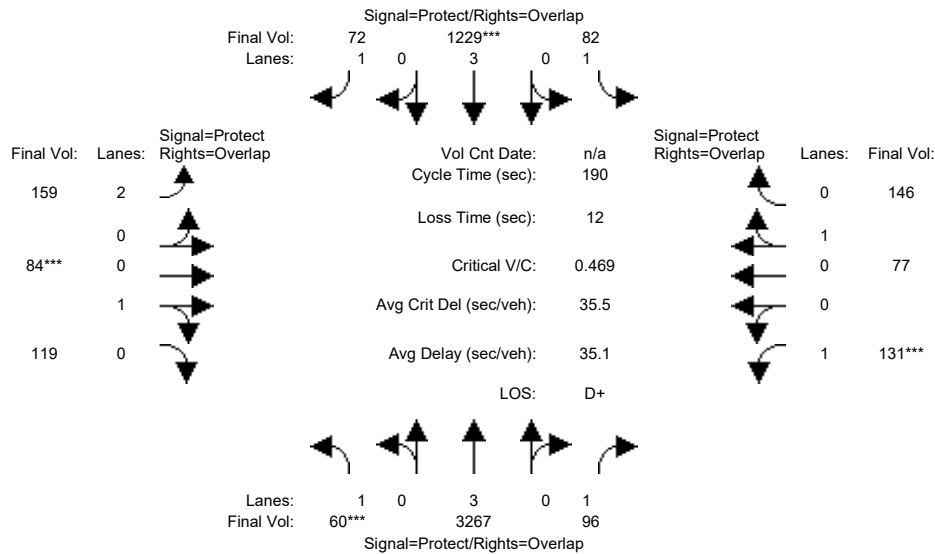
Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.04	0.04	0.15	0.10	0.13	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.72	1.04	0.07	0.58	0.30	0.15	1.04	0.25	0.41	0.86	0.48	1.06
Delay/Veh:	93.2	68.8	13.7	84.6	25.5	13.1	134.4	55.3	46.5	104.5	64.3	122.3
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:	93.2	68.8	13.7	84.6	25.5	13.1	134.4	55.3	46.5	104.5	64.3	122.3
LOS by Move:	F	E	B	F	C	B	F	E+	D	F	E	F
HCM2k95thQ:	13	94	4	8	16	8	32	10	20	18	17	59

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	0	195	0	0	82	0	0	0	0	0	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	60	4136	96	82	1536	72	159	84	119	131	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	3267	96	82	1229	72	159	84	119	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	3267	96	82	1229	72	159	84	119	131	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	3267	96	82	1229	72	159	84	119	131	77	146

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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	745	1055	1750	622	1178

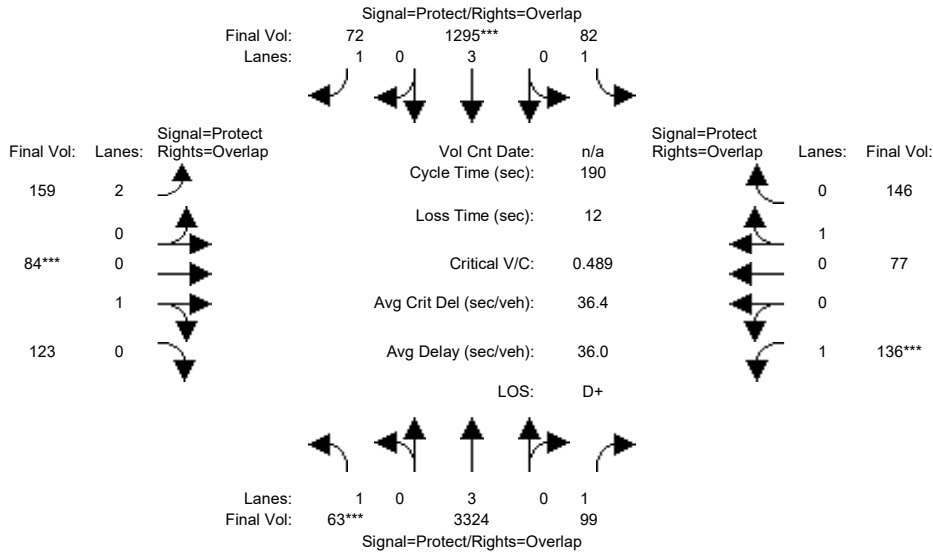
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.05	0.05	0.22	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***				***			***			***	
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.62	0.89	0.08	0.77	0.33	0.06	0.55	0.78	0.56	0.90	0.91	0.63
Delay/Veh:	94.5	29.7	7.1	111.0	14.1	6.3	80.7	88.3	67.0	127.4	110	69.6
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:	94.5	29.7	7.1	111.0	14.1	6.3	80.7	88.3	67.0	127.4	110	69.6
LOS by Move:	F	C	A	F	B	A	F	F	E	F	F	E
HCM2k95thQ:	7	78	3	10	18	2	11	23	20	19	28	22

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	3	266	3	0	165	0	0	0	4	5	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	63	4207	99	82	1619	72	159	84	123	136	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	3324	99	82	1295	72	159	84	123	136	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	3324	99	82	1295	72	159	84	123	136	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	3324	99	82	1295	72	159	84	123	136	77	146

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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	730	1070	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.06	0.05	0.23	0.04	0.05	0.12	0.12	0.08	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.65	0.90	0.08	0.77	0.35	0.06	0.55	0.80	0.58	0.93	0.91	0.63
Delay/Veh:	97.6	30.9	7.1	111.0	14.3	6.3	80.7	90.0	67.4	136.5	110	69.6
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:	97.6	30.9	7.1	111.0	14.3	6.3	80.7	90.0	67.4	136.5	110	69.6
LOS by Move:	F	C	A	F	B	A	F	F	E	F	F	E
HCM2k95thQ:	7	80	3	10	19	2	11	24	20	20	28	22

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

Vallco Special Area Specific Plan
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM Housing Rich Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C-	32.1	0.580	37.9	C-	32.1	0.589	+ 0.008	37.8	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	23.2	0.798	48.2	C+	23.0	0.853	+ 0.055	51.2	+ 3.0	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	48.5	0.873	56.8	D-	51.7	0.929	+ 0.056	62.9	+ 6.1	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	47.4	0.906	51.6	D	48.7	0.924	+ 0.018	53.9	+ 2.3	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	50.7	0.911	51.9	D-	52.0	0.927	+ 0.016	53.9	+ 2.0	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	A	9.4	0.579	6.8	A	9.4	0.589	+ 0.010	6.8	+ 0.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C+	23.0	0.693	22.6	C+	22.8	0.703	+ 0.010	22.6	- 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.3	0.957	56.2	D-	51.6	0.976	+ 0.019	60.4	+ 4.1	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	32.1	0.932	44.7	D+	35.5	0.966	+ 0.034	50.1	+ 5.4	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	20.9	0.840	45.2	C+	21.8	0.855	+ 0.015	46.5	+ 1.3	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	46.2	0.922	48.5	E	64.5	1.032	+ 0.110	76.2	+ 27.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	71.4	1.019	85.8	E-	76.5	1.049	+ 0.030	93.5	+ 7.7	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.6	0.704	36.1	C	24.1	0.722	+ 0.018	36.0	- 0.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.7	0.858	20.3	B-	18.2	0.915	+ 0.057	23.5	+ 3.2	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.3	0.641	26.8	B	16.2	0.696	+ 0.055	28.0	+ 1.2	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.7	0.749	28.6	C	27.5	0.761	+ 0.012	28.5	- 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	22.1	0.578	22.7	C+	21.2	0.639	+ 0.061	22.4	- 0.3	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	25.5	0.827	32.6	C	26.3	0.842	+ 0.014	33.2	+ 0.6	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.2	0.762	33.8	C-	34.3	0.840	+ 0.078	36.6	+ 2.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.4	0.448	7.2	B+	11.5	0.510	+ 0.062	7.0	- 0.2	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	14.2	0.557	14.7	C-	34.7	0.771	+ 0.214	31.7	+ 17.0	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	52.0	0.828	60.9	D-	54.1	0.871	+ 0.043	64.6	+ 3.7	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.0	0.800	44.3	D-	54.3	0.839	+ 0.038	46.5	+ 2.2	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.2	0.593	30.7	B-	18.1	0.646	+ 0.053	30.2	- 0.5	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.2	0.621	20.3	C+	22.0	0.669	+ 0.048	20.5	+ 0.2	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	48.1	0.824	58.0	D	50.2	0.880	+ 0.057	59.3	+ 1.3	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C-	33.0	0.607	34.3	C-	33.0	0.652	+ 0.044	34.5	+ 0.2	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C+	20.2	0.743	21.1	C+	20.5	0.790	+ 0.046	22.4	+ 1.3	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.934	23.7	C-	32.5	1.022	+ 0.088	41.8	+ 18.0	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	9.8	0.654	11.1	B	14.8	0.912	+ 0.258	20.7	+ 9.6	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.6	0.625	33.1	E	68.6	1.015	+ 0.390	87.5	+ 54.4	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D-	52.3	0.963	64.5	E	69.7	1.075	+ 0.112	97.4	+ 32.9	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.414	3.5	A	2.8	0.444	+ 0.030	3.4	- 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.0	0.399	3.3	A	4.1	0.426	+ 0.027	3.4	+ 0.1	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	45.2	0.813	50.6	D	46.2	0.835	+ 0.023	52.3	+ 1.7	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	21.9	0.513	19.0	C+	21.8	0.536	+ 0.023	19.1	+ 0.1	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.5	0.666	23.3	C+	22.3	0.737	+ 0.071	23.7	+ 0.4	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	52.2	0.910	61.6	D-	54.4	0.936	+ 0.026	66.1	+ 4.5	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.9	0.546	+ 0.031	27.2	+ 0.0	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	27.2	0.749	35.5	C	28.6	0.800	+ 0.051	39.8	+ 4.3	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	D+	35.3	0.735	+ 0.179	43.7	+ 9.5	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.9	0.745	48.4	D	49.1	0.852	+ 0.107	54.0	+ 5.5	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	81.9	0.806	113.4	F	124.8	0.874	+ 0.068	179.8	+ 66.4	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	82.6	0.956	89.1	F	114.6	1.061	+ 0.104	128.2	+ 39.1	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	25.6	0.436	25.8	C	26.7	0.465	+ 0.030	26.8	+ 1.0	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.6	0.707	27.8	C	26.5	0.761	+ 0.054	29.3	+ 1.5	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C-	33.3	0.863	36.8	D+	38.7	0.925	+ 0.062	44.3	+ 7.6	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	83.6	0.876	101.0	F	88.9	0.905	+ 0.029	110.2	+ 9.3	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E+	56.5	0.644	54.2	E+	58.0	0.850	+ 0.206	62.9	+ 8.7	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.9	0.642	25.1	C	29.5	0.662	+ 0.020	25.4	+ 0.4	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	79.7	1.049	81.6	E-	79.9	1.075	+ 0.027	82.0	+ 0.4	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	18.4	0.722	9.3	B-	18.7	0.736	+ 0.014	9.7	+ 0.4	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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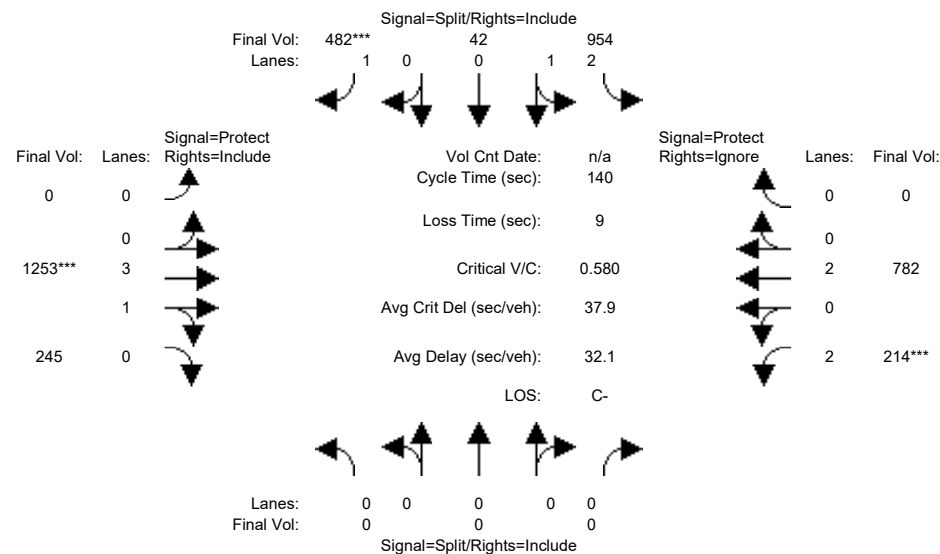
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	F	87.4	0.986	118.8	F	92.7	1.011	+ 0.025	127.8	+ 9.0	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.9	0.543	5.3	B	15.1	0.570	+ 0.027	5.3	+ 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	47.3	0.659	50.3	D	48.3	0.684	+ 0.025	52.2	+ 1.8	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D-	52.1	0.491	51.6	D-	51.9	0.777	+ 0.286	63.3	+ 11.7	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.3	0.888	49.6	D	40.5	0.912	+ 0.025	52.1	+ 2.5	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.4	0.702	30.1	C	27.6	0.721	+ 0.019	30.5	+ 0.4	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.5	0.559	28.5	B-	19.7	0.579	+ 0.020	28.7	+ 0.2	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	49.7	0.690	53.7	D-	54.8	0.711	+ 0.021	60.9	+ 7.2	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	23.6	0.508	24.0	C	23.9	0.530	+ 0.022	24.6	+ 0.6	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.6	0.305	23.9	C+	22.3	0.329	+ 0.024	24.9	+ 1.0	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.5	0.572	38.1	D+	36.6	0.580	+ 0.008	38.1	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16.0	C	29.6	0.785	+ 0.430	31.8	+ 15.9	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	72.4	1.050	92.4	E-	75.1	1.073	+ 0.023	97.4	+ 5.0	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	71.0	0.882	91.6	E	74.6	0.902	+ 0.020	98.1	+ 6.5	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	31.7	0.501	33.4	C-	32.8	0.520	+ 0.019	33.2	- 0.2	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	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	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	-9	0	0	0	77	0	13	75	0
PasserByVol:	0	0	0	3	0	14	0	9	0	0	20	0
Initial Fut:	0	0	0	954	42	482	0	1253	245	214	782	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	954	42	482	0	1253	245	214	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	954	42	482	0	1253	245	214	782	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
Final Volume:	0	0	0	954	42	482	0	1253	245	214	782	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	2.88	0.12	1.00	0.00	3.32	0.68	2.00	2.00	0.00
Final Sat.:	0	0	0	4740	209	1750	0	6271	1226	3150	3800	0

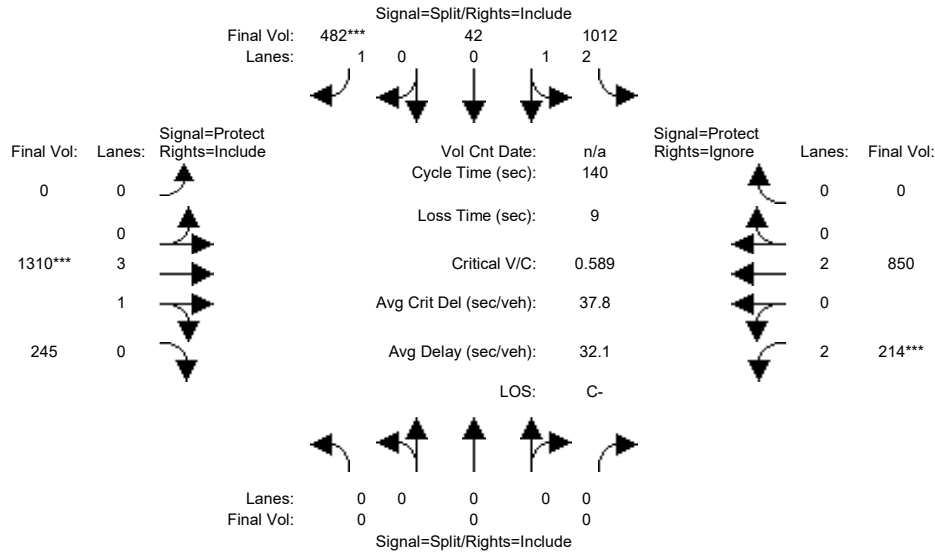
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.28	0.00	0.20	0.20	0.07	0.21	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	66.4	66.4	66.4	0.0	48.2	48.2	16.4	64.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.58	0.00	0.58	0.58	0.58	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	24.3	27.7	0.0	38.0	38.0	60.9	25.8	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:	0.0	0.0	0.0	24.3	24.3	27.7	0.0	38.0	38.0	60.9	25.8	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2k95thQ:	0	0	0	19	19	28	0	20	20	10	12	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



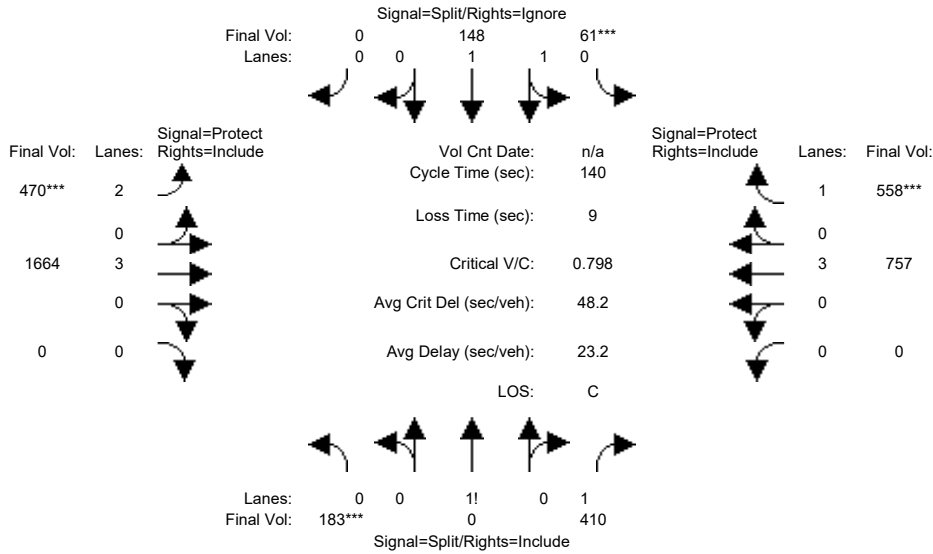
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	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	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	49	0	0	0	134	0	13	143	0
PasserByVol:	0	0	0	3	0	14	0	9	0	0	20	0
Initial Fut:	0	0	0	1012	42	482	0	1310	245	214	850	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1012	42	482	0	1310	245	214	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1012	42	482	0	1310	245	214	850	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
Final Volume:	0	0	0	1012	42	482	0	1310	245	214	850	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	2.89	0.11	1.00	0.00	3.34	0.66	2.00	2.00	0.00
Final Sat.:	0	0	0	4751	197	1750	0	6316	1181	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.28	0.00	0.21	0.21	0.07	0.22	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	65.5	65.5	65.5	0.0	49.3	49.3	16.2	65.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.59	0.00	0.59	0.59	0.59	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	25.3	25.3	28.5	0.0	37.4	37.4	61.3	25.7	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	25.3	25.3	28.5	0.0	37.4	37.4	61.3	25.7	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2k95thQ:	0	0	0	21	21	28	0	20	20	10	13	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	5	0	0	0	0	68	0	0	88	-15
PasserByVol:	0	0	0	0	0	0	5	8	0	0	20	1
Initial Fut:	183	0	410	61	148	0	470	1664	0	0	757	558
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	0	410	61	148	0	470	1664	0	0	757	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	410	61	148	0	470	1664	0	0	757	558
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	0	410	61	148	0	470	1664	0	0	757	558

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	825	0	2675	1080	2619	0	3150	5700	0	0	5700	1750

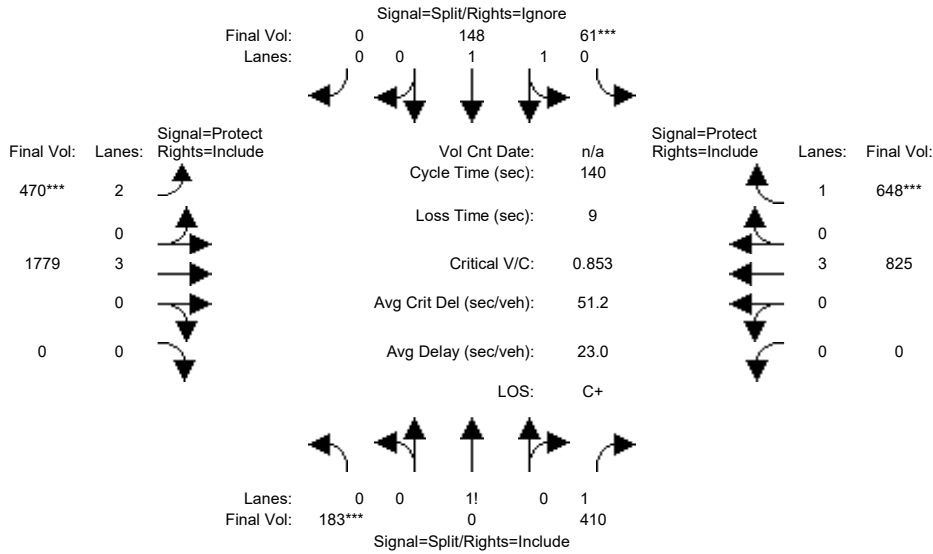
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.29	0.00	0.00	0.13	0.32
Crit Moves:	***			***			***					***
Green Time:	38.9	0.0	38.9	10.0	10.0	0.0	26.2	82.1	0.0	0.0	55.9	55.9
Volume/Cap:	0.80	0.00	0.55	0.79	0.79	0.00	0.80	0.50	0.00	0.00	0.33	0.80
Delay/Veh:	53.0	0.0	43.7	78.8	78.8	0.0	53.6	1.0	0.0	0.0	16.3	27.1
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:	53.0	0.0	43.7	78.8	78.8	0.0	53.6	1.0	0.0	0.0	16.3	27.1
LOS by Move:	D-	A	D	E-	E-	A	D-	A	A	A	B	C
HCM2k95thQ:	32	0	20	12	12	0	21	3	0	0	9	31

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	5	0	0	0	0	183	0	0	156	75
PasserByVol:	0	0	0	0	0	0	5	8	0	0	20	1
Initial Fut:	183	0	410	61	148	0	470	1779	0	0	825	648
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	0	410	61	148	0	470	1779	0	0	825	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	410	61	148	0	470	1779	0	0	825	648
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	0	410	61	148	0	470	1779	0	0	825	648

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	825	0	2675	1080	2619	0	3150	5700	0	0	5700	1750

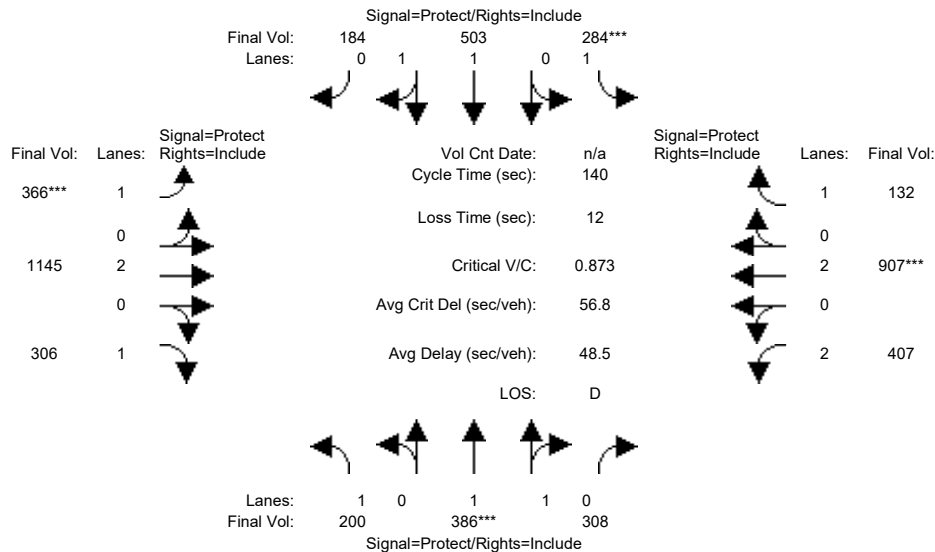
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.31	0.00	0.00	0.14	0.37
Crit Moves:	***			***			***					***
Green Time:	36.2	0.0	36.2	10.0	10.0	0.0	24.4	84.8	0.0	0.0	60.4	60.4
Volume/Cap:	0.86	0.00	0.59	0.79	0.79	0.00	0.86	0.52	0.00	0.00	0.34	0.86
Delay/Veh:	59.9	0.0	46.4	78.8	78.8	0.0	61.0	0.1	0.0	0.0	13.1	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.0	46.4	78.8	78.8	0.0	61.0	0.1	0.0	0.0	13.1	27.3
LOS by Move:	E+	A	D	E-	E-	A	E	A	A	A	B	C
HCM2k95thQ:	34	0	21	12	12	0	22	2	0	0	8	36

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	-3	-1	0	0	0	73	0	-5	72	-2
PasserByVol:	0	3	1	0	9	1	3	4	0	3	21	0
Initial Fut:	200	386	308	284	503	184	366	1145	306	407	907	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	386	308	284	503	184	366	1145	306	407	907	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	386	308	284	503	184	366	1145	306	407	907	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	386	308	284	503	184	366	1145	306	407	907	132

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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.09	0.91	1.00	1.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2057	1641	1750	2708	991	1750	3800	1750	3150	3800	1750

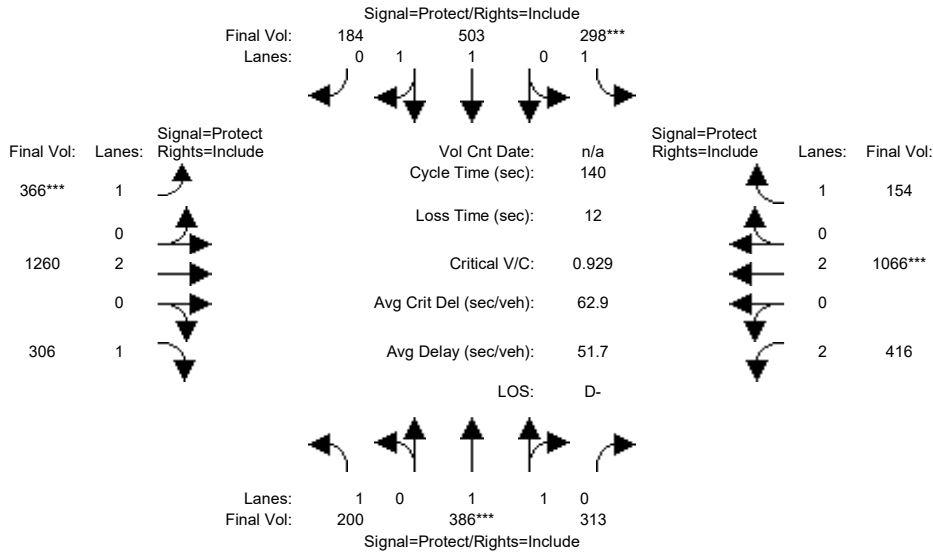
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.16	0.19	0.19	0.21	0.30	0.17	0.13	0.24	0.08
Crit Moves:	****			****			****			****		
Green Time:	21.4	30.1	30.1	26.0	34.8	34.8	33.6	50.3	50.3	21.6	38.3	38.3
Volume/Cap:	0.75	0.87	0.87	0.87	0.75	0.75	0.87	0.84	0.49	0.84	0.87	0.28
Delay/Veh:	67.8	63.5	63.5	77.2	52.0	52.0	58.3	30.5	22.4	62.8	44.6	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	63.5	63.5	77.2	52.0	52.0	58.3	30.5	22.4	62.8	44.6	30.2
LOS by Move:	E	E	E	E-	D-	D-	E+	C	C+	E	D	C
HCM2k95thQ:	19	30	30	27	27	27	29	35	15	19	32	7

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	2	13	0	0	0	188	0	4	231	20
PasserByVol:	0	3	1	0	9	1	3	4	0	3	21	0
Initial Fut:	200	386	313	298	503	184	366	1260	306	416	1066	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	386	313	298	503	184	366	1260	306	416	1066	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	386	313	298	503	184	366	1260	306	416	1066	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	386	313	298	503	184	366	1260	306	416	1066	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.08	0.92	1.00	1.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2042	1656	1750	2708	991	1750	3800	1750	3150	3800	1750

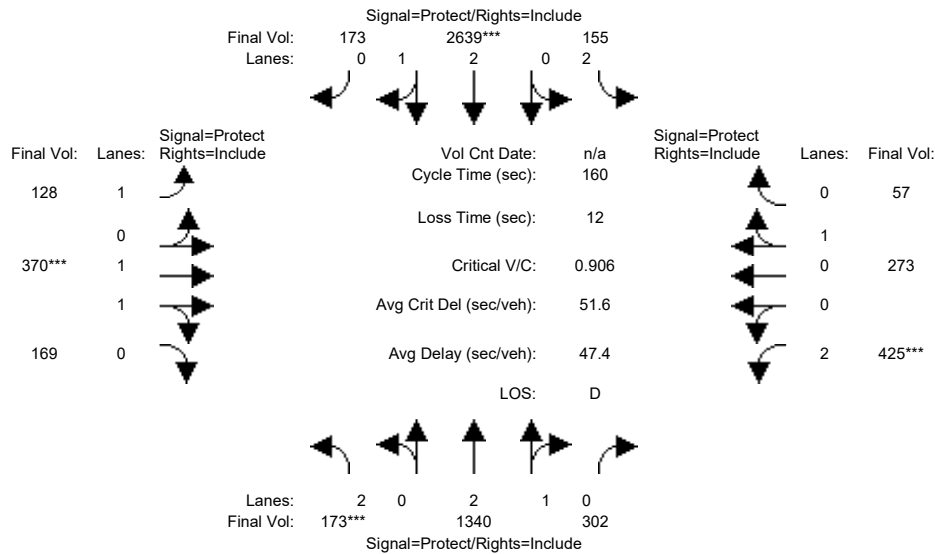
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.19	0.19	0.21	0.33	0.17	0.13	0.28	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.6	28.5	28.5	25.7	33.5	33.5	31.5	52.8	52.8	21.0	42.3	42.3
Volume/Cap:	0.78	0.93	0.93	0.93	0.78	0.78	0.93	0.88	0.46	0.88	0.93	0.29
Delay/Veh:	71.1	72.5	72.5	88.5	54.1	54.1	70.9	30.8	20.1	68.4	46.6	26.9
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:	71.1	72.5	72.5	88.5	54.1	54.1	70.9	30.8	20.1	68.4	46.6	26.9
LOS by Move:	E	E	E	F	D-	D-	E	C	C+	E	D	C
HCM2k95thQ:	20	32	32	30	27	27	31	39	14	20	38	8

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	409	3	0	666	0	0	0	0	5	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	173	1340	302	155	2639	173	128	370	169	425	273	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1340	302	155	2639	173	128	370	169	425	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1340	302	155	2639	173	128	370	169	425	273	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	1340	302	155	2639	173	128	370	169	425	273	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.43	0.57	2.00	2.81	0.19	1.00	1.36	0.64	2.00	0.83	0.17
Final Sat.:	3150	4569	1030	3150	5255	344	1750	2539	1160	3150	1489	311

Capacity Analysis Module:

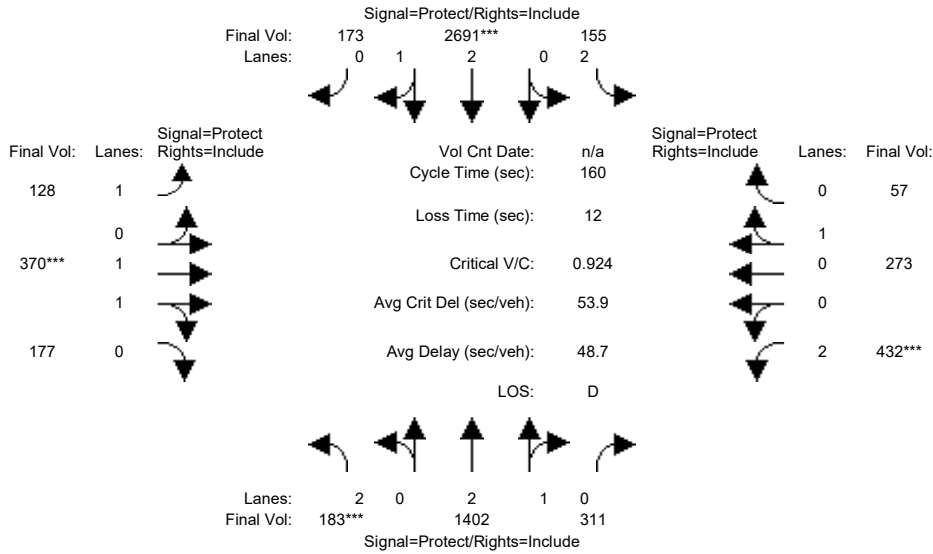
Vol/Sat:	0.05	0.29	0.29	0.05	0.50	0.50	0.07	0.15	0.15	0.13	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	9.7	84.3	84.3	14.1	88.7	88.7	14.1	25.7	25.7	23.8	35.4	35.4
Volume/Cap:	0.91	0.56	0.56	0.56	0.91	0.91	0.83	0.91	0.91	0.91	0.83	0.83
Delay/Veh:	114.4	25.6	25.6	72.4	36.2	36.2	101.1	83.4	83.4	87.9	72.8	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:	114.4	25.6	25.6	72.4	36.2	36.2	101.1	83.4	83.4	87.9	72.8	72.8
LOS by Move:	F	C	C	E	D+	D+	F	F	F	F	E	E
HCM2k95thQ:	11	30	30	9	69	69	16	29	29	27	31	31

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

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	10	471	12	0	718	0	0	0	8	12	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	183	1402	311	155	2691	173	128	370	177	432	273	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1402	311	155	2691	173	128	370	177	432	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1402	311	155	2691	173	128	370	177	432	273	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	1402	311	155	2691	173	128	370	177	432	273	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.44	0.56	2.00	2.81	0.19	1.00	1.34	0.66	2.00	0.83	0.17
Final Sat.:	3150	4582	1016	3150	5261	338	1750	2502	1197	3150	1489	311

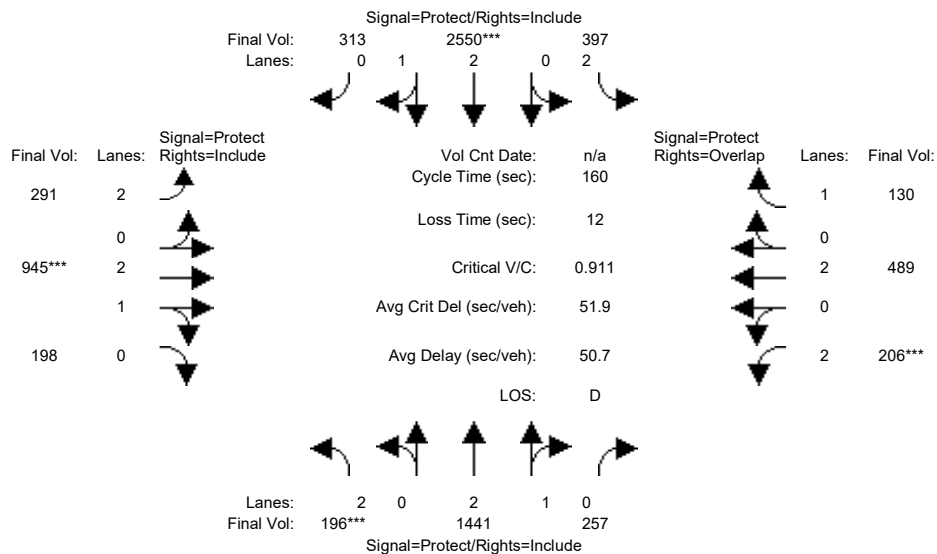
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.05	0.51	0.51	0.07	0.15	0.15	0.14	0.18	0.18
Crit Moves:	***				***			***			***	
Green Time:	10.1	85.0	85.0	13.7	88.6	88.6	14.1	25.6	25.6	23.8	35.3	35.3
Volume/Cap:	0.92	0.58	0.58	0.58	0.92	0.92	0.83	0.92	0.92	0.92	0.83	0.83
Delay/Veh:	117.6	25.6	25.6	73.4	38.0	38.0	101.9	86.6	86.6	91.3	73.3	73.3
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:	117.6	25.6	25.6	73.4	38.0	38.0	101.9	86.6	86.6	91.3	73.3	73.3
LOS by Move:	F	C	C	E	D+	D+	F	F	F	F	E	E
HCM2k95thQ:	12	31	31	9	72	72	17	29	29	28	31	31

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

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	0	393	12	25	646	0	0	35	0	21	45	18
PasserByVol:	10	50	0	24	37	6	5	3	3	0	7	13
Initial Fut:	196	1441	257	397	2550	313	291	945	198	206	489	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1441	257	397	2550	313	291	945	198	206	489	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1441	257	397	2550	313	291	945	198	206	489	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1441	257	397	2550	313	291	945	198	206	489	130

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	2.53	0.47	2.00	2.66	0.34	2.00	2.46	0.54	2.00	2.00	1.00
Final Sat.:	3150	4751	847	3150	4987	612	3150	4629	970	3150	3800	1750

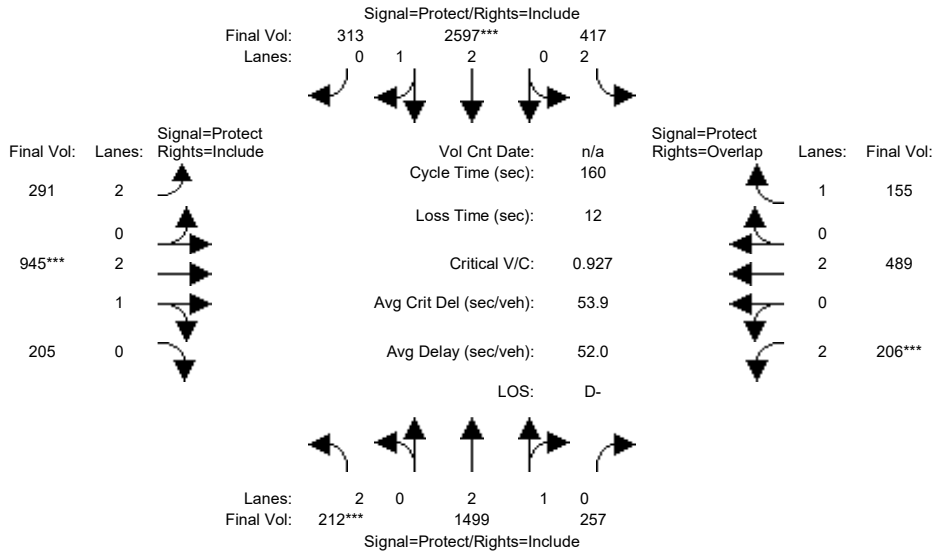
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.13	0.51	0.51	0.09	0.20	0.20	0.07	0.13	0.07
Crit Moves:	***			****			****			****		
Green Time:	10.9	71.1	71.1	29.6	89.8	89.8	19.8	35.8	35.8	11.5	27.5	57.1
Volume/Cap:	0.91	0.68	0.68	0.68	0.91	0.91	0.75	0.91	0.91	0.91	0.75	0.21
Delay/Veh:	112.0	36.2	36.2	64.2	36.1	36.1	75.5	70.7	70.7	110.4	67.7	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.0	36.2	36.2	64.2	36.1	36.1	75.5	70.7	70.7	110.4	67.7	35.9
LOS by Move:	F	D+	D+	E	D+	D+	E-	E	E	F	E	D+
HCM2k95thQ:	13	37	37	19	65	65	18	37	37	13	21	9

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

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

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	16	451	12	45	693	0	0	35	7	21	45	43
PasserByVol:	10	50	0	24	37	6	5	3	3	0	7	13
Initial Fut:	212	1499	257	417	2597	313	291	945	205	206	489	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:	212	1499	257	417	2597	313	291	945	205	206	489	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1499	257	417	2597	313	291	945	205	206	489	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
Final Volume:	212	1499	257	417	2597	313	291	945	205	206	489	155

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	2.54	0.46	2.00	2.67	0.33	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4779	819	3150	4997	602	3150	4600	998	3150	3800	1750

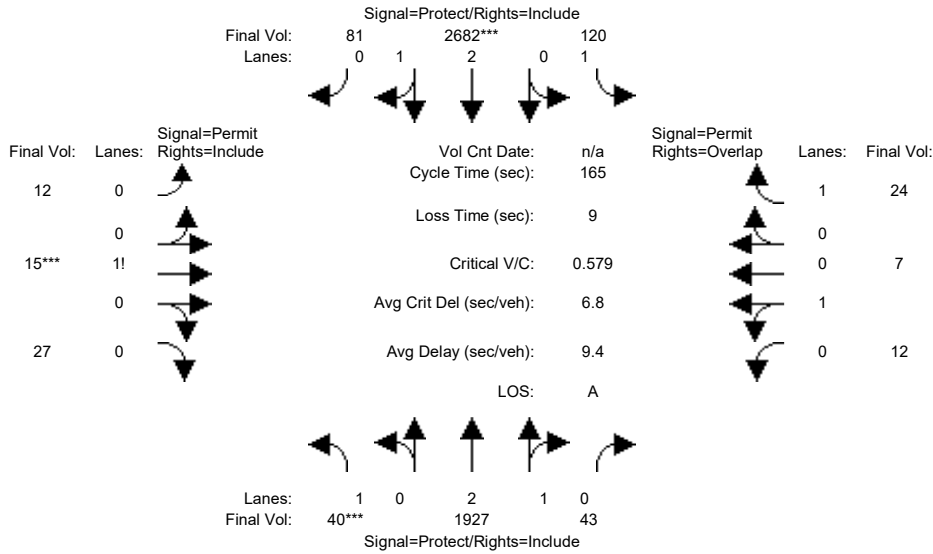
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.13	0.52	0.52	0.09	0.21	0.21	0.07	0.13	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.6	71.2	71.2	30.1	89.7	89.7	19.5	35.4	35.4	11.3	27.2	57.3
Volume/Cap:	0.93	0.70	0.70	0.70	0.93	0.93	0.76	0.93	0.93	0.93	0.76	0.25
Delay/Veh:	113.8	36.8	36.8	64.7	37.7	37.7	76.3	73.0	73.0	114.7	68.4	36.4
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:	113.8	36.8	36.8	64.7	37.7	37.7	76.3	73.0	73.0	114.7	68.4	36.4
LOS by Move:	F	D+	D+	E	D+	D+	E-	E	E	F	E	D+
HCM2k95thQ:	14	39	39	20	67	67	18	37	37	13	21	11

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

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	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	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	405	0	0	667	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	40	1927	43	120	2682	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1927	43	120	2682	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1927	43	120	2682	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1927	43	120	2682	81	12	15	27	12	7	24

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	2.93	0.07	1.00	2.91	0.09	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5478	122	1750	5436	164	389	486	875	1137	663	1750

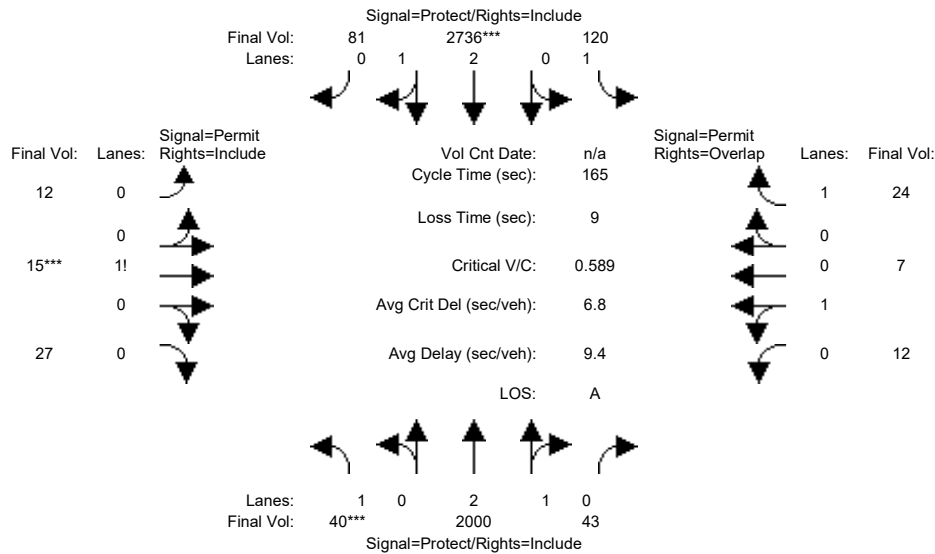
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.07	0.49	0.49	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	122	122.2	23.8	139	139.0	10.0	10.0	10.0	10.0	10.0	33.8
Volume/Cap:	0.54	0.48	0.48	0.48	0.59	0.59	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	8.7	8.7	66.3	4.2	4.2	79.2	79.2	79.2	74.3	74.3	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	8.7	8.7	66.3	4.2	4.2	79.2	79.2	79.2	74.3	74.3	53.0
LOS by Move:	F	A	A	E	A	A	E-	E-	E-	E	E	D-
HCM2k95thQ:	4	24	24	11	25	25	7	7	7	2	2	2

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

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2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	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	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	478	0	0	721	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	40	2000	43	120	2736	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2000	43	120	2736	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2000	43	120	2736	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	2000	43	120	2736	81	12	15	27	12	7	24

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	2.93	0.07	1.00	2.91	0.09	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5482	118	1750	5439	161	389	486	875	1137	663	1750

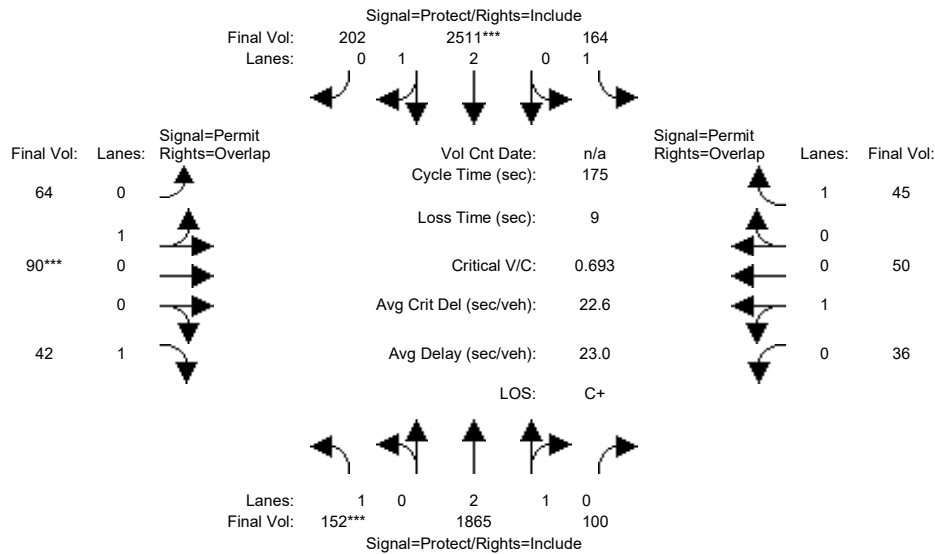
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.50	0.50	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	7.0	123	122.9	23.1	139	139.0	10.0	10.0	10.0	10.0	10.0	33.1
Volume/Cap:	0.54	0.49	0.49	0.49	0.60	0.60	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	8.5	8.5	67.1	4.3	4.3	79.2	79.2	79.2	74.3	74.3	53.5
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:	85.1	8.5	8.5	67.1	4.3	4.3	79.2	79.2	79.2	74.3	74.3	53.5
LOS by Move:	F	A	A	E	A	A	E-	E-	E-	E	E	D-
HCM2k95thQ:	4	24	24	11	25	25	7	7	7	2	2	2

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

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	405	0	0	667	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	152	1865	100	164	2511	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1865	100	164	2511	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1865	100	164	2511	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1865	100	164	2511	202	64	90	42	36	50	45

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.77	0.23	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5315	285	1750	5182	417	748	1052	1750	753	1047	1750

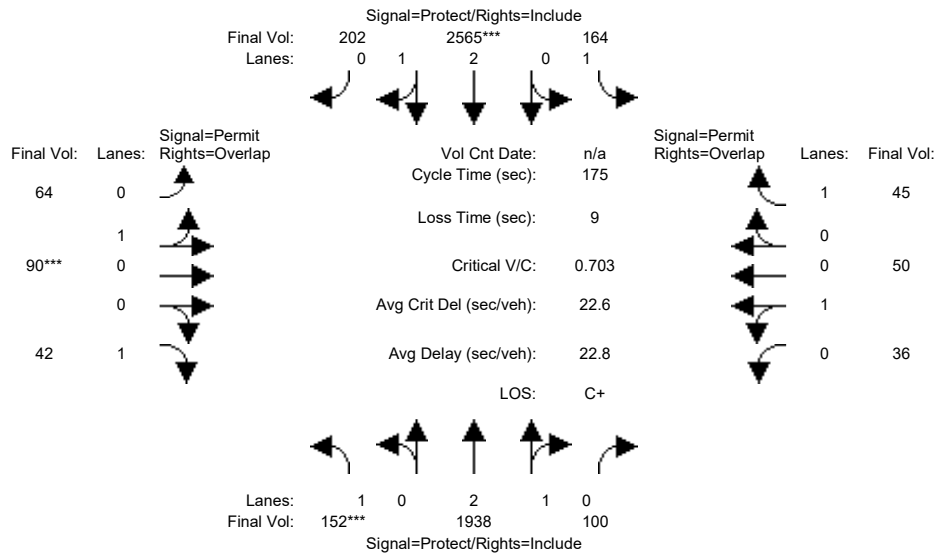
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.09	0.48	0.48	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			****			****					
Green Time:	21.9	114	113.9	30.4	122	122.4	21.6	21.6	43.6	21.6	21.6	52.1
Volume/Cap:	0.69	0.54	0.54	0.54	0.69	0.69	0.69	0.69	0.10	0.39	0.39	0.09
Delay/Veh:	82.4	16.6	16.6	67.8	15.9	15.9	82.5	82.5	50.7	71.7	71.7	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	16.6	16.6	67.8	15.9	15.9	82.5	82.5	50.7	71.7	71.7	44.4
LOS by Move:	F	B	B	E	B	B	F	F	D	E	E	D
HCM2k95thQ:	16	31	31	16	46	46	18	18	4	9	9	4

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	478	0	0	721	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	152	1938	100	164	2565	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1938	100	164	2565	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1938	100	164	2565	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1938	100	164	2565	202	64	90	42	36	50	45

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.85	0.15	1.00	2.77	0.23	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5325	275	1750	5191	409	748	1052	1750	753	1047	1750

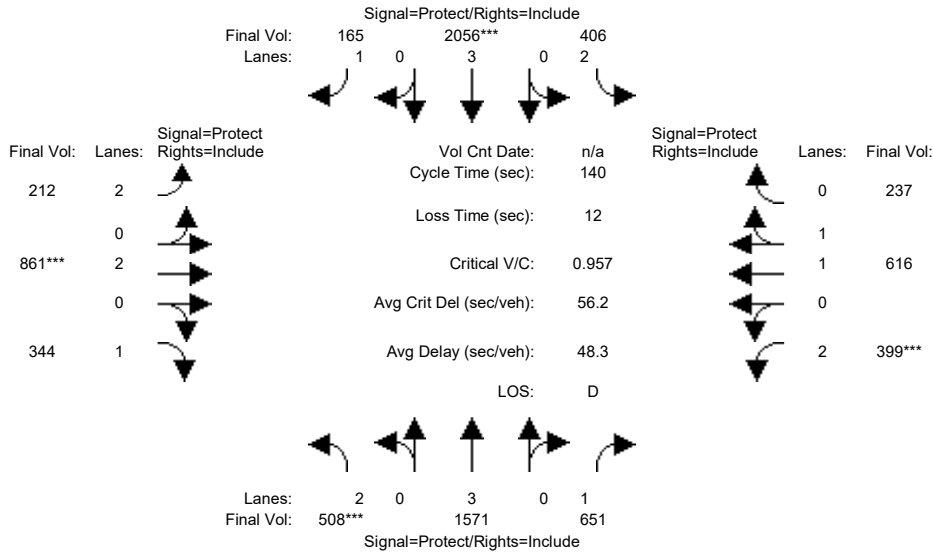
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.09	0.49	0.49	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			****			****					
Green Time:	21.6	115	115.1	29.6	123	123.1	21.3	21.3	42.9	21.3	21.3	50.9
Volume/Cap:	0.70	0.55	0.55	0.55	0.70	0.70	0.70	0.70	0.10	0.39	0.39	0.09
Delay/Veh:	83.6	16.3	16.3	68.9	15.8	15.8	83.6	83.6	51.2	72.0	72.0	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	16.3	16.3	68.9	15.8	15.8	83.6	83.6	51.2	72.0	72.0	45.2
LOS by Move:	F	B	B	E	B	B	F	F	D-	E	E	D
HCM2k95thQ:	16	32	32	16	47	47	18	18	4	9	9	4

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

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

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	1	347	15	46	594	27	21	47	1	41	46	37
PasserByVol:	0	31	1	11	28	0	0	24	0	32	60	35
Initial Fut:	508	1571	651	406	2056	165	212	861	344	399	616	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	1571	651	406	2056	165	212	861	344	399	616	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	1571	651	406	2056	165	212	861	344	399	616	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	508	1571	651	406	2056	165	212	861	344	399	616	237

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	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2671	1028

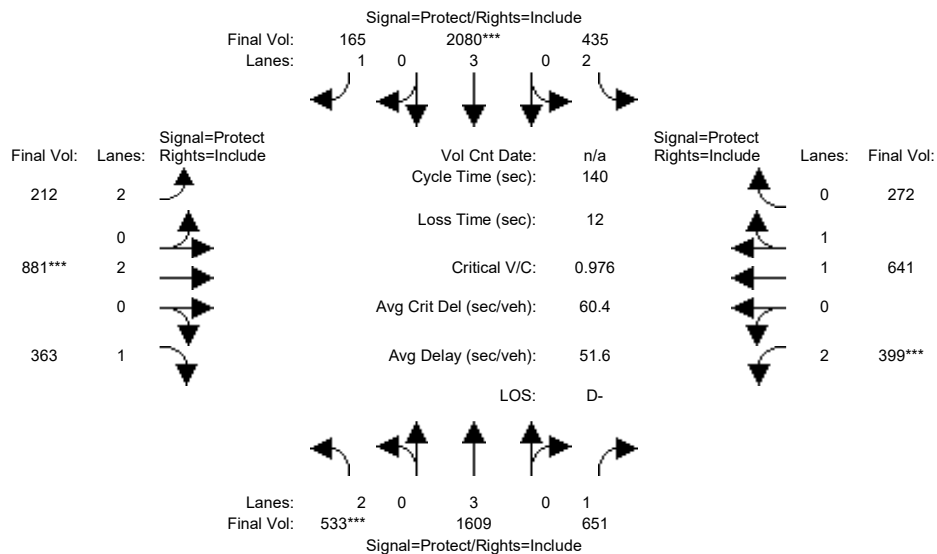
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.37	0.13	0.36	0.09	0.07	0.23	0.20	0.13	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	23.6	56.7	56.7	19.6	52.8	52.8	11.7	33.1	33.1	18.5	40.0	40.0
Volume/Cap:	0.96	0.68	0.92	0.92	0.96	0.25	0.81	0.96	0.83	0.96	0.81	0.81
Delay/Veh:	78.4	19.5	38.6	77.0	36.5	18.1	79.7	73.0	64.0	93.5	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:	78.4	19.5	38.6	77.0	36.5	18.1	79.7	73.0	64.0	93.5	51.1	51.1
LOS by Move:	E-	B-	D+	E-	D+	B-	E-	E	E	F	D-	D-
HCM2k95thQ:	30	25	48	20	48	6	11	35	27	22	29	29

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	26	385	15	75	618	27	21	67	20	41	71	72
PasserByVol:	0	31	1	11	28	0	0	24	0	32	60	35
Initial Fut:	533	1609	651	435	2080	165	212	881	363	399	641	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1609	651	435	2080	165	212	881	363	399	641	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1609	651	435	2080	165	212	881	363	399	641	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	533	1609	651	435	2080	165	212	881	363	399	641	272

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.39	0.61
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2597	1102

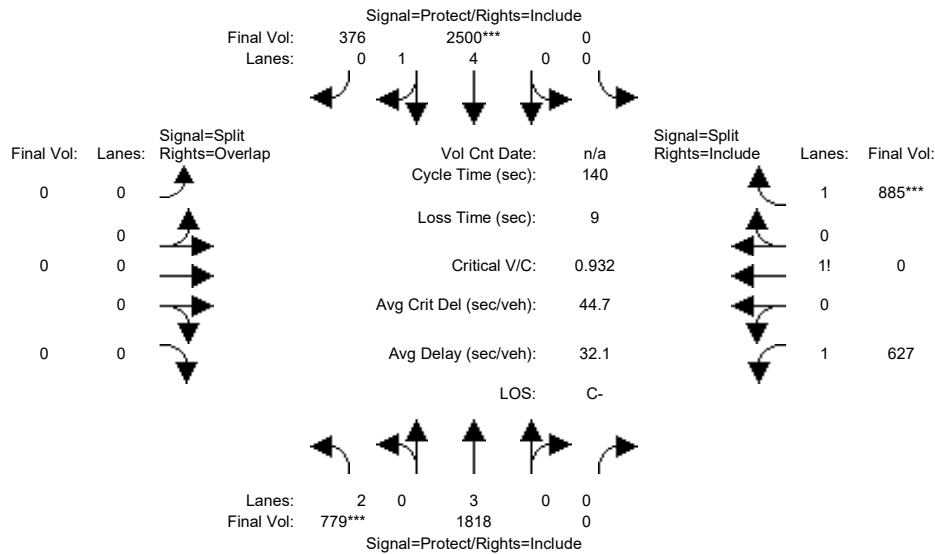
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.37	0.14	0.36	0.09	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	24.3	55.9	55.9	20.7	52.3	52.3	11.0	33.2	33.2	18.2	40.4	40.4
Volume/Cap:	0.98	0.71	0.93	0.93	0.98	0.25	0.86	0.98	0.87	0.98	0.86	0.86
Delay/Veh:	81.9	20.7	41.8	77.8	40.3	18.5	87.8	77.2	69.5	98.8	54.0	54.0
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:	81.9	20.7	41.8	77.8	40.3	18.5	87.8	77.2	69.5	98.8	54.0	54.0
LOS by Move:	F	C+	D	E-	D	B-	F	E-	E	F	D-	D-
HCM2k95thQ:	31	27	50	22	50	7	12	37	29	22	32	32

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

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	0	183	0	0	633	4	0	0	0	-3	0	180
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	779	1818	0	0	2500	376	0	0	0	627	0	885
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	779	1818	0	0	2500	376	0	0	0	627	0	885
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	779	1818	0	0	2500	376	0	0	0	627	0	885
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	779	1818	0	0	2500	376	0	0	0	627	0	885

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	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.32	0.68	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	3150	5700	0	0	8169	1229	0	0	0	2476	0	2774

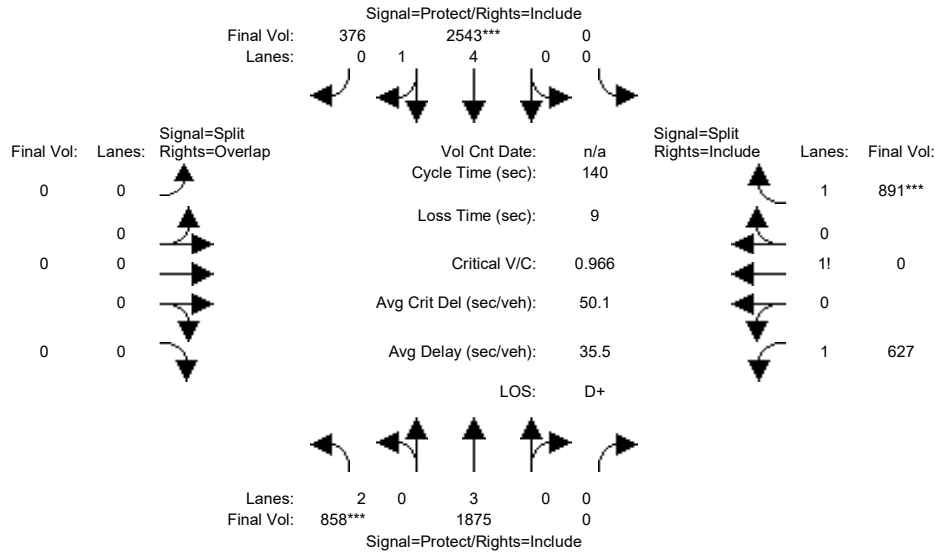
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.25	0.00	0.32
Crit Moves:	***			****						****		
Green Time:	37.1	83.1	0.0	0.0	46.0	46.0	0.0	0.0	0.0	47.9	0.0	47.9
Volume/Cap:	0.93	0.54	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.74	0.00	0.93
Delay/Veh:	55.1	0.6	0.0	0.0	36.7	36.7	0.0	0.0	0.0	42.0	0.0	54.7
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:	55.1	0.6	0.0	0.0	36.7	36.7	0.0	0.0	0.0	42.0	0.0	54.7
LOS by Move:	E+	A	A	A	D+	D+	A	A	A	D	A	D-
HCM2k95thQ:	35	3	0	0	44	44	0	0	0	33	0	47

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

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

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	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	79	240	0	0	676	4	0	0	0	-3	0	186
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	858	1875	0	0	2543	376	0	0	0	627	0	891
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	858	1875	0	0	2543	376	0	0	0	627	0	891
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	1875	0	0	2543	376	0	0	0	627	0	891
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	858	1875	0	0	2543	376	0	0	0	627	0	891

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.33	0.67	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	3150	5700	0	0	8187	1210	0	0	0	2473	0	2777

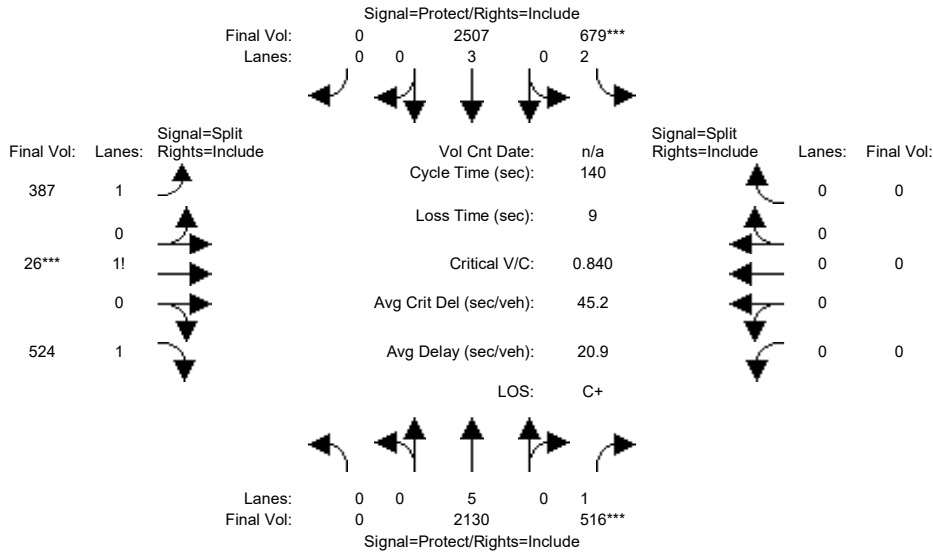
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.27	0.33	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.25	0.00	0.32
Crit Moves:	***			****						****		
Green Time:	39.5	84.5	0.0	0.0	45.0	45.0	0.0	0.0	0.0	46.5	0.0	46.5
Volume/Cap:	0.97	0.55	0.00	0.00	0.97	0.97	0.00	0.00	0.00	0.76	0.00	0.97
Delay/Veh:	58.8	0.2	0.0	0.0	41.7	41.7	0.0	0.0	0.0	43.6	0.0	61.3
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:	58.8	0.2	0.0	0.0	41.7	41.7	0.0	0.0	0.0	43.6	0.0	61.3
LOS by Move:	E+	A	A	A	D	D	A	A	A	D	A	E
HCM2k95thQ:	39	2	0	0	48	48	0	0	0	33	0	50

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	177	-5	241	388	0	6	0	0	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2130	516	679	2507	0	387	26	524	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	2130	516	679	2507	0	387	26	524	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2130	516	679	2507	0	387	26	524	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
Final Volume:	0	2130	516	679	2507	0	387	26	524	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	1.40	0.05	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2453	94	2702	0	0	0

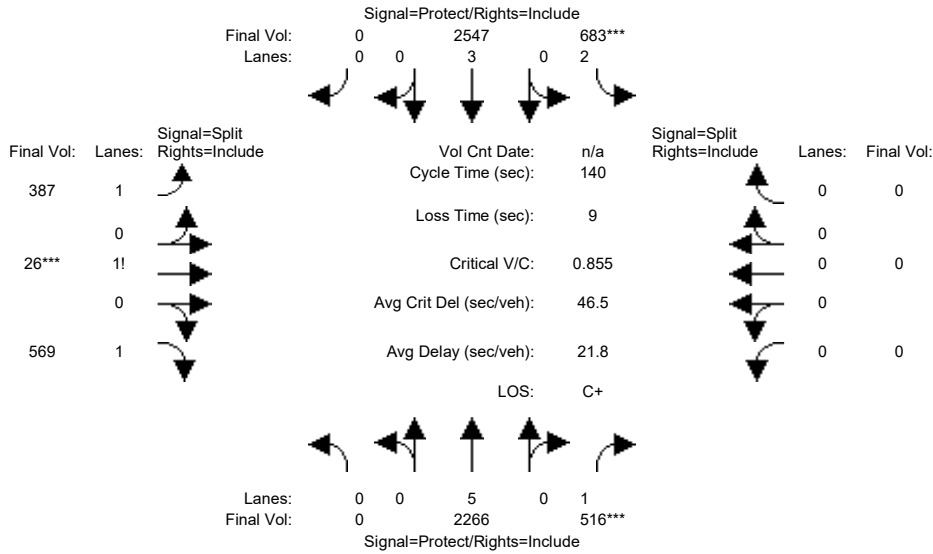
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.29	0.22	0.44	0.00	0.16	0.28	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.2	49.2	35.9	85.1	0.0	45.9	45.9	45.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.84	0.84	0.72	0.00	0.48	0.84	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	36.7	45.8	0.8	0.0	37.7	49.4	39.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	36.7	45.8	0.8	0.0	37.7	49.4	39.8	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	D	D	A	A	A
HCM2k95thQ:	0	22	35	26	1	0	19	38	24	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

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



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	313	-5	245	428	0	6	0	45	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2266	516	683	2547	0	387	26	569	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	2266	516	683	2547	0	387	26	569	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2266	516	683	2547	0	387	26	569	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
Final Volume:	0	2266	516	683	2547	0	387	26	569	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	1.38	0.05	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2422	90	2738	0	0	0

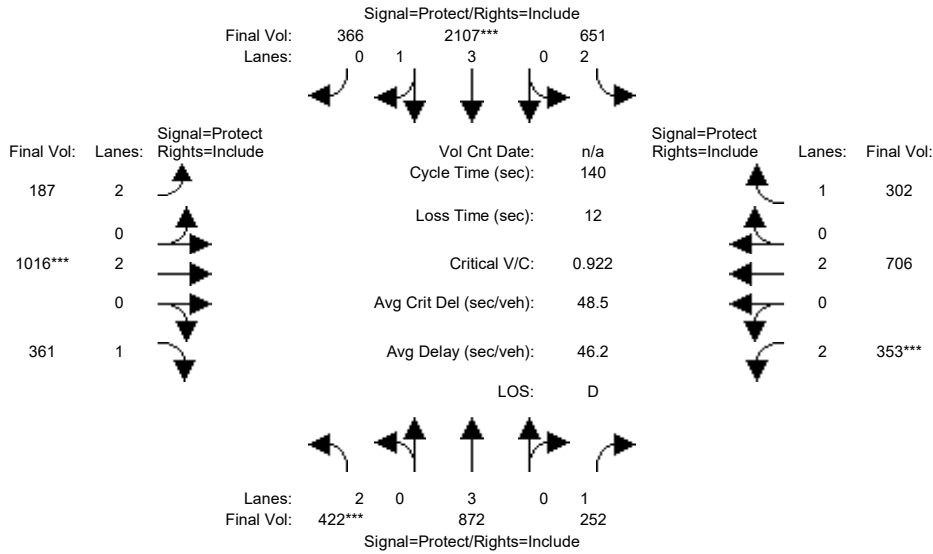
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.29	0.22	0.45	0.00	0.16	0.29	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.3	48.3	35.5	83.8	0.0	47.2	47.2	47.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.85	0.85	0.75	0.00	0.47	0.85	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	26.2	39.1	47.4	1.0	0.0	36.8	49.7	39.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	39.1	47.4	1.0	0.0	36.8	49.7	39.6	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D+	D	D	A	A	A
HCM2k95thQ:	0	25	36	26	2	0	19	40	25	0	0	0

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	-8	139	5	62	310	16	-2	69	-13	14	63	35
PasserByVol:	0	4	29	29	10	0	0	5	0	64	25	21
Initial Fut:	422	872	252	651	2107	366	187	1016	361	353	706	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	872	252	651	2107	366	187	1016	361	353	706	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	872	252	651	2107	366	187	1016	361	353	706	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	872	252	651	2107	366	187	1016	361	353	706	302

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6388	1110	3150	3800	1750	3150	3800	1750

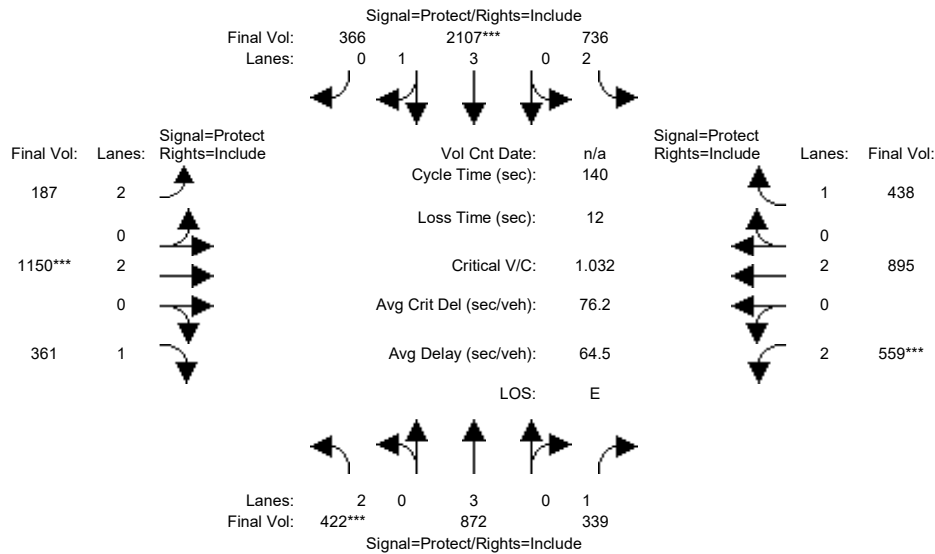
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.14	0.21	0.33	0.33	0.06	0.27	0.21	0.11	0.19	0.17
Crit Moves:	***			****			****			****		
Green Time:	20.3	29.9	29.9	40.5	50.1	50.1	13.9	40.6	40.6	17.0	43.6	43.6
Volume/Cap:	0.92	0.72	0.67	0.72	0.92	0.92	0.60	0.92	0.71	0.92	0.60	0.55
Delay/Veh:	76.5	43.9	46.1	35.3	33.1	33.1	63.4	60.7	49.2	88.2	41.6	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	43.9	46.1	35.3	33.1	33.1	63.4	60.7	49.2	88.2	41.6	41.3
LOS by Move:	E-	D	D	D+	C-	C-	E	E	D	F	D	D
HCM2k95thQ:	22	20	18	24	44	44	9	36	24	19	21	19

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	-8	139	92	147	310	16	-2	203	-13	220	252	171
PasserByVol:	0	4	29	29	10	0	0	5	0	64	25	21
Initial Fut:	422	872	339	736	2107	366	187	1150	361	559	895	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	872	339	736	2107	366	187	1150	361	559	895	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	872	339	736	2107	366	187	1150	361	559	895	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	872	339	736	2107	366	187	1150	361	559	895	438

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6388	1110	3150	3800	1750	3150	3800	1750

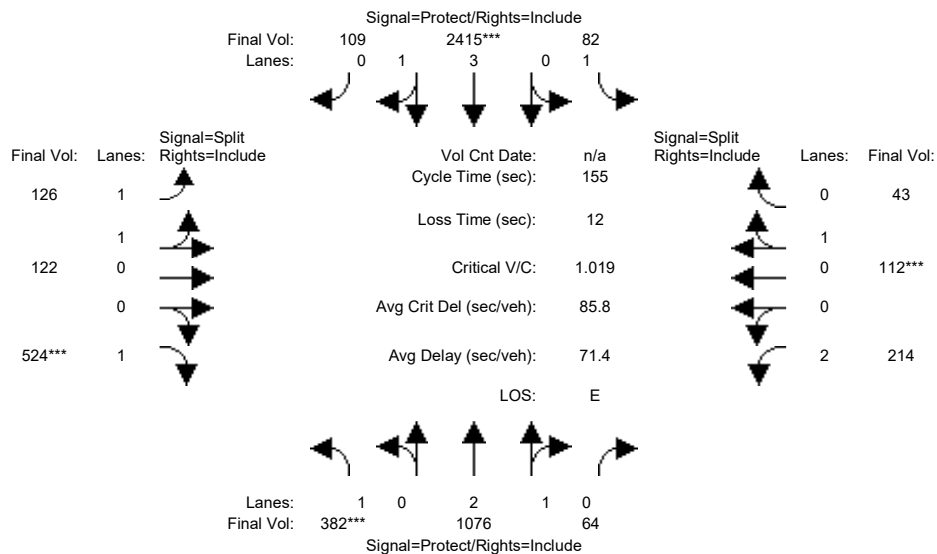
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.19	0.23	0.33	0.33	0.06	0.30	0.21	0.18	0.24	0.25
Crit Moves:	***			****			****			****		
Green Time:	18.2	28.5	28.5	34.4	44.7	44.7	12.5	41.0	41.0	24.1	52.6	52.6
Volume/Cap:	1.03	0.75	0.95	0.95	1.03	1.03	0.67	1.03	0.70	1.03	0.63	0.67
Delay/Veh:	108.0	46.3	80.7	62.0	60.1	60.1	67.7	85.1	48.5	105.2	36.6	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:	108.0	46.3	80.7	62.0	60.1	60.1	67.7	85.1	48.5	105.2	36.6	39.0
LOS by Move:	F	D	F	E	E	E	E	F	D	F	D+	D+
HCM2k95thQ:	24	20	30	35	52	52	9	45	24	31	24	26

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	137	0	0	312	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1076	64	82	2415	109	126	122	524	214	112	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1076	64	82	2415	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1076	64	82	2415	109	126	122	524	214	112	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1076	64	82	2415	109	126	122	524	214	112	43

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	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	3.82	0.18	1.03	0.97	1.00	2.00	0.72	0.28
Final Sat.:	1750	5285	314	1750	7176	324	1803	1746	1750	3150	1301	499

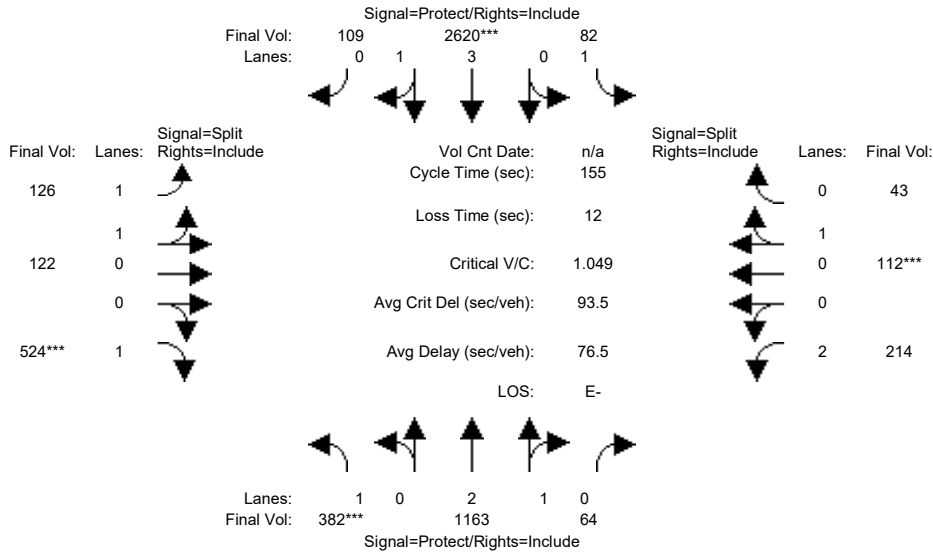
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.05	0.34	0.34	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	33.2	68.6	68.6	15.8	51.2	51.2	45.5	45.5	45.5	13.1	13.1	13.1
Volume/Cap:	1.02	0.46	0.46	0.46	1.02	1.02	0.24	0.24	1.02	0.80	1.02	1.02
Delay/Veh:	112.4	30.4	30.4	67.5	75.0	75.0	41.7	41.7	99.4	85.8	149	149.1
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:	112.4	30.4	30.4	67.5	75.0	75.0	41.7	41.7	99.4	85.8	149	149.1
LOS by Move:	F	C	C	E	E-	E-	D	D	F	F	F	F
HCM2k95thQ:	38	22	22	7	52	52	9	9	54	15	21	21

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	224	0	0	517	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1163	64	82	2620	109	126	122	524	214	112	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1163	64	82	2620	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1163	64	82	2620	109	126	122	524	214	112	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1163	64	82	2620	109	126	122	524	214	112	43

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	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	3.83	0.17	1.03	0.97	1.00	2.00	0.72	0.28
Final Sat.:	1750	5308	292	1750	7200	300	1803	1746	1750	3150	1301	499

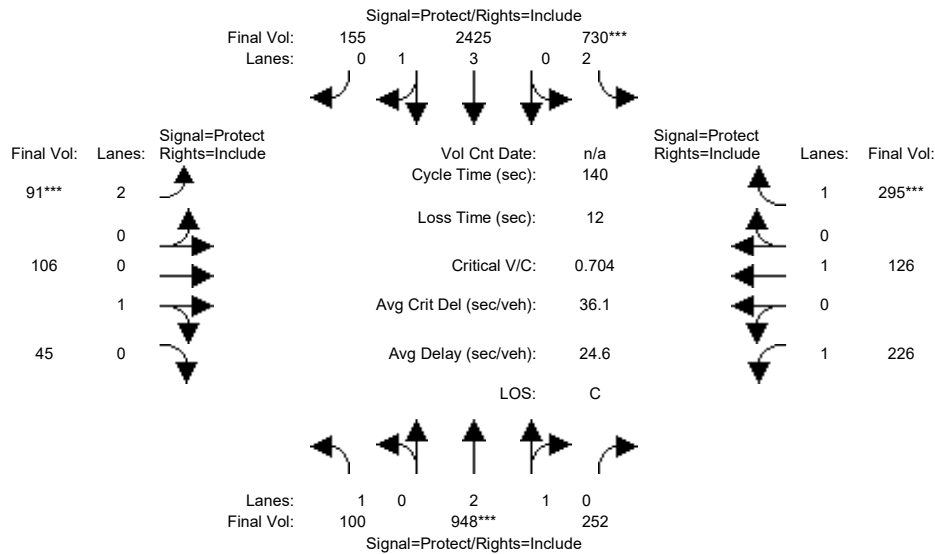
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.36	0.36	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.3	70.9	70.9	15.2	53.8	53.8	44.2	44.2	44.2	12.7	12.7	12.7
Volume/Cap:	1.05	0.48	0.48	0.48	1.05	1.05	0.24	0.24	1.05	0.83	1.05	1.05
Delay/Veh:	121.9	29.4	29.4	68.3	82.8	82.8	42.7	42.7	109.1	89.4	159	158.8
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:	121.9	29.4	29.4	68.3	82.8	82.8	42.7	42.7	109.1	89.4	159	158.8
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2k95thQ:	39	23	23	7	55	55	9	9	55	15	22	22

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	127	0	25	287	0	0	0	0	0	0	10
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	948	252	730	2425	155	91	106	45	226	126	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	948	252	730	2425	155	91	106	45	226	126	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	948	252	730	2425	155	91	106	45	226	126	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	948	252	730	2425	155	91	106	45	226	126	295

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	2.35	0.65	2.00	3.75	0.25	2.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	4422	1176	3150	7049	451	3150	1264	536	1750	1900	1750

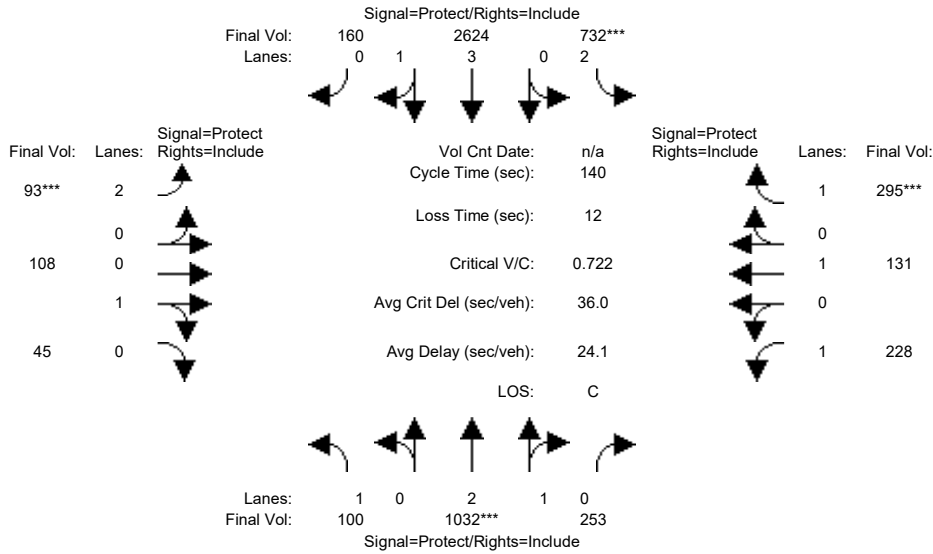
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.23	0.34	0.34	0.03	0.08	0.08	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.5	42.2	42.2	45.6	75.3	75.3	7.0	15.8	15.8	24.4	33.2	33.2
Volume/Cap:	0.64	0.71	0.71	0.71	0.64	0.64	0.58	0.74	0.74	0.74	0.28	0.71
Delay/Veh:	66.1	32.4	32.4	30.4	5.5	5.5	70.3	73.8	73.8	64.3	44.0	54.7
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:	66.1	32.4	32.4	30.4	5.5	5.5	70.3	73.8	73.8	64.3	44.0	54.7
LOS by Move:	E	C-	C-	C	A	A	E	E	E	E	D	D-
HCM2k95thQ:	9	24	24	23	12	12	6	15	15	19	8	23

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

Vallco Special Area Specific Plan
SJ17-1786

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

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	211	1	27	486	5	2	2	0	2	5	10
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1032	253	732	2624	160	93	108	45	228	131	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1032	253	732	2624	160	93	108	45	228	131	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1032	253	732	2624	160	93	108	45	228	131	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1032	253	732	2624	160	93	108	45	228	131	295

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	2.39	0.61	2.00	3.76	0.24	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4496	1102	3150	7068	431	3150	1271	529	1750	1900	1750

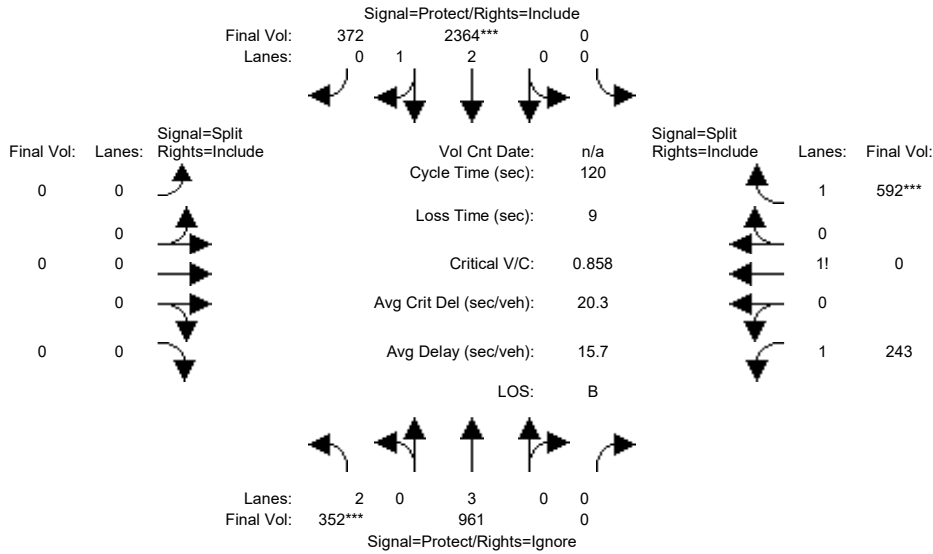
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.37	0.37	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.8	44.1	44.1	44.6	76.8	76.8	7.0	15.5	15.5	23.8	32.4	32.4
Volume/Cap:	0.68	0.73	0.73	0.73	0.68	0.68	0.59	0.77	0.77	0.77	0.30	0.73
Delay/Veh:	70.2	31.2	31.2	31.9	4.8	4.8	70.9	76.6	76.6	66.7	44.8	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	31.2	31.2	31.9	4.8	4.8	70.9	76.6	76.6	66.7	44.8	56.4
LOS by Move:	E	C	C	C	A	A	E	E-	E-	E	D	E+
HCM2k95thQ:	9	26	26	24	12	12	7	16	16	19	9	23

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	89	0	0	173	114	0	0	0	0	0	39
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	961	0	0	2364	372	0	0	0	243	0	592
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:	352	961	0	0	2364	372	0	0	0	243	0	592
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	961	0	0	2364	372	0	0	0	243	0	592
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
Final Volume:	352	961	0	0	2364	372	0	0	0	243	0	592

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	2.58	0.42	0.00	0.00	0.00	1.30	0.00	1.70
Final Sat.:	3150	5700	0	0	4838	761	0	0	0	2270	0	3066

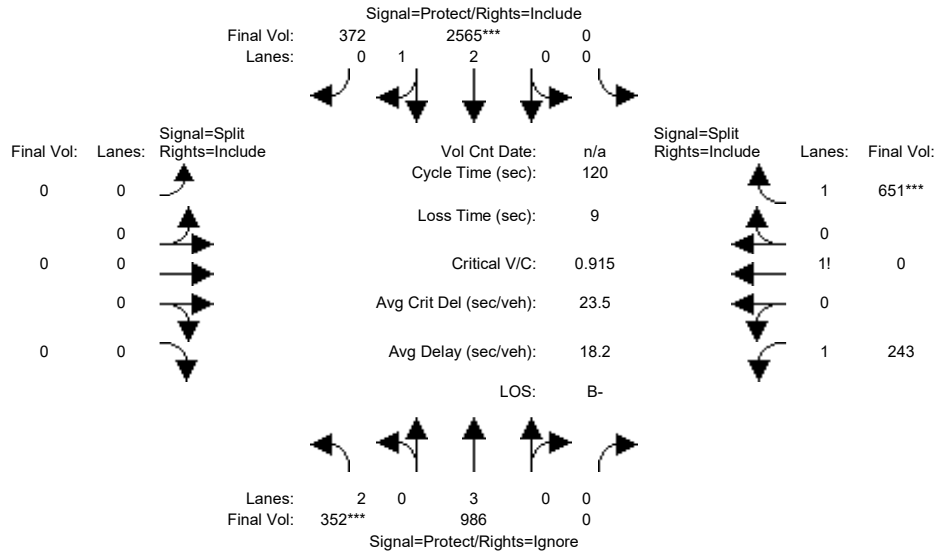
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	***			***								***
Green Time:	15.6	84.0	0.0	0.0	68.4	68.4	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.86	0.24	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.48	0.00	0.86
Delay/Veh:	62.3	0.0	0.0	0.0	5.1	5.1	0.0	0.0	0.0	40.6	0.0	52.3
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:	62.3	0.0	0.0	0.0	5.1	5.1	0.0	0.0	0.0	40.6	0.0	52.3
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	D-
HCM2k95thQ:	15	0	0	0	21	21	0	0	0	13	0	28

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

Vallco Special Area Specific Plan
SJ17-1786

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

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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	114	0	0	374	114	0	0	0	0	0	98
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	986	0	0	2565	372	0	0	0	243	0	651
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:	352	986	0	0	2565	372	0	0	0	243	0	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	986	0	0	2565	372	0	0	0	243	0	651
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
Final Volume:	352	986	0	0	2565	372	0	0	0	243	0	651

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	2.61	0.39	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4890	709	0	0	0	2235	0	3101

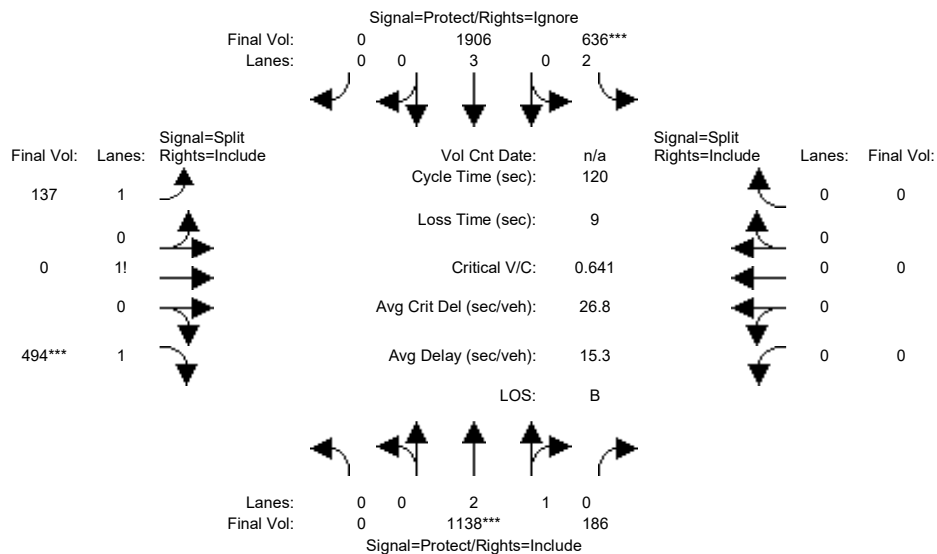
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.17	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****						****		
Green Time:	14.7	83.5	0.0	0.0	68.8	68.8	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.91	0.25	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.47	0.00	0.91
Delay/Veh:	73.1	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0	40.2	0.0	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:	73.1	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0	40.2	0.0	57.9
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	E+
HCM2k95thQ:	16	0	0	0	28	28	0	0	0	13	0	31

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

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1040	186	605	1704	0	137	0	494	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	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	89	0	-8	180	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1138	186	636	1906	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1138	186	636	1906	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1138	186	636	1906	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1138	186	636	1906	0	137	0	494	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	2.56	0.44	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4812	787	3150	5700	0	2138	0	3201	0	0	0

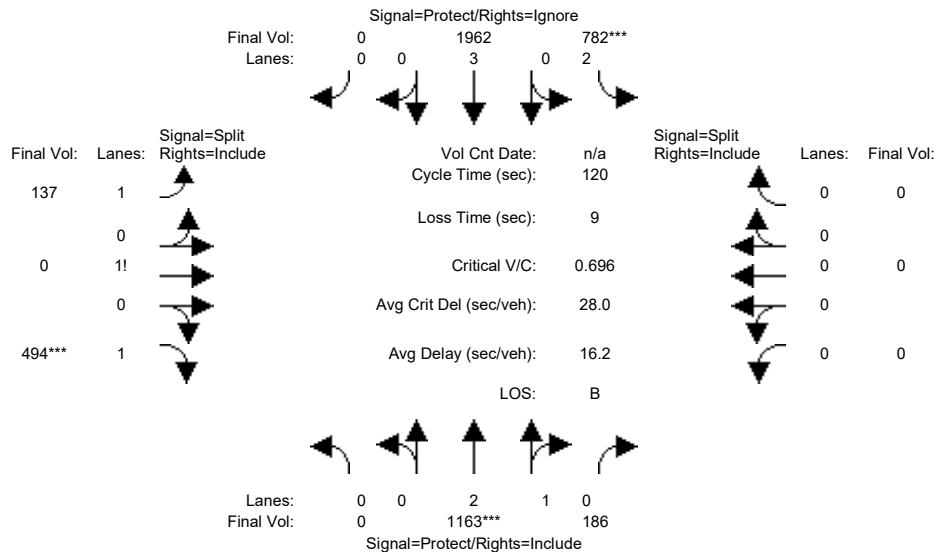
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.20	0.33	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.3	44.3	37.8	82.1	0.0	28.9	0.0	28.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.49	0.00	0.27	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	19.8	25.9	0.1	0.0	37.0	0.0	42.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	19.8	25.9	0.1	0.0	37.0	0.0	42.3	0.0	0.0	0.0
LOS by Move:	A	B-	B-	C	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	19	19	18	1	0	7	0	19	0	0	0

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

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

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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1040	186	605	1704	0	137	0	494	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	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	114	0	138	236	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1163	186	782	1962	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1163	186	782	1962	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1163	186	782	1962	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1163	186	782	1962	0	137	0	494	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	2.57	0.43	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4827	772	3150	5700	0	2138	0	3201	0	0	0

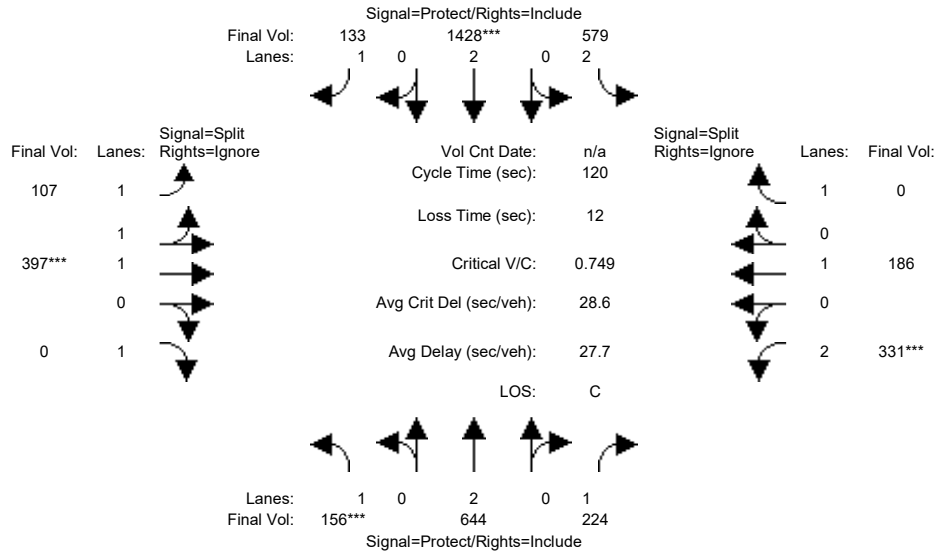
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.25	0.34	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	41.6	41.6	42.8	84.4	0.0	26.6	0.0	26.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.70	0.70	0.49	0.00	0.29	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	23.0	22.7	0.1	0.0	38.9	0.0	45.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	23.0	22.7	0.1	0.0	38.9	0.0	45.3	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C+	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	22	22	21	1	0	7	0	20	0	0	0

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

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Background PM

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	89	0	0	180	0	0	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	644	224	579	1428	133	107	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	644	224	579	1428	133	107	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	644	224	579	1428	133	107	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	644	224	579	1428	133	107	397	0	331	186	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

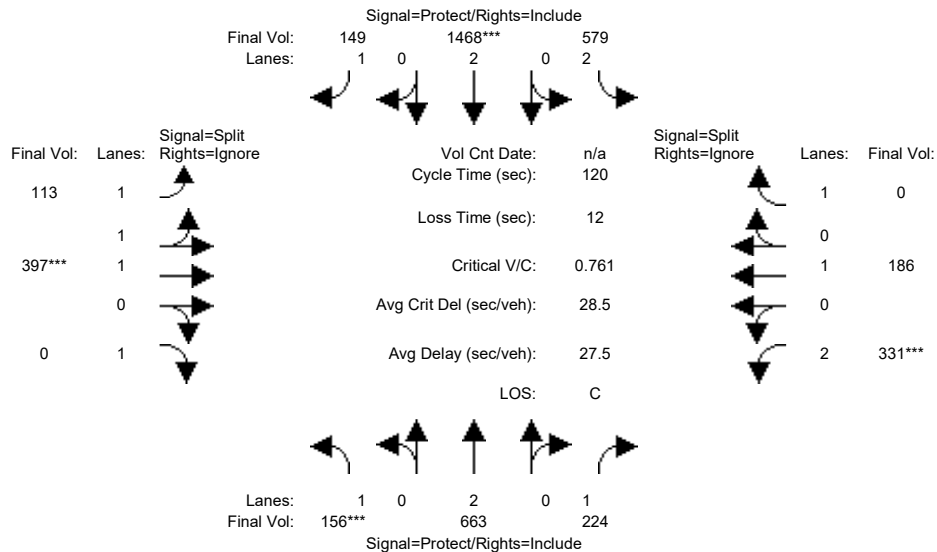
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.38	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	14.3	35.7	35.7	38.7	60.2	60.2	16.7	16.7	0.0	16.8	16.8	0.0
Volume/Cap:	0.75	0.57	0.43	0.57	0.75	0.15	0.44	0.75	0.00	0.75	0.70	0.00
Delay/Veh:	60.5	26.3	24.9	23.8	9.6	5.4	47.6	54.3	0.0	56.6	57.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	26.3	24.9	23.8	9.6	5.4	47.6	54.3	0.0	56.6	57.1	0.0
LOS by Move:	E	C	C	C	A	A	D	D-	A	E+	E+	A
HCM2k95thQ:	14	16	11	16	22	2	8	16	0	14	13	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	108	0	0	220	16	6	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	663	224	579	1468	149	113	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	663	224	579	1468	149	113	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	663	224	579	1468	149	113	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	663	224	579	1468	149	113	397	0	331	186	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

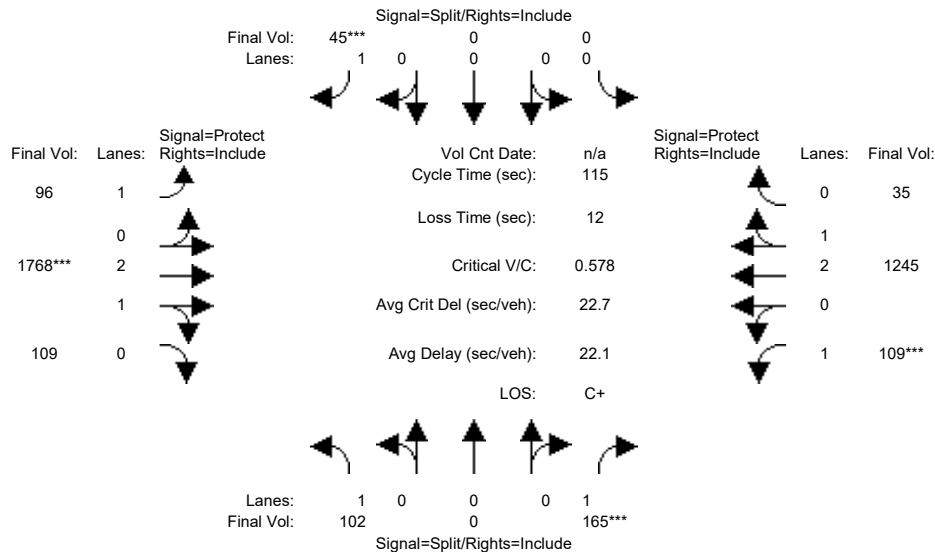
Vol/Sat:	0.09	0.17	0.13	0.18	0.39	0.09	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				****			****		****		
Green Time:	14.1	36.5	36.5	38.5	60.9	60.9	16.5	16.5	0.0	16.6	16.6	0.0
Volume/Cap:	0.76	0.57	0.42	0.57	0.76	0.17	0.47	0.76	0.00	0.76	0.71	0.00
Delay/Veh:	62.1	25.6	24.1	24.1	9.2	5.1	48.1	55.0	0.0	57.5	58.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	25.6	24.1	24.1	9.2	5.1	48.1	55.0	0.0	57.5	58.1	0.0
LOS by Move:	E	C	C	C	A	A	D	D-	A	E+	E+	A
HCM2k95thQ:	15	17	11	16	23	2	9	16	0	14	13	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	137	0	0	112	0
PasserByVol:	0	0	0	0	0	0	0	87	0	0	110	0
Initial Fut:	102	0	165	0	0	45	96	1768	109	109	1245	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	1768	109	109	1245	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1768	109	109	1245	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	1768	109	109	1245	35

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	2.82	0.18	1.00	2.91	0.09
Final Sat.:	1750	0	1750	0	0	1750	1750	5274	325	1750	5447	153

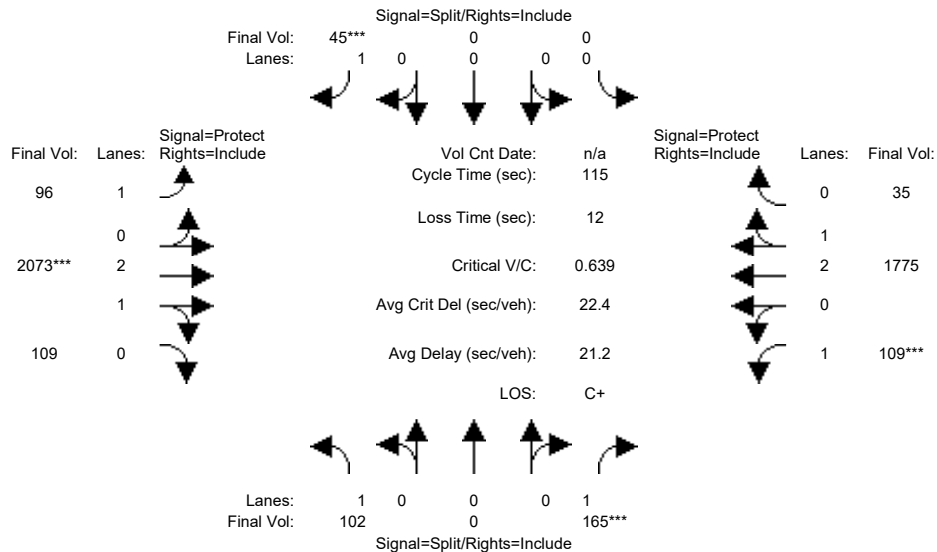
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.34	0.34	0.06	0.23	0.23
Crit Moves:			****			****		****		****		
Green Time:	17.8	0.0	17.8	0.0	0.0	10.0	15.8	63.4	63.4	11.8	59.4	59.4
Volume/Cap:	0.38	0.00	0.61	0.00	0.00	0.30	0.40	0.61	0.61	0.61	0.44	0.44
Delay/Veh:	44.5	0.0	49.3	0.0	0.0	50.3	46.4	17.8	17.8	55.3	17.6	17.6
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:	44.5	0.0	49.3	0.0	0.0	50.3	46.4	17.8	17.8	55.3	17.6	17.6
LOS by Move:	D	A	D	A	A	D	D	B	B	E+	B	B
HCM2k95thQ:	7	0	13	0	0	4	6	25	25	8	17	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	442	0	0	642	0
PasserByVol:	0	0	0	0	0	0	0	87	0	0	110	0
Initial Fut:	102	0	165	0	0	45	96	2073	109	109	1775	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	2073	109	109	1775	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2073	109	109	1775	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	2073	109	109	1775	35

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	2.84	0.16	1.00	2.94	0.06
Final Sat.:	1750	0	1750	0	0	1750	1750	5320	280	1750	5492	108

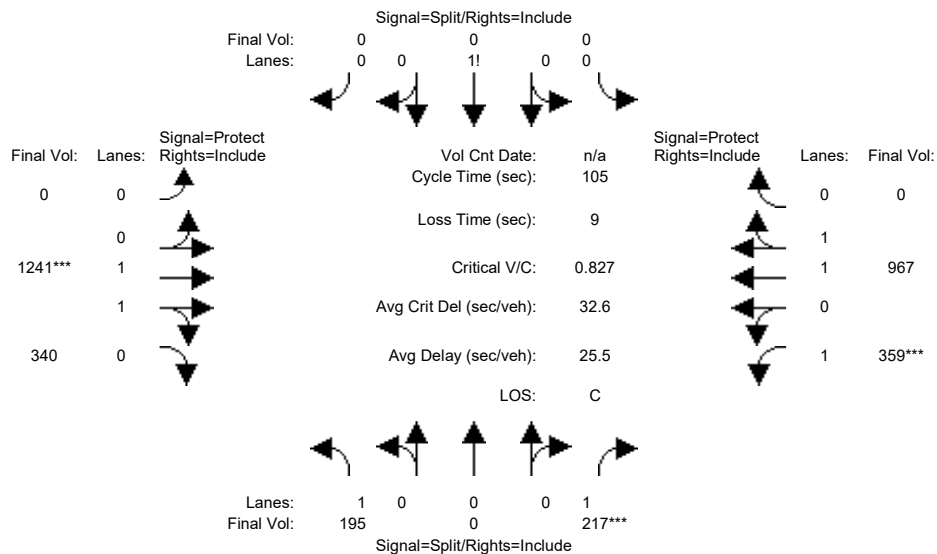
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.39	0.39	0.06	0.32	0.32
Crit Moves:			****			****		****			****	
Green Time:	16.1	0.0	16.1	0.0	0.0	10.0	12.2	66.3	66.3	10.6	64.8	64.8
Volume/Cap:	0.42	0.00	0.68	0.00	0.00	0.30	0.52	0.68	0.68	0.68	0.57	0.57
Delay/Veh:	46.4	0.0	54.3	0.0	0.0	50.3	51.2	17.4	17.4	61.4	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	0.0	54.3	0.0	0.0	50.3	51.2	17.4	17.4	61.4	16.5	16.5
LOS by Move:	D	A	D-	A	A	D	D-	B	B	E	B	B
HCM2k95thQ:	8	0	14	0	0	4	6	29	29	8	24	24

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	0	0	0	0	0	0	0	107	1	0	124	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	130	0
Initial Fut:	195	0	217	0	0	0	0	1241	340	359	967	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:	195	0	217	0	0	0	0	1241	340	359	967	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	217	0	0	0	0	1241	340	359	967	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
Final Volume:	195	0	217	0	0	0	0	1241	340	359	967	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.56	0.44	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2904	796	1750	3700	0

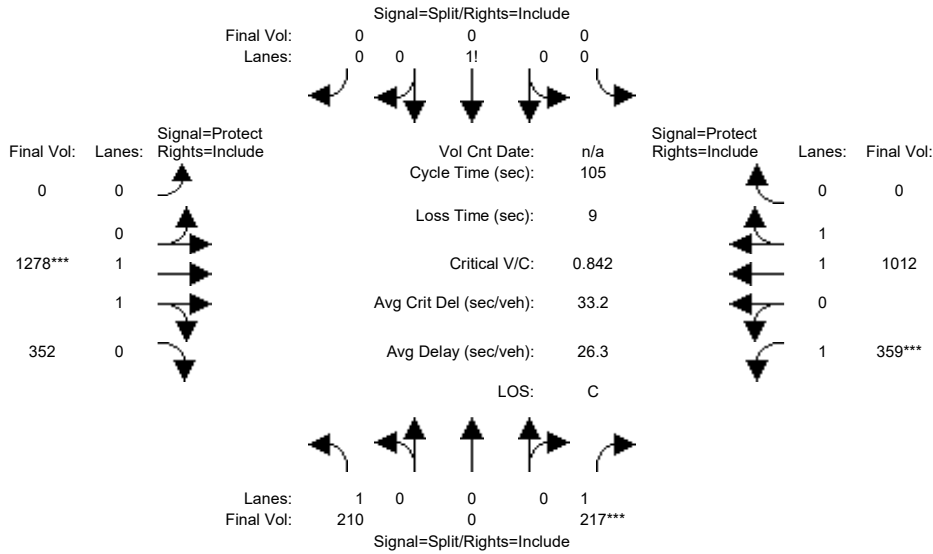
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.43	0.43	0.21	0.26	0.00
Crit Moves:	****						****			****		
Green Time:	15.7	0.0	15.7	0.0	0.0	0.0	0.0	54.2	54.2	26.0	80.3	0.0
Volume/Cap:	0.74	0.00	0.83	0.00	0.00	0.00	0.00	0.83	0.83	0.83	0.34	0.00
Delay/Veh:	53.6	0.0	62.4	0.0	0.0	0.0	0.0	24.6	24.6	49.8	4.0	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:	53.6	0.0	62.4	0.0	0.0	0.0	0.0	24.6	24.6	49.8	4.0	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	15	0	18	0	0	0	0	39	39	22	10	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	15	0	0	0	0	0	0	144	13	0	169	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	130	0
Initial Fut:	210	0	217	0	0	0	0	1278	352	359	1012	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:	210	0	217	0	0	0	0	1278	352	359	1012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	217	0	0	0	0	1278	352	359	1012	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:	210	0	217	0	0	0	0	1278	352	359	1012	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.56	0.44	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2900	799	1750	3700	0

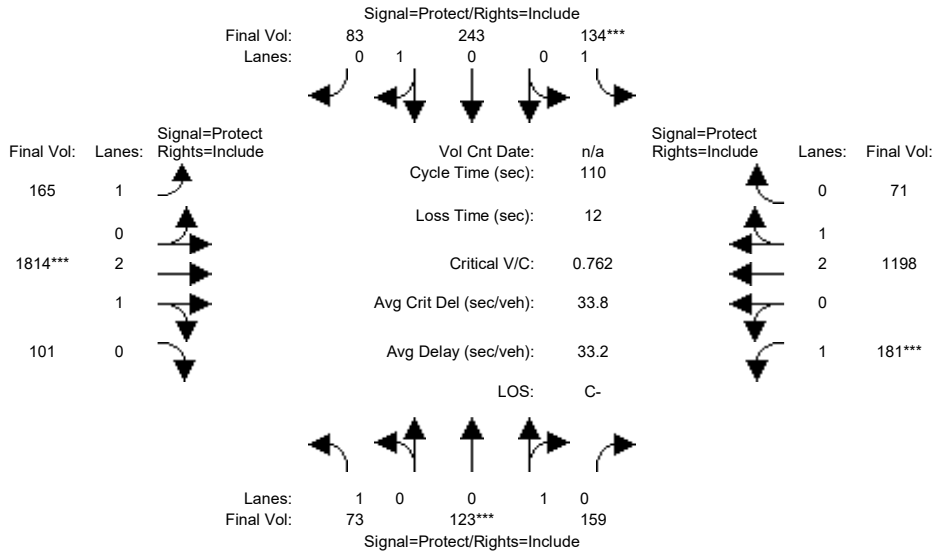
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:	****						****			****		
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	55.0	55.0	25.6	80.5	0.0
Volume/Cap:	0.81	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.36	0.00
Delay/Veh:	61.2	0.0	64.9	0.0	0.0	0.0	0.0	24.8	24.8	51.8	4.0	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:	61.2	0.0	64.9	0.0	0.0	0.0	0.0	24.8	24.8	51.8	4.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D-	A	A
HCM2k95thQ:	18	0	18	0	0	0	0	40	40	22	10	0

Note: Queue reported is the number of cars per lane.

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Background PM

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	0	1	0	0	0	137	0	0	112	0
PasserByVol:	0	0	0	0	0	0	0	86	0	0	109	0
Initial Fut:	73	123	159	134	243	83	165	1814	101	181	1198	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:	73	123	159	134	243	83	165	1814	101	181	1198	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	159	134	243	83	165	1814	101	181	1198	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
Final Volume:	73	123	159	134	243	83	165	1814	101	181	1198	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.75	0.25	1.00	2.84	0.16	1.00	2.83	0.17
Final Sat.:	1750	785	1015	1750	1342	458	1750	5304	295	1750	5286	313

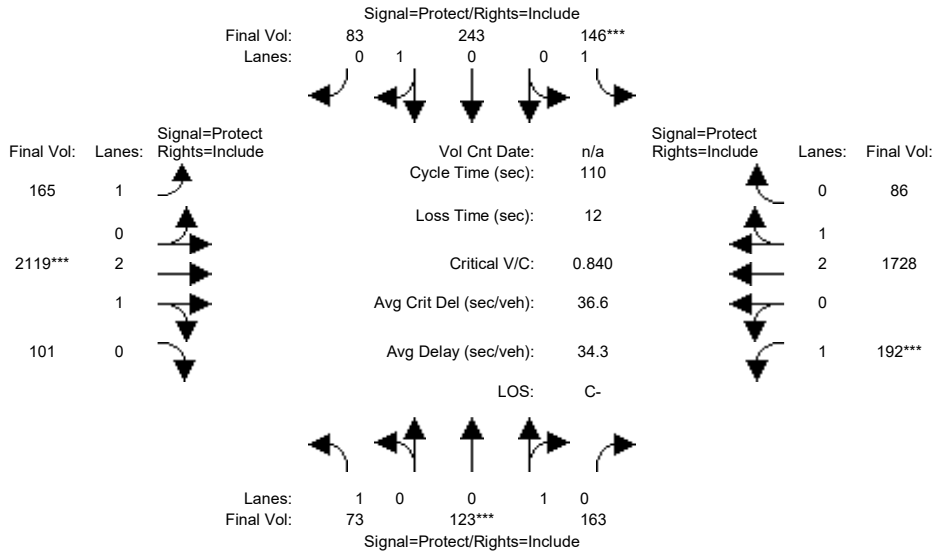
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.34	0.34	0.10	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	8.8	22.6	22.6	11.1	24.9	24.9	18.9	49.4	49.4	14.9	45.4	45.4
Volume/Cap:	0.52	0.76	0.76	0.76	0.80	0.80	0.55	0.76	0.76	0.76	0.55	0.55
Delay/Veh:	52.2	50.1	50.1	65.8	50.9	50.9	43.8	26.8	26.8	59.3	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	50.1	50.1	65.8	50.9	50.9	43.8	26.8	26.8	59.3	24.8	24.8
LOS by Move:	D-	D	D	E	D	D	D	C	C	E+	C	C
HCM2k95thQ:	5	18	18	13	23	23	10	31	31	13	20	20

Note: Queue reported is the number of cars per lane.

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Background PM Housing Rich Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	4	13	0	0	0	442	0	11	642	15
PasserByVol:	0	0	0	0	0	0	0	86	0	0	109	0
Initial Fut:	73	123	163	146	243	83	165	2119	101	192	1728	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	163	146	243	83	165	2119	101	192	1728	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	163	146	243	83	165	2119	101	192	1728	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	163	146	243	83	165	2119	101	192	1728	86

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	0.43	0.57	1.00	0.75	0.25	1.00	2.86	0.14	1.00	2.85	0.15
Final Sat.:	1750	774	1026	1750	1342	458	1750	5345	255	1750	5334	265

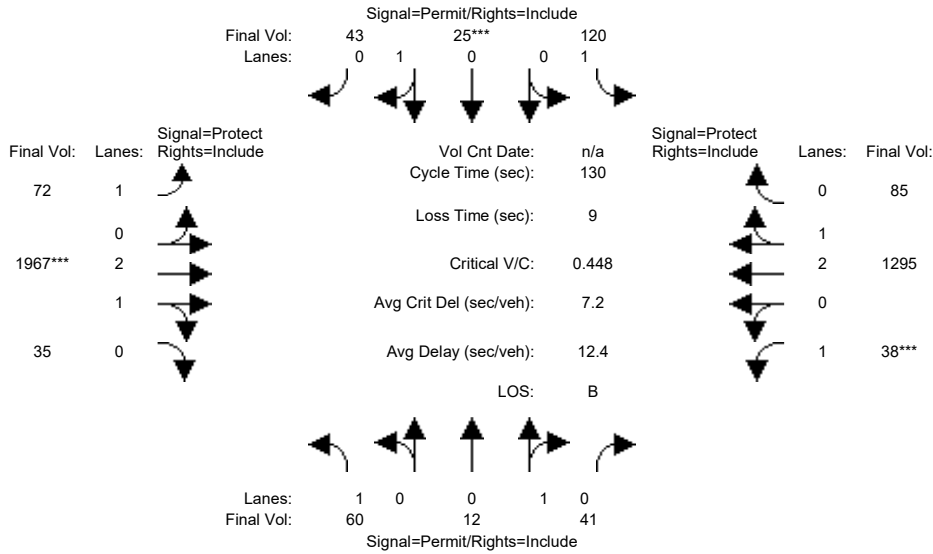
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.40	0.40	0.11	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	8.2	20.8	20.8	10.9	23.5	23.5	14.9	51.9	51.9	14.4	51.3	51.3
Volume/Cap:	0.56	0.84	0.84	0.84	0.85	0.85	0.69	0.84	0.84	0.84	0.69	0.69
Delay/Veh:	54.3	59.8	59.8	77.6	57.6	57.6	53.9	28.0	28.0	70.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	59.8	59.8	77.6	57.6	57.6	53.9	28.0	28.0	70.0	24.0	24.0
LOS by Move:	D-	E+	E+	E-	E+	E+	D-	C	C	E	C	C
HCM2k95thQ:	5	20	20	15	25	25	11	38	38	14	28	28

Note: Queue reported is the number of cars per lane.

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Background PM

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	137	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	45	0	0	130	0
Initial Fut:	60	12	41	120	25	43	72	1967	35	38	1295	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	1967	35	38	1295	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	1967	35	38	1295	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	1967	35	38	1295	85

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	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.81	0.19
Final Sat.:	1750	408	1392	1750	662	1138	1750	5502	98	1750	5255	345

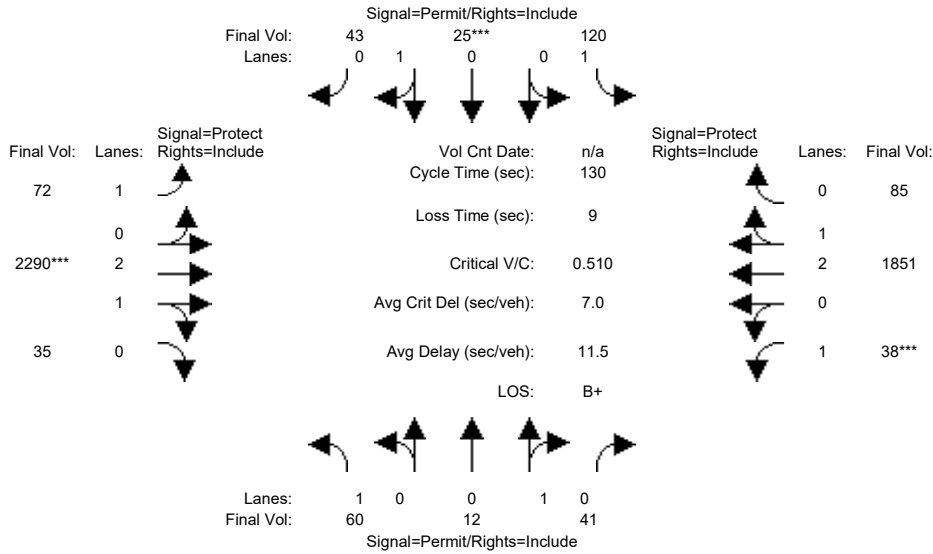
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.36	0.36	0.02	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	10.9	10.9	10.9	10.9	10.9	10.9	19.7	103	103.1	7.0	90.4	90.4
Volume/Cap:	0.41	0.35	0.35	0.82	0.45	0.45	0.27	0.45	0.45	0.40	0.35	0.35
Delay/Veh:	58.4	57.6	57.6	87.5	58.8	58.8	49.3	4.4	4.4	62.3	8.1	8.1
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:	58.4	57.6	57.6	87.5	58.8	58.8	49.3	4.4	4.4	62.3	8.1	8.1
LOS by Move:	E+	E+	E+	F	E+	E+	D	A	A	E	A	A
HCM2k95thQ:	6	5	5	14	6	6	5	16	16	3	14	14

Note: Queue reported is the number of cars per lane.

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Background PM Housing Rich Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	460	0	0	669	0
PasserByVol:	0	0	0	0	0	0	0	45	0	0	130	0
Initial Fut:	60	12	41	120	25	43	72	2290	35	38	1851	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2290	35	38	1851	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2290	35	38	1851	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2290	35	38	1851	85

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	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.86	0.14
Final Sat.:	1750	408	1392	1750	662	1138	1750	5516	84	1750	5354	246

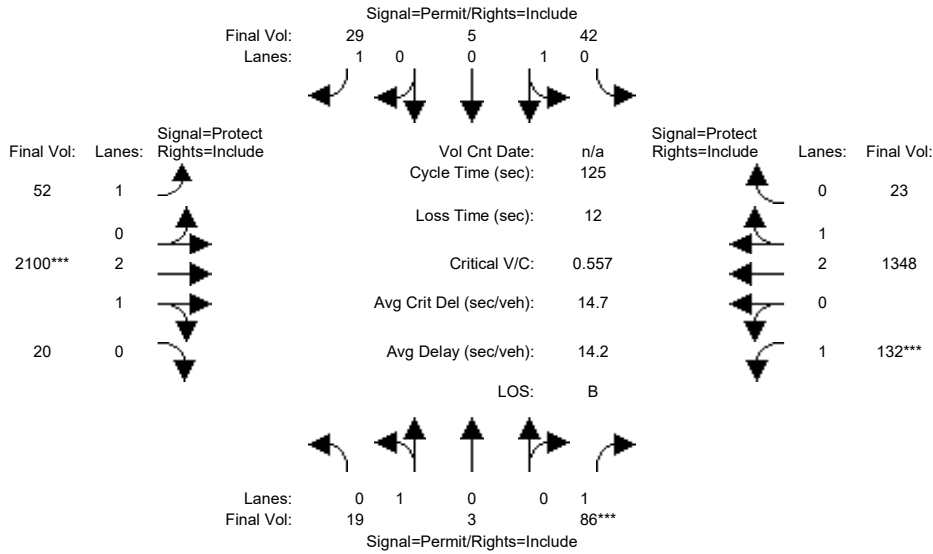
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.42	0.42	0.02	0.35	0.35
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.0	104	104.0	7.0	96.0	96.0
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.36	0.52	0.52	0.40	0.47	0.47
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	54.2	4.6	4.6	62.3	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:	59.7	58.8	58.8	105.9	60.3	60.3	54.2	4.6	4.6	62.3	6.9	6.9
LOS by Move:	E+	E+	E+	F	E	E	D-	A	A	E	A	A
HCM2k95thQ:	6	5	5	15	7	7	5	19	19	3	18	18

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	0	0	2	2	135	0	0	111	0
PasserByVol:	0	0	0	0	0	0	0	84	0	0	107	0
Initial Fut:	19	3	86	42	5	29	52	2100	20	132	1348	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	42	5	29	52	2100	20	132	1348	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	42	5	29	52	2100	20	132	1348	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	42	5	29	52	2100	20	132	1348	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.89	0.11	1.00	1.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	1555	245	1750	1609	191	1750	1750	5547	53	1750	5506	94

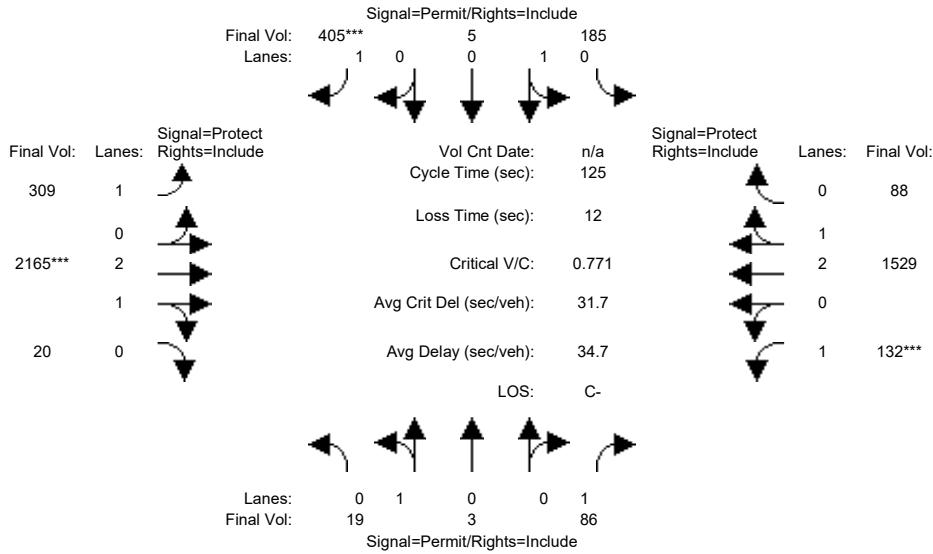
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.03	0.03	0.02	0.03	0.38	0.38	0.08	0.24	0.24
Crit Moves:	***						***			***		
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	19.0	85.0	85.0	16.9	83.0	83.0
Volume/Cap:	0.14	0.14	0.56	0.30	0.30	0.19	0.20	0.56	0.56	0.56	0.37	0.37
Delay/Veh:	53.0	53.0	59.1	54.4	54.4	53.4	46.7	10.5	10.5	53.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	59.1	54.4	54.4	53.4	46.7	10.5	10.5	53.4	9.4	9.4
LOS by Move:	D-	D-	E+	D-	D-	D-	D	B+	B+	D-	A	A
HCM2k95thQ:	2	2	8	4	4	3	4	25	25	10	14	14

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	143	0	378	259	200	0	0	292	65
PasserByVol:	0	0	0	0	0	0	0	84	0	0	107	0
Initial Fut:	19	3	86	185	5	405	309	2165	20	132	1529	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	185	5	405	309	2165	20	132	1529	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	185	5	405	309	2165	20	132	1529	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	185	5	405	309	2165	20	132	1529	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.97	0.03	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	1555	245	1750	1753	47	1750	1750	5549	51	1750	5295	305

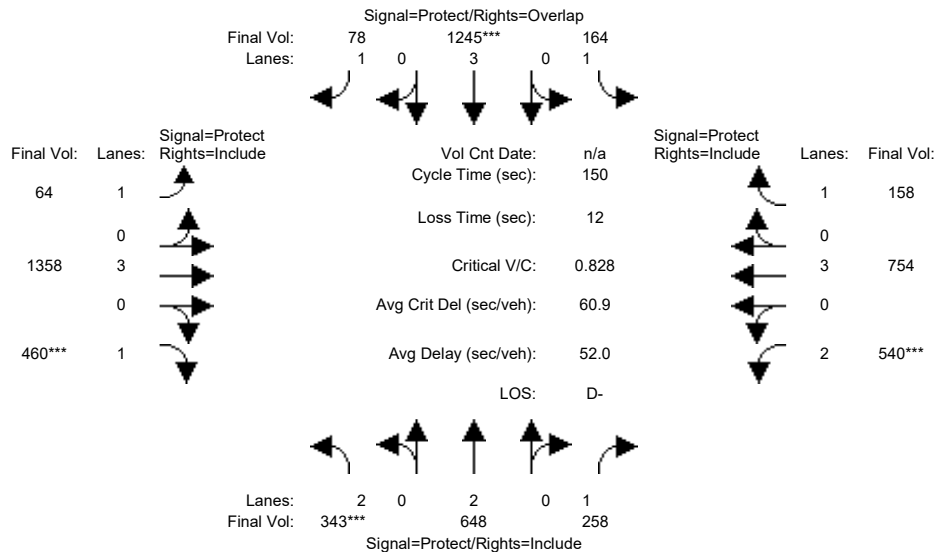
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.11	0.23	0.18	0.39	0.39	0.08	0.29	0.29
Crit Moves:						****		****				****
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	28.6	63.3	63.3	12.2	46.8	46.8
Volume/Cap:	0.04	0.04	0.16	0.35	0.35	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	31.0	31.0	32.3	34.6	34.6	46.7	54.0	26.4	26.4	74.1	36.2	36.2
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:	31.0	31.0	32.3	34.6	34.6	46.7	54.0	26.4	26.4	74.1	36.2	36.2
LOS by Move:	C	C	C-	C-	C-	D	D-	C	C	E	D+	D+
HCM2k95thQ:	1	1	5	12	12	29	22	38	38	10	30	30

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	12	32	84	10	57	0	0	162	24	147	137	7
PasserByVol:	25	23	0	0	9	0	0	0	9	4	8	0
Initial Fut:	343	648	258	164	1245	78	64	1358	460	540	754	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	648	258	164	1245	78	64	1358	460	540	754	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	648	258	164	1245	78	64	1358	460	540	754	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	343	648	258	164	1245	78	64	1358	460	540	754	158

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

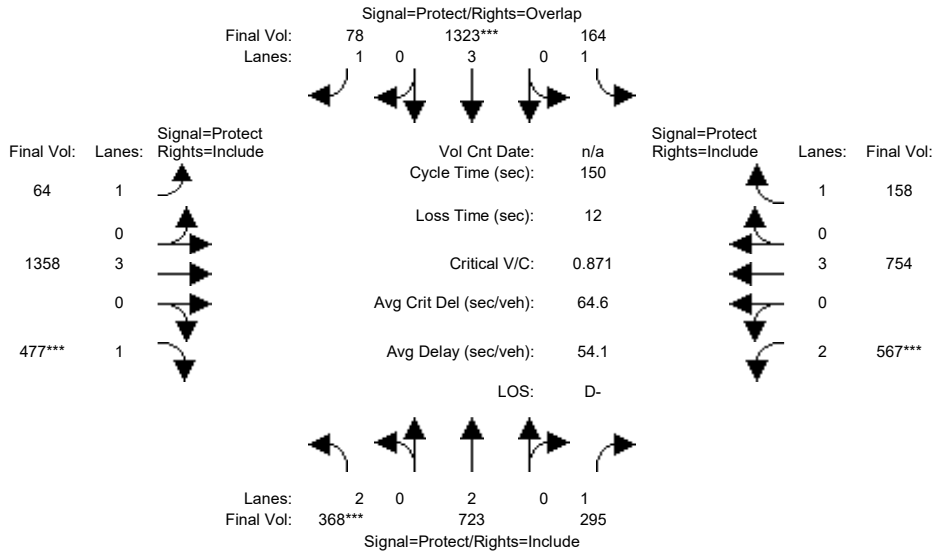
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.15	0.09	0.22	0.04	0.04	0.24	0.26	0.17	0.13	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	19.7	38.3	38.3	21.0	39.6	60.1	20.5	47.6	47.6	31.1	58.2	58.2
Volume/Cap:	0.83	0.67	0.58	0.67	0.83	0.11	0.27	0.75	0.83	0.83	0.34	0.23
Delay/Veh:	76.4	52.0	50.7	68.1	56.0	28.3	58.6	47.7	57.4	65.6	32.5	31.1
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:	76.4	52.0	50.7	68.1	56.0	28.3	58.6	47.7	57.4	65.6	32.5	31.1
LOS by Move:	E-	D-	D	E	E+	C	E+	D	E+	E	C-	C
HCM2k95thQ:	17	23	19	16	34	5	6	33	38	26	15	10

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	37	107	121	10	135	0	0	162	41	174	137	7
PasserByVol:	25	23	0	0	9	0	0	0	9	4	8	0
Initial Fut:	368	723	295	164	1323	78	64	1358	477	567	754	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	723	295	164	1323	78	64	1358	477	567	754	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	723	295	164	1323	78	64	1358	477	567	754	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	368	723	295	164	1323	78	64	1358	477	567	754	158

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

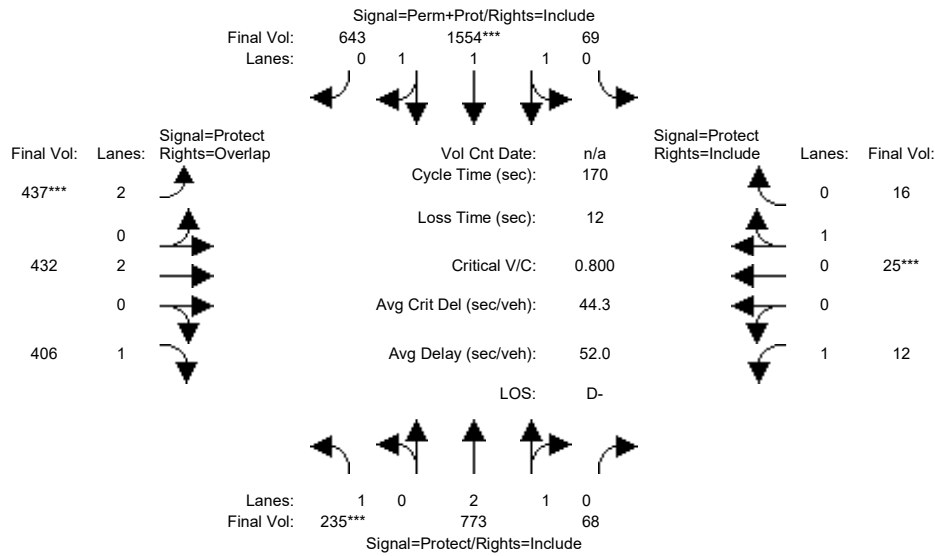
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.17	0.09	0.23	0.04	0.04	0.24	0.27	0.18	0.13	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.1	40.3	40.3	19.8	40.0	60.3	20.3	46.9	46.9	31.0	57.6	57.6
Volume/Cap:	0.87	0.71	0.63	0.71	0.87	0.11	0.27	0.76	0.87	0.87	0.34	0.24
Delay/Veh:	81.2	51.9	51.0	72.1	58.3	28.2	58.8	48.5	62.9	69.8	32.9	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	51.9	51.0	72.1	58.3	28.2	58.8	48.5	62.9	69.8	32.9	31.5
LOS by Move:	F	D-	D	E	E+	C	E+	D	E	E	C-	C
HCM2k95thQ:	18	25	22	17	37	5	6	34	41	28	15	10

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	22	60	0	0	117	111	67	0	19	0	0	0
PasserByVol:	30	47	7	0	21	2	0	11	21	0	0	0
Initial Fut:	235	773	68	69	1554	643	437	432	406	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	773	68	69	1554	643	437	432	406	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	773	68	69	1554	643	437	432	406	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	773	68	69	1554	643	437	432	406	12	25	16

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	2.75	0.25	0.09	2.04	0.87	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5147	453	167	3771	1560	3150	3800	1750	1750	1098	702

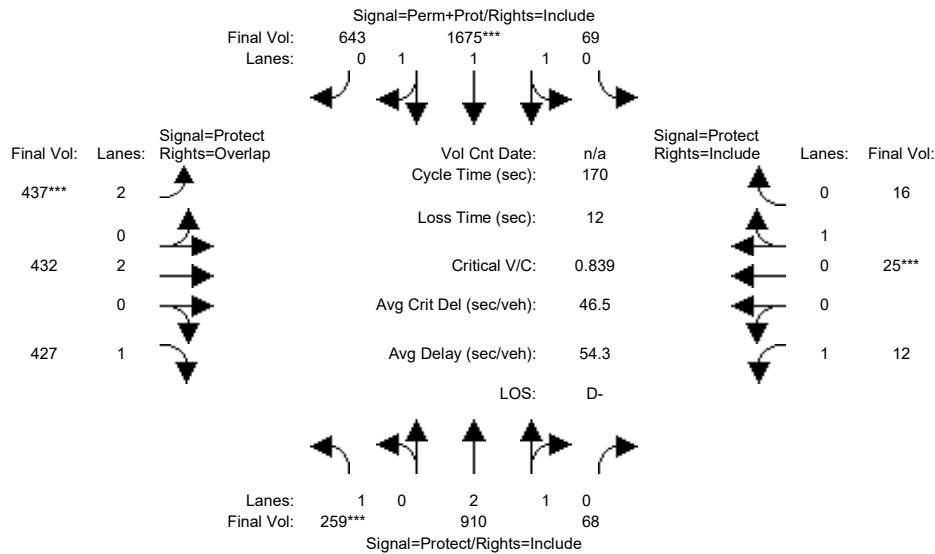
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.00	0.41	0.41	0.14	0.11	0.23	0.01	0.02	0.02
Crit Moves:	***				****		****				****	
Green Time:	29.2	31.7	31.7	90.0	89.5	89.5	29.3	28.8	58.0	10.4	10.0	10.0
Volume/Cap:	0.78	0.81	0.81	0.78	0.78	0.78	0.81	0.67	0.68	0.11	0.39	0.39
Delay/Veh:	79.9	70.8	70.8	33.4	33.8	33.8	76.2	68.9	51.2	75.9	79.4	79.4
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:	79.9	70.8	70.8	33.4	33.8	33.8	76.2	68.9	51.2	75.9	79.4	79.4
LOS by Move:	E-	E	E	C-	C-	C-	E-	E	D-	E-	E-	E-
HCM2k95thQ:	23	25	25	50	50	50	23	18	31	1	5	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	46	197	0	0	238	111	67	0	40	0	0	0
PasserByVol:	30	47	7	0	21	2	0	11	21	0	0	0
Initial Fut:	259	910	68	69	1675	643	437	432	427	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	910	68	69	1675	643	437	432	427	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	910	68	69	1675	643	437	432	427	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	910	68	69	1675	643	437	432	427	12	25	16

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	2.78	0.22	0.09	2.09	0.82	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5210	389	159	3859	1481	3150	3800	1750	1750	1098	702

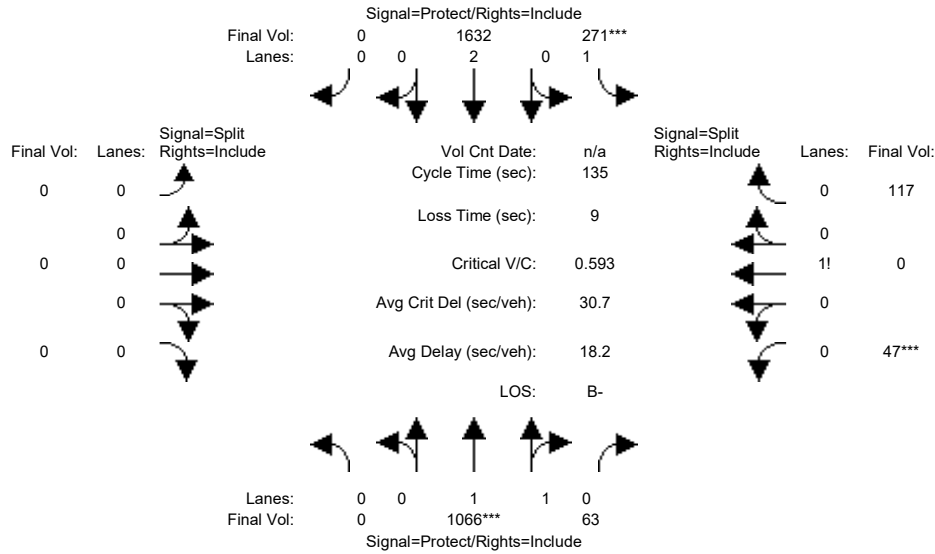
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.00	0.43	0.43	0.14	0.11	0.24	0.01	0.02	0.02
Crit Moves:	***				***		***			***		
Green Time:	30.6	34.6	34.6	88.9	89.9	89.9	27.5	27.5	58.2	10.0	10.0	10.0
Volume/Cap:	0.82	0.86	0.86	0.83	0.82	0.82	0.86	0.70	0.71	0.12	0.39	0.39
Delay/Veh:	82.7	72.1	72.1	36.3	35.3	35.3	83.0	71.0	52.7	76.4	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	72.1	72.1	36.3	35.3	35.3	83.0	71.0	52.7	76.4	79.4	79.4
LOS by Move:	F	E	E	D+	D+	D+	F	E	D-	E-	E-	E-
HCM2k95thQ:	25	30	30	55	54	54	23	18	33	1	5	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	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	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	82	0	0	136	0	0	0	0	0	0	0
PasserByVol:	0	83	0	0	42	0	0	0	0	0	0	0
Initial Fut:	0	1066	63	271	1632	0	0	0	0	47	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1066	63	271	1632	0	0	0	0	47	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1066	63	271	1632	0	0	0	0	47	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1066	63	271	1632	0	0	0	0	47	0	117

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	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	3493	206	1750	3800	0	0	0	0	502	0	1248

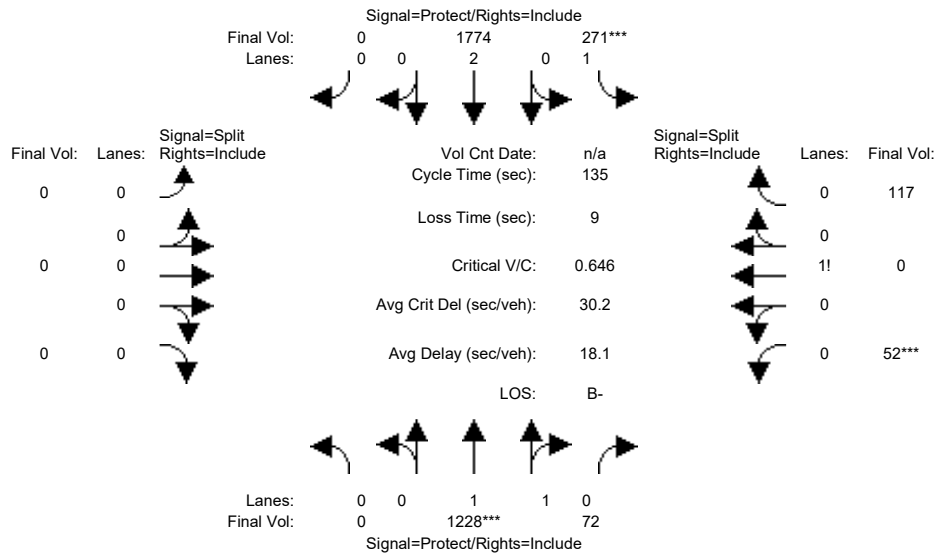
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.15	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	0.0	69.4	69.4	35.2	105	0.0	0.0	0.0	0.0	21.3	0.0	21.3
Volume/Cap:	0.00	0.59	0.59	0.59	0.55	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	23.4	23.4	45.7	6.2	0.0	0.0	0.0	0.0	56.3	0.0	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.4	23.4	45.7	6.2	0.0	0.0	0.0	0.0	56.3	0.0	56.3
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	28	28	19	23	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	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	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	244	9	0	278	0	0	0	0	5	0	0
PasserByVol:	0	83	0	0	42	0	0	0	0	0	0	0
Initial Fut:	0	1228	72	271	1774	0	0	0	0	52	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1228	72	271	1774	0	0	0	0	52	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1228	72	271	1774	0	0	0	0	52	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1228	72	271	1774	0	0	0	0	52	0	117

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	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3495	205	1750	3800	0	0	0	0	538	0	1212

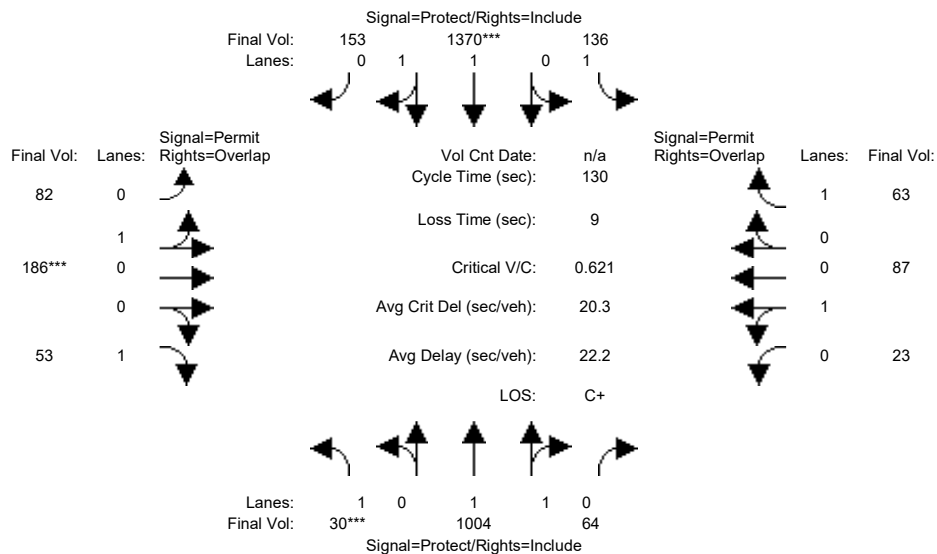
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.15	0.47	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	73.4	73.4	32.4	106	0.0	0.0	0.0	0.0	20.2	0.0	20.2
Volume/Cap:	0.00	0.65	0.65	0.65	0.60	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Delay/Veh:	0.0	22.4	22.4	49.6	6.2	0.0	0.0	0.0	0.0	59.5	0.0	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	22.4	49.6	6.2	0.0	0.0	0.0	0.0	59.5	0.0	59.5
LOS by Move:	A	C+	C+	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	32	32	19	25	0	0	0	0	15	0	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	0	82	0	0	136	0	0	0	0	0	0	0
PasserByVol:	12	83	2	0	42	0	0	0	4	1	0	0
Initial Fut:	30	1004	64	136	1370	153	82	186	53	23	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1004	64	136	1370	153	82	186	53	23	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1004	64	136	1370	153	82	186	53	23	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1004	64	136	1370	153	82	186	53	23	87	63

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	1.88	0.12	1.00	1.79	0.21	0.31	0.69	1.00	0.21	0.79	1.00
Final Sat.:	1750	3478	222	1750	3328	372	551	1249	1750	376	1424	1750

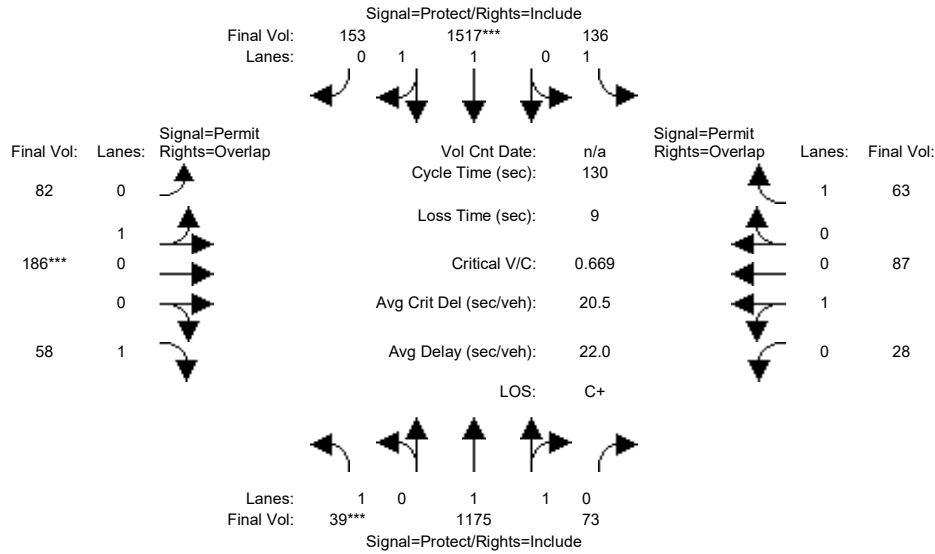
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.08	0.41	0.41	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	71.5	71.5	19.2	83.7	83.7	30.3	30.3	37.3	30.3	30.3	49.5
Volume/Cap:	0.32	0.53	0.53	0.53	0.64	0.64	0.64	0.64	0.11	0.26	0.26	0.09
Delay/Veh:	61.2	18.8	18.8	53.1	14.6	14.6	48.2	48.2	34.2	41.1	41.1	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	18.8	18.8	53.1	14.6	14.6	48.2	48.2	34.2	41.1	41.1	25.9
LOS by Move:	E	B-	B-	D-	B	B	D	D	C-	D	D	C
HCM2k95thQ:	2	24	24	10	32	32	20	20	3	8	8	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	9	253	9	0	283	0	0	0	5	5	0	0
PasserByVol:	12	83	2	0	42	0	0	0	4	1	0	0
Initial Fut:	39	1175	73	136	1517	153	82	186	58	28	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1175	73	136	1517	153	82	186	58	28	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1175	73	136	1517	153	82	186	58	28	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	1175	73	136	1517	153	82	186	58	28	87	63

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	1.88	0.12	1.00	1.81	0.19	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3483	216	1750	3361	339	551	1249	1750	438	1362	1750

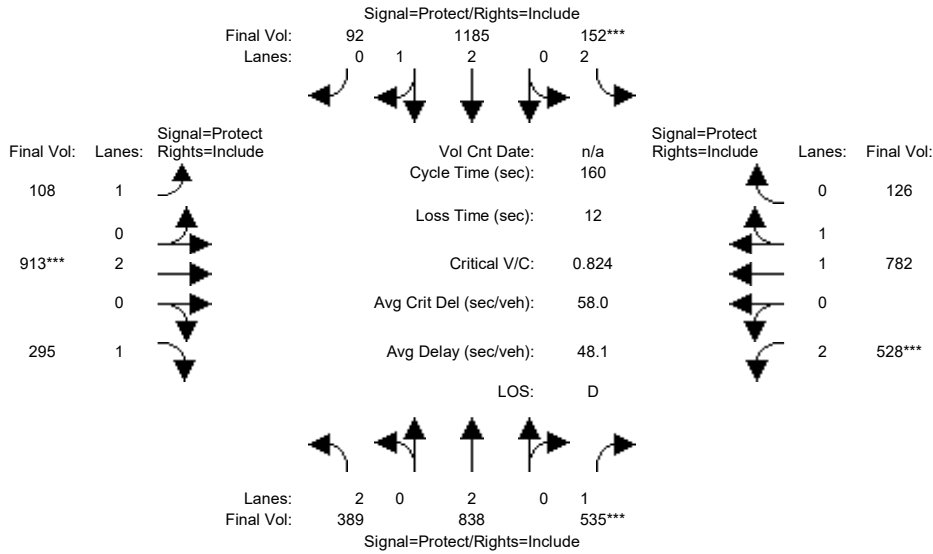
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.08	0.45	0.45	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	75.4	75.4	17.4	85.7	85.7	28.3	28.3	35.3	28.3	28.3	45.6
Volume/Cap:	0.41	0.58	0.58	0.58	0.68	0.68	0.68	0.68	0.12	0.29	0.29	0.10
Delay/Veh:	62.4	17.7	17.7	56.6	14.6	14.6	51.7	51.7	35.8	42.9	42.9	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	17.7	17.7	56.6	14.6	14.6	51.7	51.7	35.8	42.9	42.9	28.5
LOS by Move:	E	B	B	E+	B	B	D-	D-	D+	D	D	C
HCM2k95thQ:	3	27	27	11	35	35	21	21	4	8	8	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	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:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	24	67	16	11	111	14	5	61	41	38	86	10
PasserByVol:	101	71	86	14	39	0	0	59	22	49	73	30
Initial Fut:	389	838	535	152	1185	92	108	913	295	528	782	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	838	535	152	1185	92	108	913	295	528	782	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	838	535	152	1185	92	108	913	295	528	782	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	389	838	535	152	1185	92	108	913	295	528	782	126

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	2.78	0.22	1.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	3150	3800	1750	3150	5196	403	1750	3800	1750	3150	3186	513

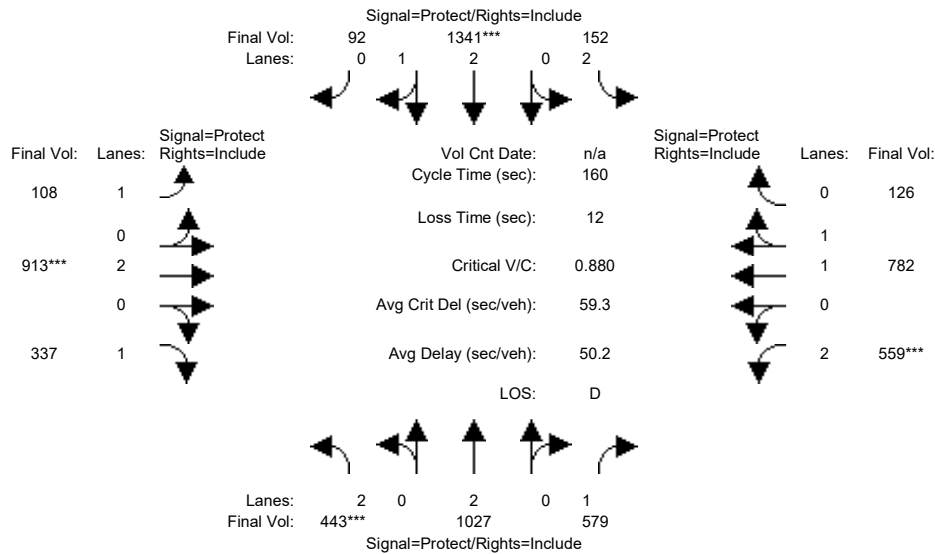
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.31	0.05	0.23	0.23	0.06	0.24	0.17	0.17	0.25	0.25
Crit Moves:			****	****				****		****		
Green Time:	24.2	59.4	59.4	9.4	44.6	44.6	15.9	46.7	46.7	32.6	63.3	63.3
Volume/Cap:	0.82	0.59	0.82	0.82	0.82	0.82	0.62	0.82	0.58	0.82	0.62	0.62
Delay/Veh:	68.7	25.3	36.0	96.3	43.5	43.5	75.8	57.9	49.9	69.5	39.5	39.5
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:	68.7	25.3	36.0	96.3	43.5	43.5	75.8	57.9	49.9	69.5	39.5	39.5
LOS by Move:	E	C	D+	F	D	D	E-	E+	D	E	D	D
HCM2k95thQ:	20	22	38	9	32	32	10	33	21	26	27	27

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	78	256	60	11	267	14	5	61	83	69	86	10
PasserByVol:	101	71	86	14	39	0	0	59	22	49	73	30
Initial Fut:	443	1027	579	152	1341	92	108	913	337	559	782	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	1027	579	152	1341	92	108	913	337	559	782	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1027	579	152	1341	92	108	913	337	559	782	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	443	1027	579	152	1341	92	108	913	337	559	782	126

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	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	3150	3800	1750	3150	5240	359	1750	3800	1750	3150	3186	513

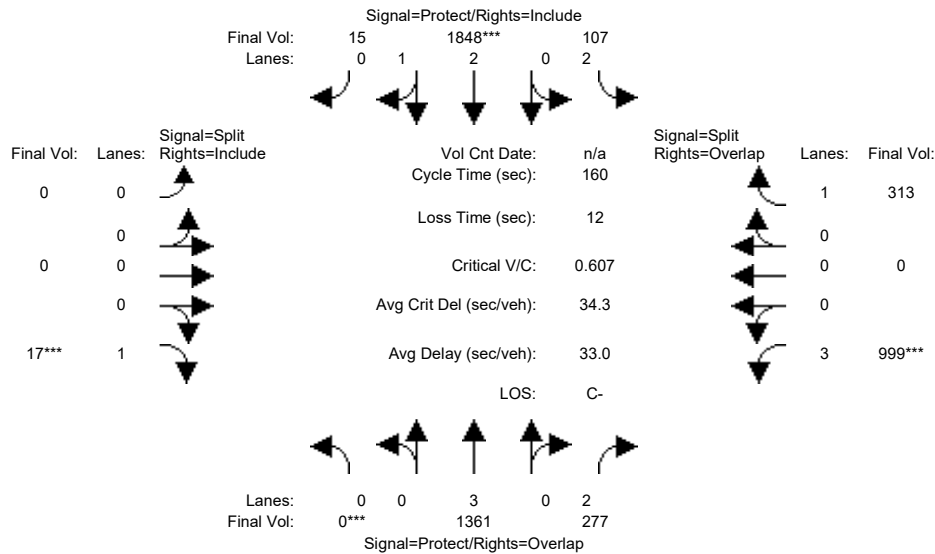
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.33	0.05	0.26	0.26	0.06	0.24	0.19	0.18	0.25	0.25
Crit Moves:	***				***			***			***	
Green Time:	25.6	62.9	62.9	9.2	46.5	46.5	15.3	43.7	43.7	32.3	60.7	60.7
Volume/Cap:	0.88	0.69	0.84	0.84	0.88	0.88	0.65	0.88	0.71	0.88	0.65	0.65
Delay/Veh:	73.7	24.3	34.2	100.0	45.2	45.2	78.3	64.5	57.2	75.5	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	24.3	34.2	100.0	45.2	45.2	78.3	64.5	57.2	75.5	41.9	41.9
LOS by Move:	E	C	C-	F	D	D	E-	E	E+	E-	D	D
HCM2k95thQ:	24	27	40	9	37	37	10	35	26	28	28	28

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	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	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	107	0	0	189	0	0	0	0	0	0	0
PasserByVol:	0	44	265	66	43	0	0	0	0	816	0	212
Initial Fut:	0	1361	277	107	1848	15	0	0	17	999	0	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1361	277	107	1848	15	0	0	17	999	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1361	277	107	1848	15	0	0	17	999	0	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1361	277	107	1848	15	0	0	17	999	0	313

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5555	45	0	0	1750	4551	0	1750

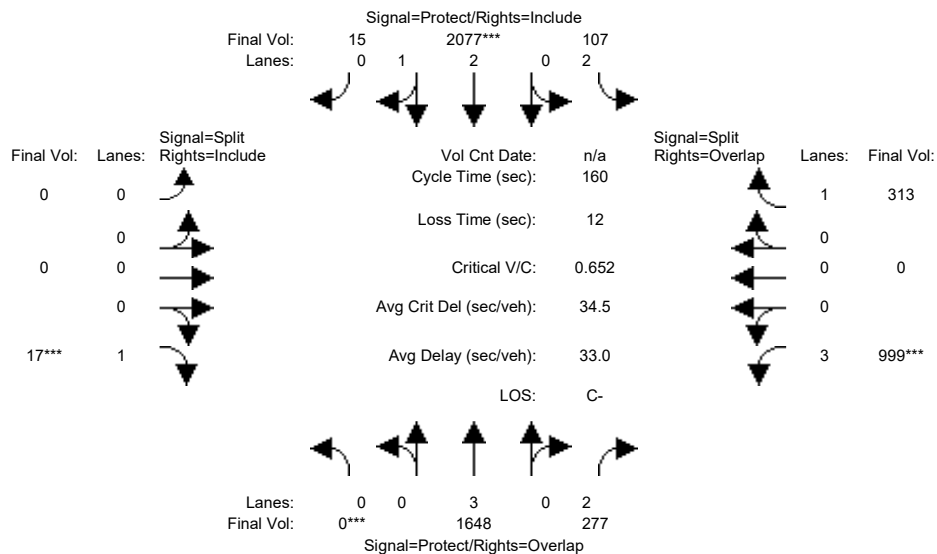
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.09	0.03	0.33	0.33	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***				***				***	***		
Green Time:	0.0	70.3	125.1	12.9	83.1	83.1	0.0	0.0	10.0	54.9	0.0	67.7
Volume/Cap:	0.00	0.54	0.11	0.42	0.64	0.64	0.00	0.00	0.16	0.64	0.00	0.42
Delay/Veh:	0.0	33.3	4.2	71.2	28.2	28.2	0.0	0.0	71.7	45.2	0.0	32.8
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:	0.0	33.3	4.2	71.2	28.2	28.2	0.0	0.0	71.7	45.2	0.0	32.8
LOS by Move:	A	C-	A	E	C	C	A	A	E	D	A	C-
HCM2k95thQ:	0	28	4	6	35	35	0	0	2	30	0	21

Note: Queue reported is the number of cars per lane.

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Background PM Housing Rich Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	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	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	394	0	0	418	0	0	0	0	0	0	0
PasserByVol:	0	44	265	66	43	0	0	0	0	816	0	212
Initial Fut:	0	1648	277	107	2077	15	0	0	17	999	0	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1648	277	107	2077	15	0	0	17	999	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1648	277	107	2077	15	0	0	17	999	0	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1648	277	107	2077	15	0	0	17	999	0	313

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.98	0.02	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5560	40	0	0	1750	4551	0	1750

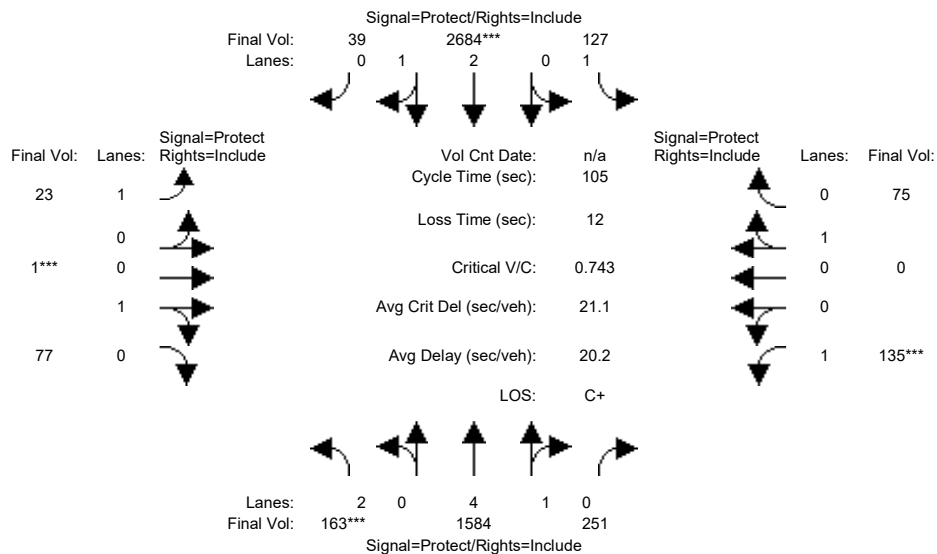
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.03	0.37	0.37	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***				***				***	***		
Green Time:	0.0	75.5	126.6	11.4	86.9	86.9	0.0	0.0	10.0	51.1	0.0	62.5
Volume/Cap:	0.00	0.61	0.11	0.48	0.69	0.69	0.00	0.00	0.16	0.69	0.00	0.46
Delay/Veh:	0.0	31.8	3.8	73.0	27.3	27.3	0.0	0.0	71.7	48.9	0.0	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	3.8	73.0	27.3	27.3	0.0	0.0	71.7	48.9	0.0	36.7
LOS by Move:	A	C	A	E	C	C	A	A	E	D	A	D+
HCM2k95thQ:	0	33	4	6	39	39	0	0	2	31	0	22

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	163	1217	70	40	1717	39	23	1	77	32	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25
Added Vol:	0	57	181	87	102	0	0	0	0	103	0	50
PasserByVol:	0	310	0	0	865	0	0	0	0	0	0	0
Initial Fut:	163	1584	251	127	2684	39	23	1	77	135	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1584	251	127	2684	39	23	1	77	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1584	251	127	2684	39	23	1	77	135	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1584	251	127	2684	39	23	1	77	135	0	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.29	0.71	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8112	1285	1750	5520	80	1750	23	1777	1750	0	1800

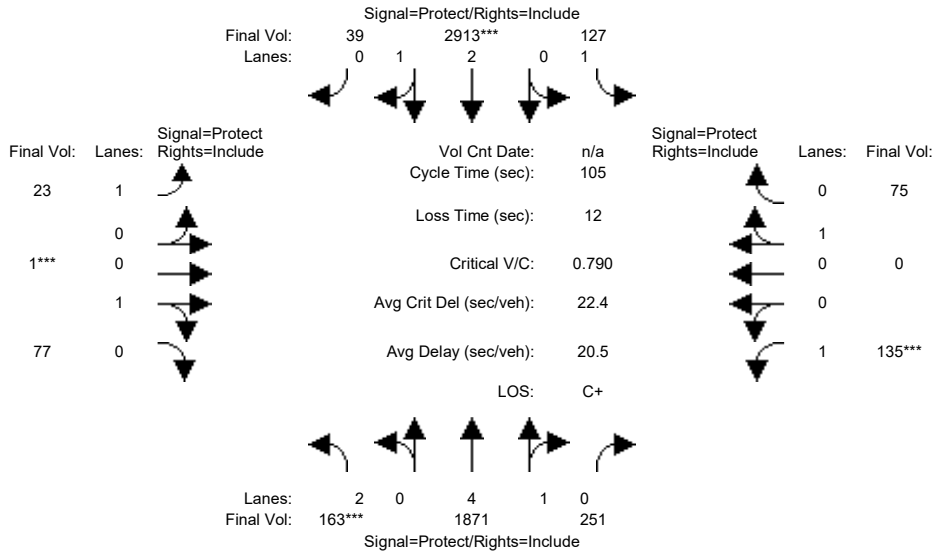
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.07	0.49	0.49	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	52.9	52.9	19.7	65.6	65.6	8.4	10.0	10.0	10.4	0.0	12.0
Volume/Cap:	0.78	0.39	0.39	0.39	0.78	0.78	0.16	0.46	0.46	0.78	0.00	0.36
Delay/Veh:	64.7	16.1	16.1	38.1	15.6	15.6	45.6	46.8	46.8	65.9	0.0	44.1
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:	64.7	16.1	16.1	38.1	15.6	15.6	45.6	46.8	46.8	65.9	0.0	44.1
LOS by Move:	E	B	B	D+	B	B	D	D	D	E	A	D
HCM2k95thQ:	7	14	14	7	36	36	2	6	6	13	0	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	163	1217	70	40	1717	39	23	1	77	32	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25
Added Vol:	0	344	181	87	331	0	0	0	0	103	0	50
PasserByVol:	0	310	0	0	865	0	0	0	0	0	0	0
Initial Fut:	163	1871	251	127	2913	39	23	1	77	135	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1871	251	127	2913	39	23	1	77	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1871	251	127	2913	39	23	1	77	135	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1871	251	127	2913	39	23	1	77	135	0	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.38	0.62	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8286	1112	1750	5526	74	1750	23	1777	1750	0	1800

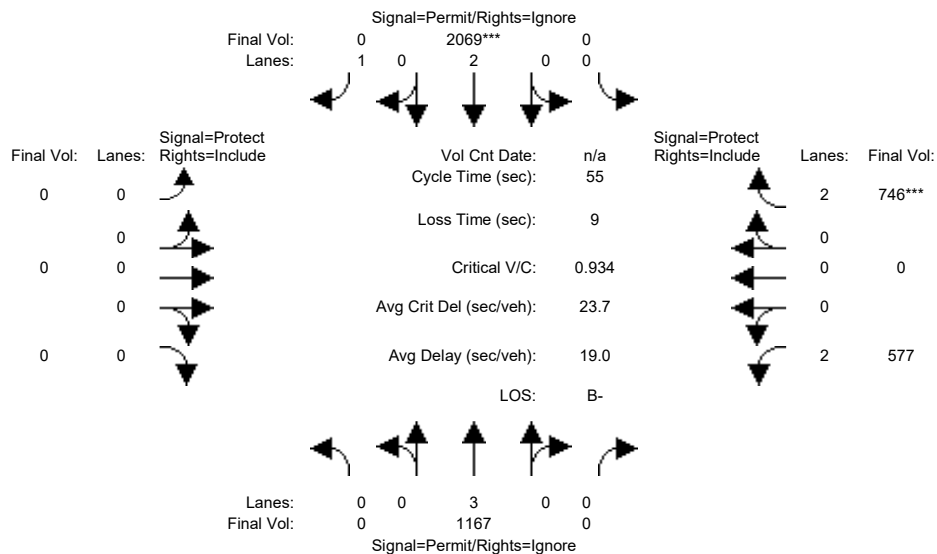
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.07	0.53	0.53	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	55.5	55.5	17.8	66.3	66.3	8.1	10.0	10.0	9.7	0.0	11.6
Volume/Cap:	0.78	0.43	0.43	0.43	0.83	0.83	0.17	0.46	0.46	0.83	0.00	0.38
Delay/Veh:	64.7	15.1	15.1	40.0	16.9	16.9	45.9	46.8	46.8	76.5	0.0	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	15.1	15.1	40.0	16.9	16.9	45.9	46.8	46.8	76.5	0.0	44.6
LOS by Move:	E	B	B	D	B	B	D	D	D	E-	A	D
HCM2k95thQ:	7	15	15	8	42	42	2	6	6	13	0	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (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:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	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	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	157	15	0	175	31	0	0	0	10	0	81
PasserByVol:	0	228	189	0	477	389	0	0	0	10	0	82
Initial Fut:	0	1167	730	0	2069	982	0	0	0	577	0	746
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1167	0	0	2069	0	0	0	0	577	0	746
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1167	0	0	2069	0	0	0	0	577	0	746
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1167	0	0	2069	0	0	0	0	577	0	746

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

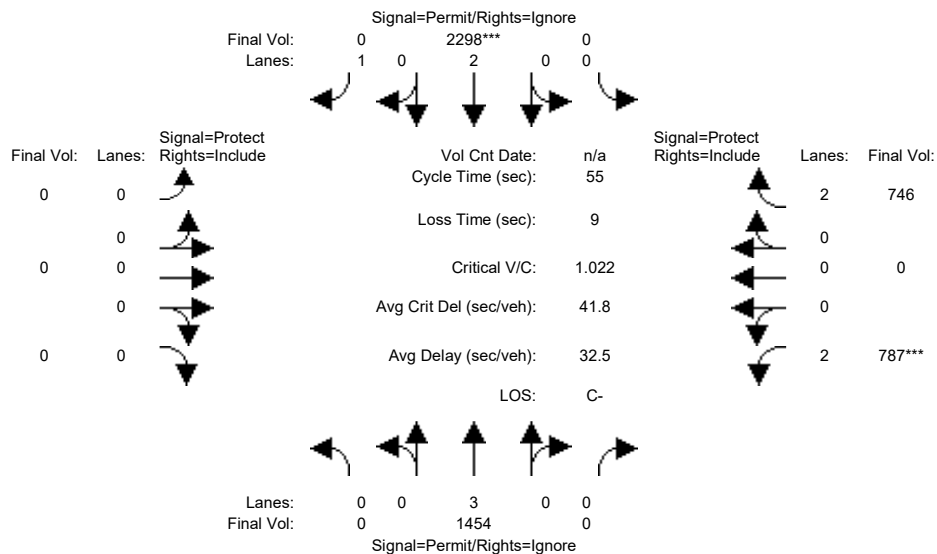
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.18	0.00	0.24
Crit Moves:					****							****
Green Time:	0.0	32.1	0.0	0.0	32.1	0.0	0.0	0.0	0.0	13.9	0.0	13.9
Volume/Cap:	0.00	0.36	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.72	0.00	0.93
Delay/Veh:	0.0	6.1	0.0	0.0	18.6	0.0	0.0	0.0	0.0	22.0	0.0	37.9
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	6.1	0.0	0.0	18.6	0.0	0.0	0.0	0.0	22.0	0.0	37.9
LOS by Move:	A	A	A	A	B-	A	A	A	A	C+	A	D+
HCM2k95thQ:	0	1	0	0	15	0	0	0	0	14	0	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #29: Wolfe Road / I-280 Ramp (North)



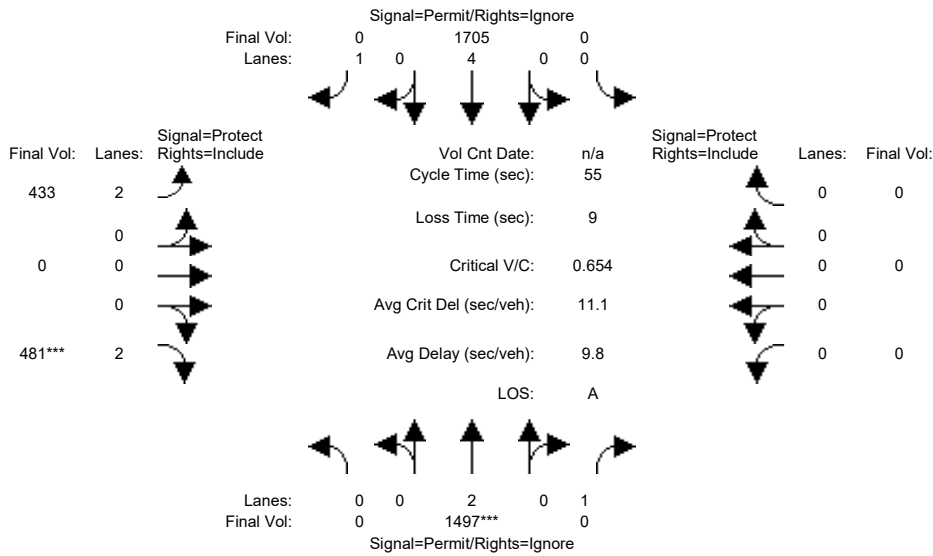
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	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	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	444	315	0	404	31	0	0	0	220	0	81
PasserByVol:	0	228	189	0	477	389	0	0	0	10	0	82
Initial Fut:	0	1454	1030	0	2298	982	0	0	0	787	0	746
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1454	0	0	2298	0	0	0	0	787	0	746
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1454	0	0	2298	0	0	0	0	787	0	746
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1454	0	0	2298	0	0	0	0	787	0	746
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.25	0.00	0.24
Crit Moves:					****					****		
Green Time:	0.0	32.6	0.0	0.0	32.6	0.0	0.0	0.0	0.0	13.4	0.0	13.4
Volume/Cap:	0.00	0.44	0.00	0.00	1.02	0.00	0.00	0.00	0.00	1.02	0.00	0.97
Delay/Veh:	0.0	6.3	0.0	0.0	35.9	0.0	0.0	0.0	0.0	58.8	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	35.9	0.0	0.0	0.0	0.0	58.8	0.0	45.4
LOS by Move:	A	A	A	A	D+	A	A	A	A	E+	A	D
HCM2k95thQ:	0	1	0	0	41	0	0	0	0	27	0	24

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #30: Wolfe Road / I-280 Ramp (South)



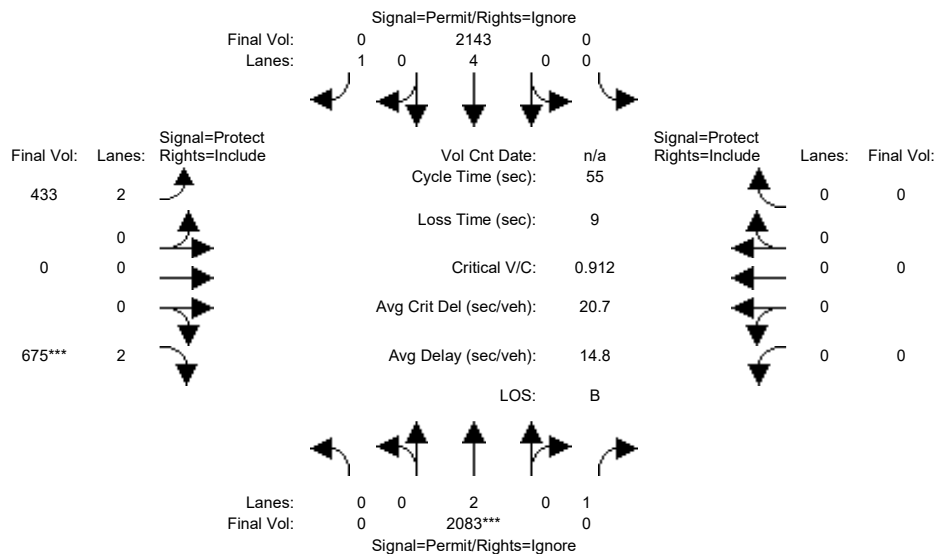
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	565	231	0	375	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	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	119	10	0	139	47	54	0	16	0	0	0
PasserByVol:	0	279	12	0	165	322	148	0	90	0	0	0
Initial Fut:	0	1497	485	0	1705	934	433	0	481	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1497	0	0	1705	0	433	0	481	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1497	0	0	1705	0	433	0	481	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1497	0	0	1705	0	433	0	481	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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.22	0.00	0.14	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	33.2	0.0	0.0	33.2	0.0	12.8	0.0	12.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.00	0.00	0.37	0.00	0.59	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	7.8	0.0	0.0	5.6	0.0	20.0	0.0	21.2	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	7.8	0.0	0.0	5.6	0.0	20.0	0.0	21.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	C+	A	A	A
HCM2k95thQ:	0	2	0	0	0	0	10	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



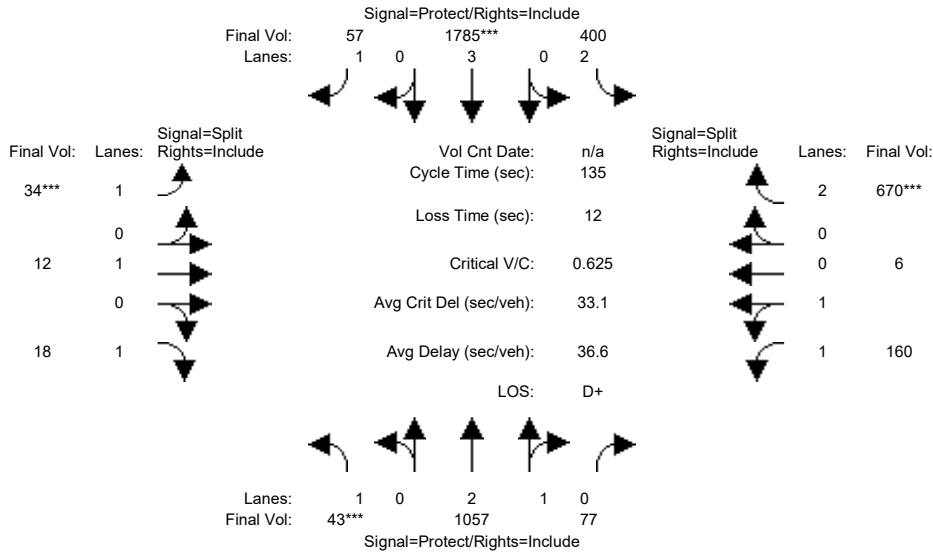
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	565	231	0	375	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	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	705	381	0	577	47	54	0	210	0	0	0
PasserByVol:	0	279	12	0	165	322	148	0	90	0	0	0
Initial Fut:	0	2083	856	0	2143	934	433	0	675	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2083	0	0	2143	0	433	0	675	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2083	0	0	2143	0	433	0	675	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2083	0	0	2143	0	433	0	675	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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.28	0.00	0.14	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	33.1	0.0	0.0	33.1	0.0	12.9	0.0	12.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.91	0.00	0.00	0.47	0.00	0.58	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	0.0	0.0	6.2	0.0	19.9	0.0	36.0	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	15.7	0.0	0.0	6.2	0.0	19.9	0.0	36.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B-	A	D+	A	A	A
HCM2k95thQ:	0	8	0	0	0	0	10	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	0	100	1	32	123	0	0	0	0	3	0	1
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	43	1057	77	400	1785	57	34	12	18	160	6	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1057	77	400	1785	57	34	12	18	160	6	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1057	77	400	1785	57	34	12	18	160	6	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	1057	77	400	1785	57	34	12	18	160	6	670

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	0.93	0.95	0.83
Lanes:	1.00	2.79	0.21	2.00	3.00	1.00	1.00	1.00	1.00	1.93	0.07	2.00
Final Sat.:	1750	5219	380	3150	5700	1750	1750	1900	1750	3422	128	3150

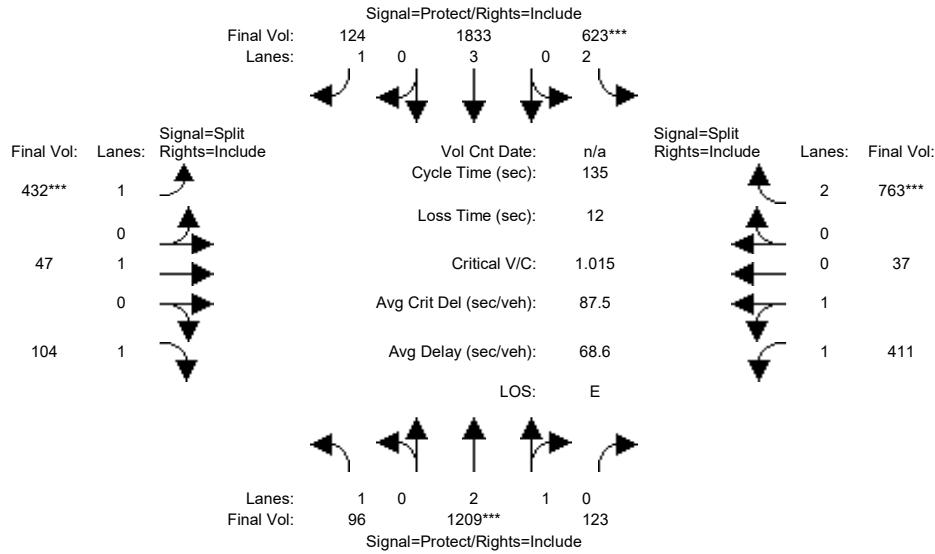
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.13	0.31	0.03	0.02	0.01	0.01	0.05	0.05	0.21
Crit Moves:	***			****			****					****
Green Time:	7.0	43.1	43.1	27.0	63.1	63.1	10.0	10.0	10.0	42.9	42.9	42.9
Volume/Cap:	0.47	0.63	0.63	0.63	0.67	0.07	0.26	0.09	0.14	0.15	0.15	0.67
Delay/Veh:	66.1	40.0	40.0	51.6	28.5	19.8	60.1	58.5	59.0	33.0	33.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	40.0	40.0	51.6	28.5	19.8	60.1	58.5	59.0	33.0	33.0	41.7
LOS by Move:	E	D	D	D-	C	B-	E	E+	E+	C-	C-	D
HCM2k95thQ:	4	23	23	17	32	3	3	1	2	5	5	25

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	53	252	47	255	171	67	398	35	86	254	31	94
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	96	1209	123	623	1833	124	432	47	104	411	37	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1209	123	623	1833	124	432	47	104	411	37	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1209	123	623	1833	124	432	47	104	411	37	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	1209	123	623	1833	124	432	47	104	411	37	763

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	0.93	0.95	0.83
Lanes:	1.00	2.71	0.29	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5082	517	3150	5700	1750	1750	1900	1750	3257	293	3150

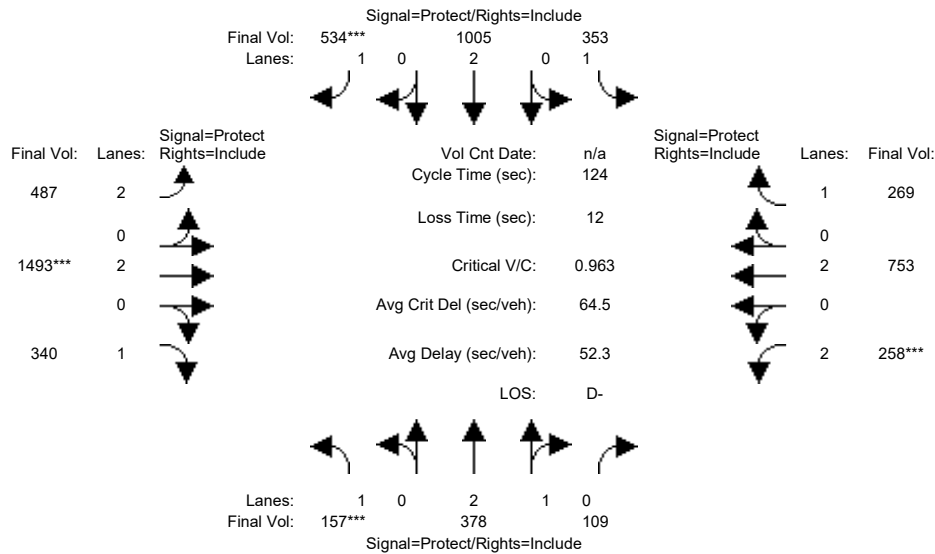
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.20	0.32	0.07	0.25	0.02	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	8.4	31.6	31.6	26.3	49.5	49.5	32.8	32.8	32.8	32.2	32.2	32.2
Volume/Cap:	0.88	1.01	1.01	1.01	0.88	0.19	1.01	0.10	0.24	0.53	0.53	1.01
Delay/Veh:	112.4	80.3	80.3	94.5	44.5	29.3	98.5	39.7	41.4	45.4	45.4	88.0
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:	112.4	80.3	80.3	94.5	44.5	29.3	98.5	39.7	41.4	45.4	45.4	88.0
LOS by Move:	F	F	F	F	D	C	F	D	D	D	D	F
HCM2k95thQ:	9	35	35	33	41	7	42	3	7	15	15	37

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	5	48	11	10	75	40	37	85	13	30	66	16
PasserByVol:	0	16	10	56	26	65	24	60	0	21	74	52
Initial Fut:	157	378	109	353	1005	534	487	1493	340	258	753	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	378	109	353	1005	534	487	1493	340	258	753	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	378	109	353	1005	534	487	1493	340	258	753	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	378	109	353	1005	534	487	1493	340	258	753	269

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	1.00	0.92
Lanes:	1.00	2.30	0.70	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4345	1253	1750	3800	1750	3150	3800	1750	3150	3800	1750

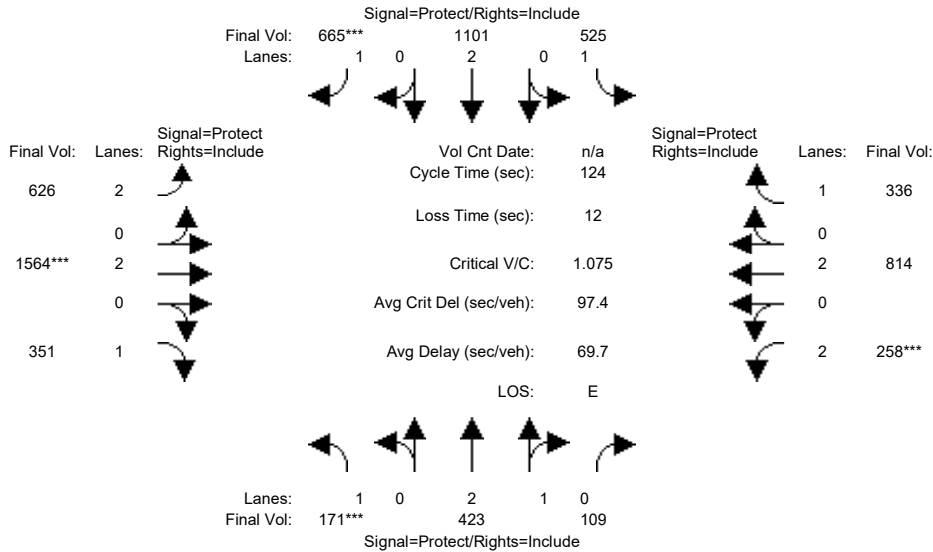
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.20	0.26	0.31	0.15	0.39	0.19	0.08	0.20	0.15
Crit Moves:	***					***	***	***		***		
Green Time:	11.6	15.3	15.3	35.5	39.3	39.3	26.8	50.6	50.6	10.5	34.3	34.3
Volume/Cap:	0.96	0.70	0.70	0.70	0.83	0.96	0.72	0.96	0.48	0.96	0.72	0.55
Delay/Veh:	115.2	55.5	55.5	44.0	44.5	70.6	48.7	50.7	27.5	101.2	42.8	39.7
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:	115.2	55.5	55.5	44.0	44.5	70.6	48.7	50.7	27.5	101.2	42.8	39.7
LOS by Move:	F	E+	E+	D	D	E	D	D	C	F	D	D
HCM2k95thQ:	15	12	12	22	30	39	18	48	13	14	21	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	19	93	11	182	171	171	176	156	24	30	127	83
PasserByVol:	0	16	10	56	26	65	24	60	0	21	74	52
Initial Fut:	171	423	109	525	1101	665	626	1564	351	258	814	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:	171	423	109	525	1101	665	626	1564	351	258	814	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	423	109	525	1101	665	626	1564	351	258	814	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
Final Volume:	171	423	109	525	1101	665	626	1564	351	258	814	336

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	1.00	0.92
Lanes:	1.00	2.36	0.64	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4451	1147	1750	3800	1750	3150	3800	1750	3150	3800	1750

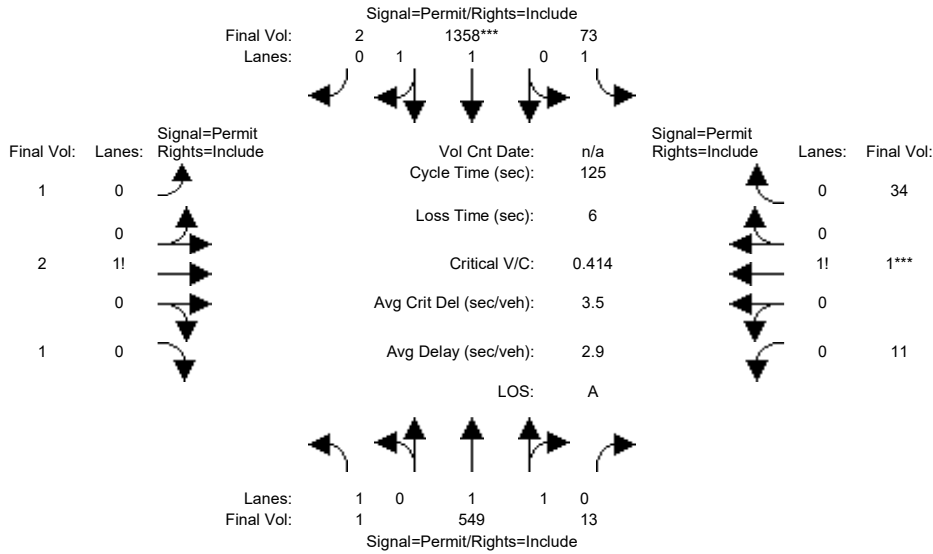
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.30	0.29	0.38	0.20	0.41	0.20	0.08	0.21	0.19
Crit Moves:	***					****		****		****		
Green Time:	11.3	13.3	13.3	41.8	43.8	43.8	27.4	47.5	47.5	9.4	29.5	29.5
Volume/Cap:	1.08	0.89	0.89	0.89	0.82	1.08	0.90	1.08	0.52	1.08	0.90	0.81
Delay/Veh:	149.2	69.9	69.9	54.3	40.6	98.2	61.7	85.0	30.3	136.8	57.7	55.6
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:	149.2	69.9	69.9	54.3	40.6	98.2	61.7	85.0	30.3	136.8	57.7	55.6
LOS by Move:	F	E	E	D-	D	F	E	F	C	F	E+	E+
HCM2k95thQ:	18	15	15	33	30	54	25	59	14	16	28	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	64	0	0	119	0	0	0	0	0	0	0
PasserByVol:	0	26	0	0	47	0	0	0	0	0	0	0
Initial Fut:	1	549	13	73	1358	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	549	13	73	1358	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	549	13	73	1358	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	549	13	73	1358	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3614	86	1750	3695	5	438	875	438	418	38	1293

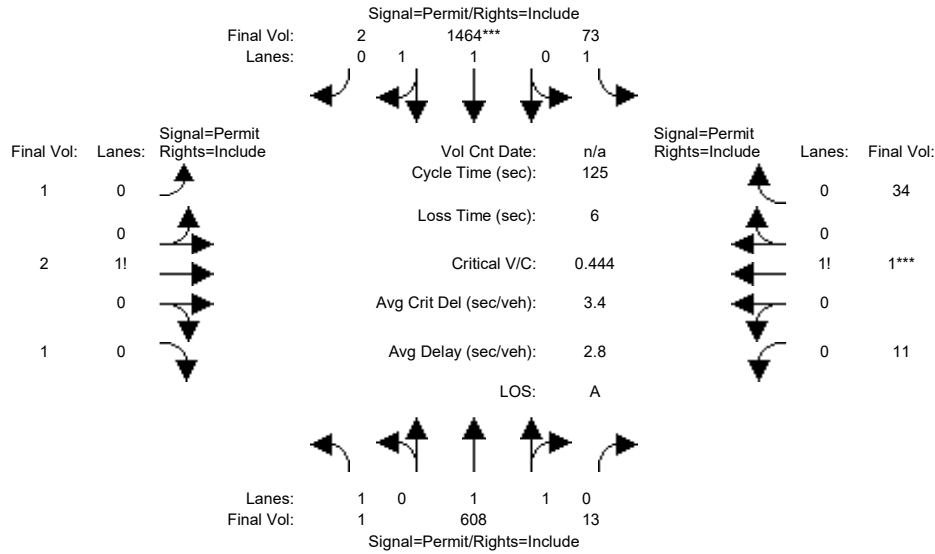
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.37	0.37	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.17	0.17	0.05	0.42	0.42	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7
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:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+
HCM2k95thQ:	0	4	4	1	10	10	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	123	0	0	225	0	0	0	0	0	0	0
PasserByVol:	0	26	0	0	47	0	0	0	0	0	0	0
Initial Fut:	1	608	13	73	1464	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	608	13	73	1464	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	608	13	73	1464	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	608	13	73	1464	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3622	77	1750	3695	5	438	875	438	418	38	1293

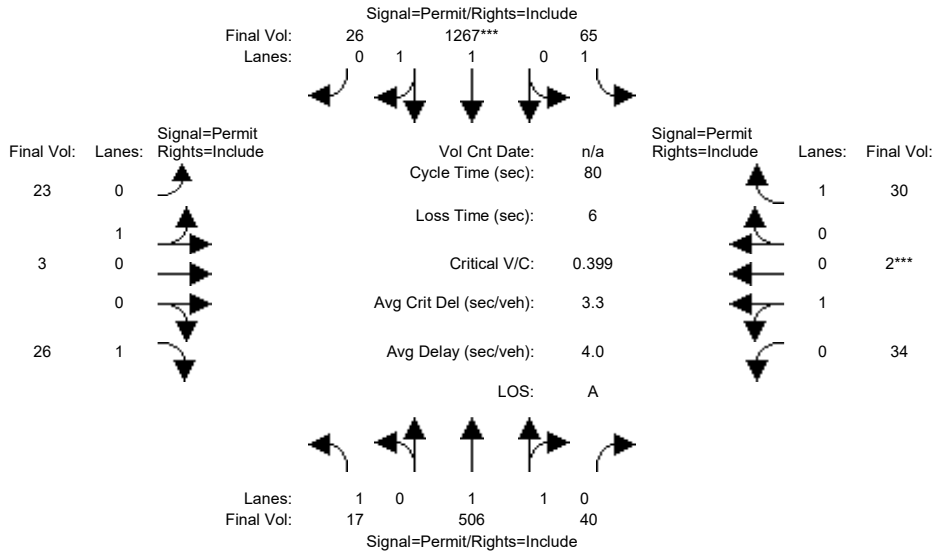
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.04	0.40	0.40	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.19	0.19	0.05	0.45	0.45	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	1.3	1.1	1.8	1.8	53.1	53.1	53.1	55.7	55.7	55.7
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:	1.0	1.3	1.3	1.1	1.8	1.8	53.1	53.1	53.1	55.7	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+
HCM2k95thQ:	0	4	4	1	12	12	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East 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:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	64	0	0	119	0	0	0	0	0	0	0
PasserByVol:	0	19	0	0	37	0	0	0	0	0	0	0
Initial Fut:	17	506	40	65	1267	26	23	3	26	34	2	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:	17	506	40	65	1267	26	23	3	26	34	2	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	506	40	65	1267	26	23	3	26	34	2	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
Final Volume:	17	506	40	65	1267	26	23	3	26	34	2	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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3429	271	1750	3626	74	1592	208	1750	1700	100	1750

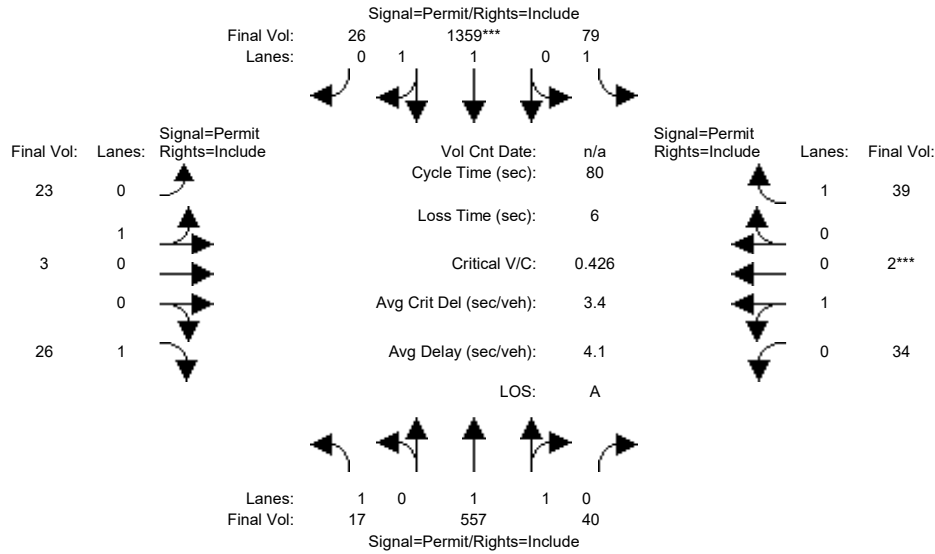
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.04	0.35	0.35	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.18	0.18	0.05	0.44	0.44	0.12	0.12	0.12	0.16	0.16	0.14
Delay/Veh:	1.6	1.9	1.9	1.7	2.6	2.6	31.3	31.3	31.3	31.6	31.6	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:	1.6	1.9	1.9	1.7	2.6	2.6	31.3	31.3	31.3	31.6	31.6	31.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	3	3	1	10	10	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East 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:	Miller Avenue North			Miller Avenue South			Phil Lane East			Phil Lane West		
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	115	0	14	211	0	0	0	0	0	0	9
PasserByVol:	0	19	0	0	37	0	0	0	0	0	0	0
Initial Fut:	17	557	40	79	1359	26	23	3	26	34	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	557	40	79	1359	26	23	3	26	34	2	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	557	40	79	1359	26	23	3	26	34	2	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	557	40	79	1359	26	23	3	26	34	2	39

Saturation Flow Module:	Miller Avenue North			Miller Avenue South			Phil Lane East			Phil Lane West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3452	248	1750	3630	69	1592	208	1750	1700	100	1750

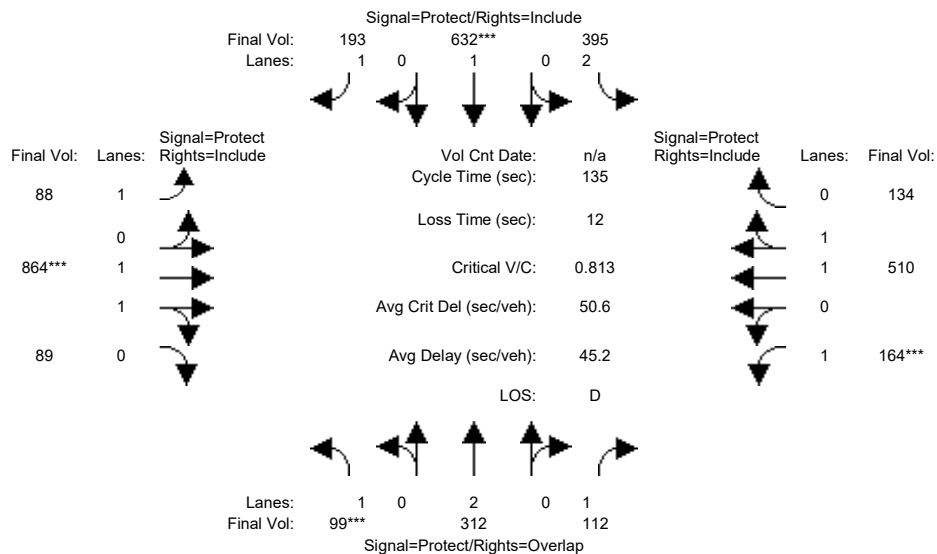
Capacity Analysis Module:	Miller Avenue North			Miller Avenue South			Phil Lane East			Phil Lane West		
Vol/Sat:	0.01	0.16	0.16	0.05	0.37	0.37	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.20	0.20	0.06	0.47	0.47	0.12	0.12	0.12	0.16	0.16	0.18
Delay/Veh:	1.6	1.9	1.9	1.7	2.7	2.7	31.3	31.3	31.3	31.6	31.6	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.7	2.7	31.3	31.3	31.3	31.6	31.6	31.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	4	4	1	11	11	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	64	9	0	119	0	0	25	0	26	10	0
PasserByVol:	0	12	0	2	26	9	6	0	0	0	0	1
Initial Fut:	99	312	112	395	632	193	88	864	89	164	510	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	312	112	395	632	193	88	864	89	164	510	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	312	112	395	632	193	88	864	89	164	510	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	312	112	395	632	193	88	864	89	164	510	134

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.81	0.19	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3354	346	1750	2930	770

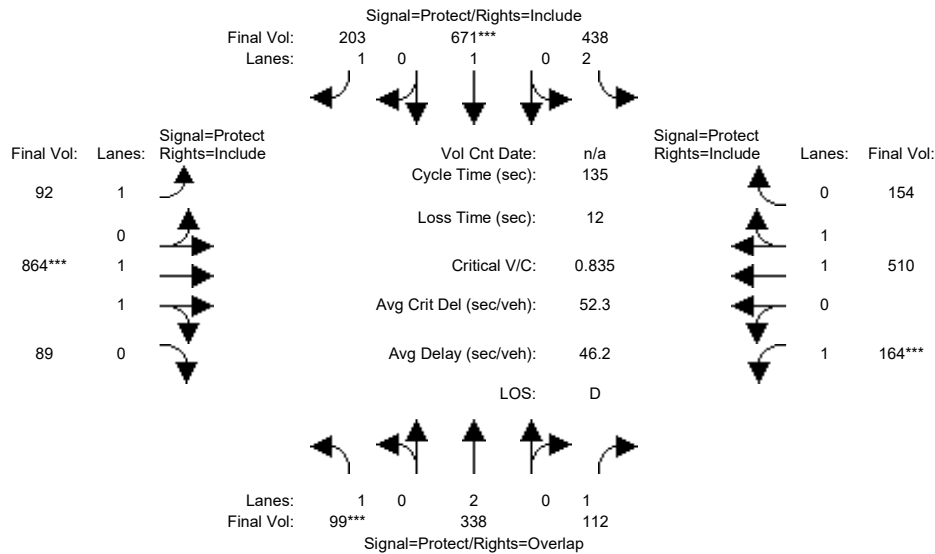
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.06	0.13	0.33	0.11	0.05	0.26	0.26	0.09	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	9.4	25.6	41.1	39.1	55.3	55.3	13.4	42.8	42.8	15.6	45.0	45.0
Volume/Cap:	0.81	0.43	0.21	0.43	0.81	0.27	0.51	0.81	0.81	0.81	0.52	0.52
Delay/Veh:	94.4	48.7	35.1	39.3	41.8	26.7	60.1	46.9	46.9	79.9	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.4	48.7	35.1	39.3	41.8	26.7	60.1	46.9	46.9	79.9	36.8	36.8
LOS by Move:	F	D	D+	D	D	C	E	D	D	E-	D+	D+
HCM2k95thQ:	9	11	7	15	39	11	7	33	33	15	20	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	90	9	43	158	10	4	25	0	26	10	20
PasserByVol:	0	12	0	2	26	9	6	0	0	0	0	1
Initial Fut:	99	338	112	438	671	203	92	864	89	164	510	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	338	112	438	671	203	92	864	89	164	510	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	338	112	438	671	203	92	864	89	164	510	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	338	112	438	671	203	92	864	89	164	510	154

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.81	0.19	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3354	346	1750	2841	858

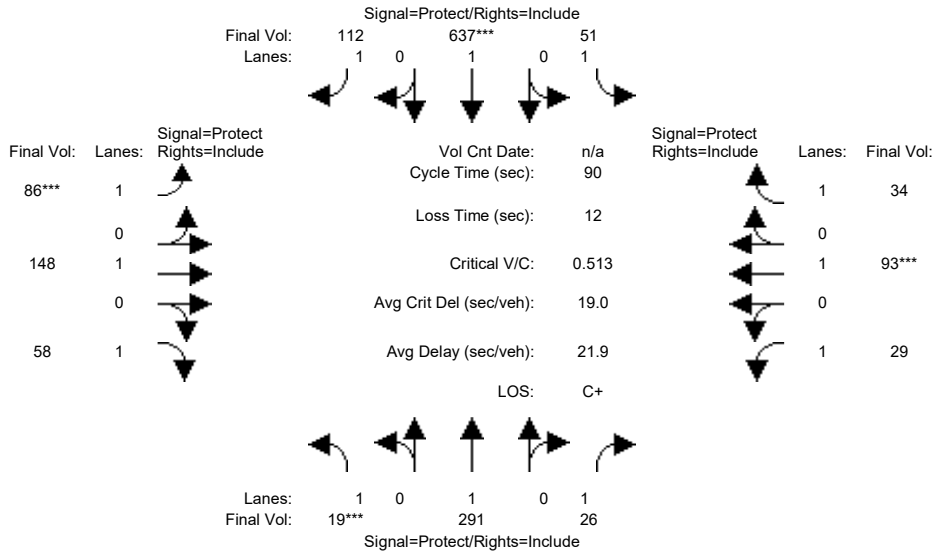
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.14	0.35	0.12	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	9.1	25.8	41.0	40.4	57.1	57.1	12.9	41.6	41.6	15.1	43.9	43.9
Volume/Cap:	0.84	0.46	0.21	0.46	0.84	0.27	0.55	0.84	0.84	0.84	0.55	0.55
Delay/Veh:	99.8	48.9	35.2	38.9	42.4	25.6	62.3	49.0	49.0	84.2	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	48.9	35.2	38.9	42.4	25.6	62.3	49.0	49.0	84.2	38.0	38.0
LOS by Move:	F	D	D+	D+	D	C	E	D	D	F	D+	D+
HCM2k95thQ:	10	12	7	16	42	11	8	34	34	15	21	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	19	208	26	51	469	112	86	148	58	29	93	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34
Added Vol:	0	73	0	0	145	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	23	0	0	0	0	0	0	0
Initial Fut:	19	291	26	51	637	112	86	148	58	29	93	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	291	26	51	637	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	291	26	51	637	112	86	148	58	29	93	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	291	26	51	637	112	86	148	58	29	93	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

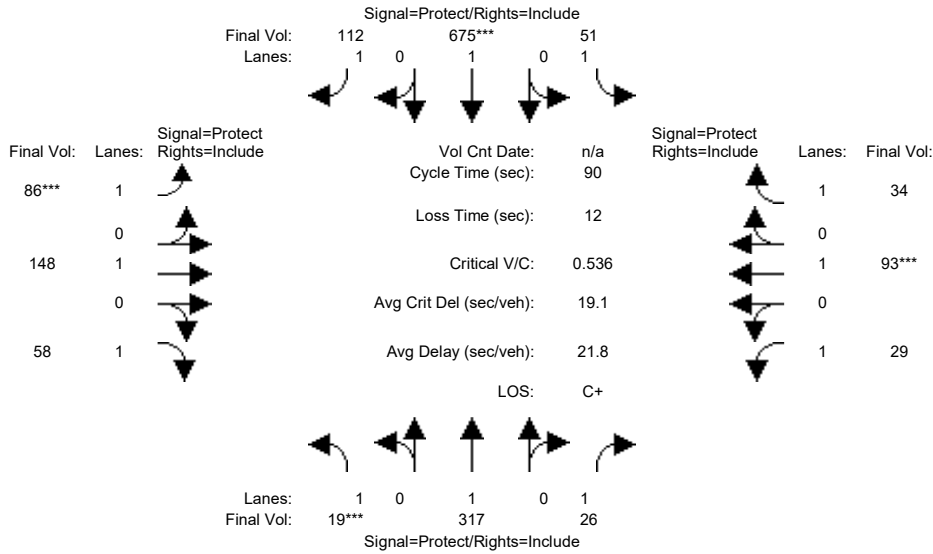
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.01	0.03	0.34	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.9	39.9	20.3	53.2	53.2	7.8	10.5	10.5	7.3	10.0	10.0
Volume/Cap:	0.14	0.35	0.03	0.13	0.57	0.11	0.57	0.67	0.28	0.20	0.44	0.17
Delay/Veh:	39.2	16.7	14.2	28.0	12.0	8.1	44.4	45.8	37.1	39.3	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	16.7	14.2	28.0	12.0	8.1	44.4	45.8	37.1	39.3	38.9	36.7
LOS by Move:	D	B	B	C	B	A	D	D	D+	D	D+	D+
HCM2k95thQ:	1	10	1	2	19	3	7	10	4	2	6	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	19	208	26	51	469	112	86	148	58	29	93	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34
Added Vol:	0	99	0	0	183	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	23	0	0	0	0	0	0	0
Initial Fut:	19	317	26	51	675	112	86	148	58	29	93	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	317	26	51	675	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	317	26	51	675	112	86	148	58	29	93	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	317	26	51	675	112	86	148	58	29	93	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

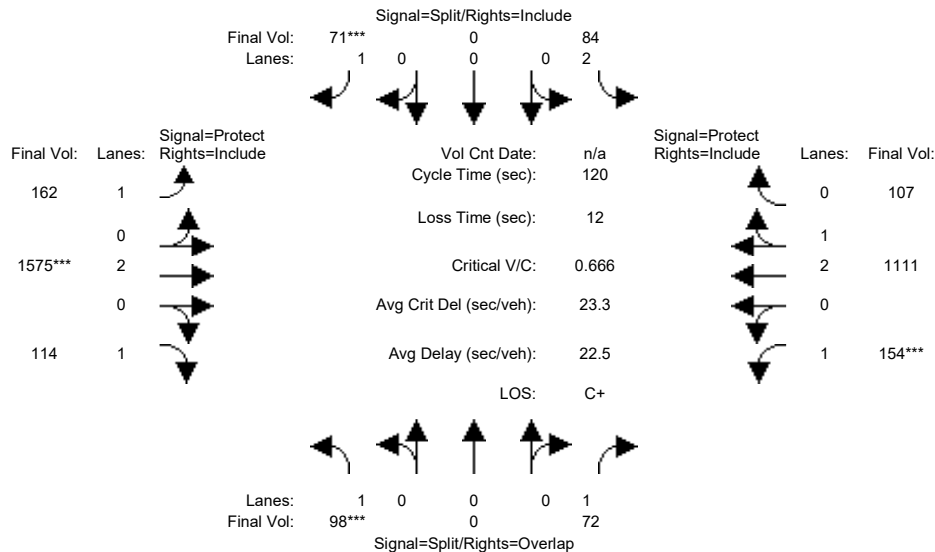
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.01	0.03	0.36	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	41.3	41.3	19.3	53.6	53.6	7.4	10.2	10.2	7.2	10.0	10.0
Volume/Cap:	0.14	0.36	0.03	0.14	0.60	0.11	0.60	0.68	0.29	0.21	0.44	0.17
Delay/Veh:	39.2	16.1	13.4	28.8	12.3	7.9	46.5	47.1	37.4	39.5	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	16.1	13.4	28.8	12.3	7.9	46.5	47.1	37.4	39.5	38.9	36.7
LOS by Move:	D	B	B	C	B	A	D	D	D+	D	D+	D+
HCM2k95thQ:	1	11	1	2	20	3	7	10	4	2	6	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	98	0	72	60	0	50	134	1366	114	144	868	82
Growth Adj:	1.00	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	0	72	60	0	50	134	1366	114	144	868	82
Added Vol:	0	0	0	0	0	0	0	106	0	0	112	0
PasserByVol:	0	0	0	24	0	21	28	103	0	10	131	25
Initial Fut:	98	0	72	84	0	71	162	1575	114	154	1111	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	72	84	0	71	162	1575	114	154	1111	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1575	114	154	1111	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	0	72	84	0	71	162	1575	114	154	1111	107

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	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5107	492

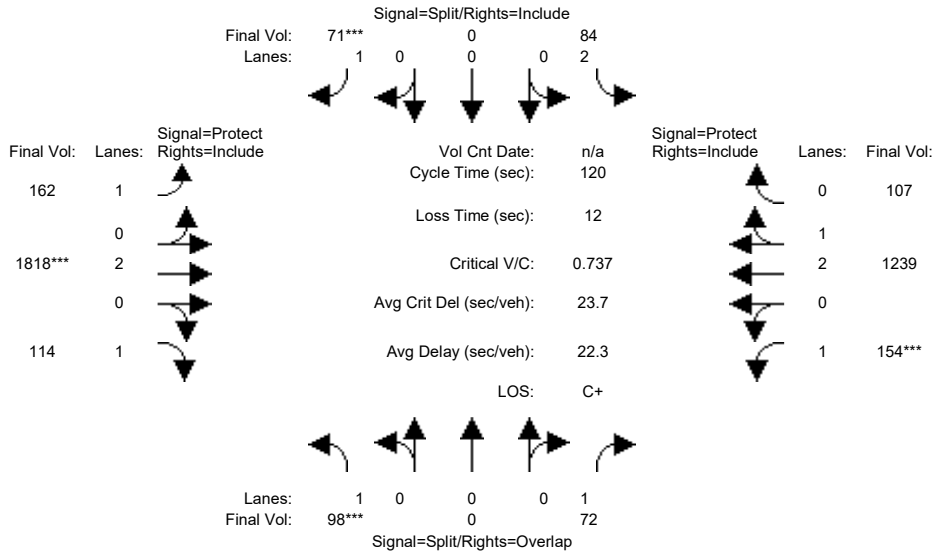
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.41	0.07	0.09	0.22	0.22
Crit Moves:	***					***	***	***		***		
Green Time:	10.1	0.0	26.0	7.3	0.0	7.3	27.0	74.7	74.7	15.9	63.5	63.5
Volume/Cap:	0.67	0.00	0.19	0.44	0.00	0.67	0.41	0.67	0.10	0.67	0.41	0.41
Delay/Veh:	64.3	0.0	38.7	56.0	0.0	70.0	40.4	15.3	9.2	56.7	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:	64.3	0.0	38.7	56.0	0.0	70.0	40.4	15.3	9.2	56.7	17.1	17.1
LOS by Move:	E	A	D+	E+	A	E	D	B	A	E+	B	B
HCM2k95thQ:	10	0	5	5	0	8	10	30	3	11	16	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	98	0	72	60	0	50	134	1366	114	144	868	82
Growth Adj:	1.00	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	0	72	60	0	50	134	1366	114	144	868	82
Added Vol:	0	0	0	0	0	0	0	349	0	0	240	0
PasserByVol:	0	0	0	24	0	21	28	103	0	10	131	25
Initial Fut:	98	0	72	84	0	71	162	1818	114	154	1239	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	72	84	0	71	162	1818	114	154	1239	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1818	114	154	1239	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	0	72	84	0	71	162	1818	114	154	1239	107

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	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5154	445

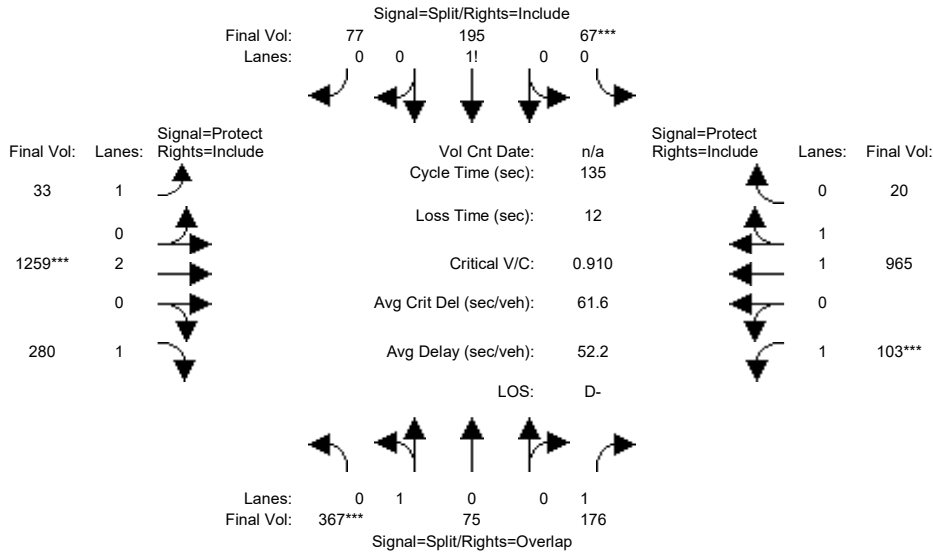
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.48	0.07	0.09	0.24	0.24
Crit Moves:	***					***	***	***		***		
Green Time:	9.1	0.0	23.5	6.6	0.0	6.6	25.7	77.9	77.9	14.3	66.6	66.6
Volume/Cap:	0.74	0.00	0.21	0.48	0.00	0.74	0.43	0.74	0.10	0.74	0.43	0.43
Delay/Veh:	73.5	0.0	40.8	57.2	0.0	81.3	41.7	15.3	7.9	63.9	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	0.0	40.8	57.2	0.0	81.3	41.7	15.3	7.9	63.9	15.7	15.7
LOS by Move:	E	A	D	E+	A	F	D	B	A	E	B	B
HCM2k95thQ:	11	0	5	5	0	9	10	35	3	12	17	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	1	0	0	0	0	87	0	1	133	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	31	1
Initial Fut:	367	75	176	67	195	77	33	1259	280	103	965	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	75	176	67	195	77	33	1259	280	103	965	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	176	67	195	77	33	1259	280	103	965	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	75	176	67	195	77	33	1259	280	103	965	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.83	0.17	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1495	305	1750	346	1007	397	1750	3800	1750	1750	3625	75

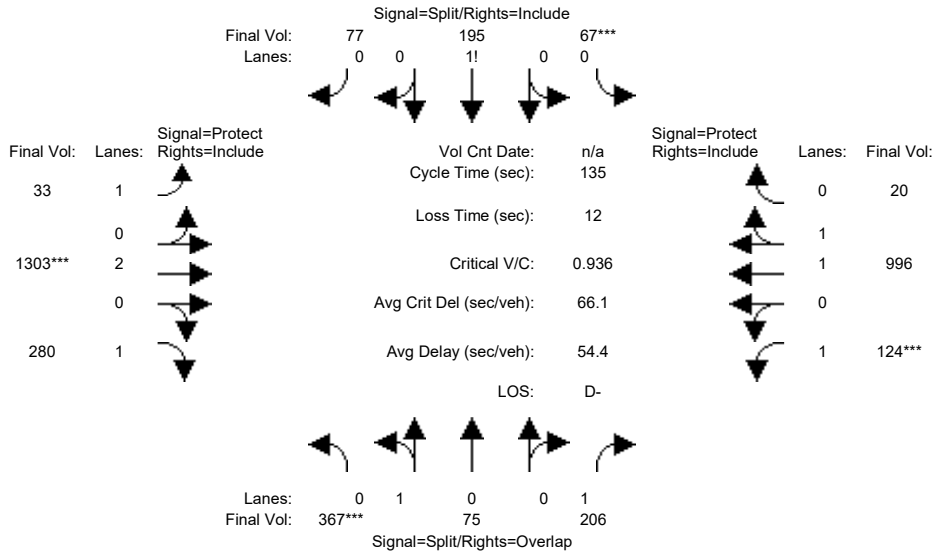
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.10	0.19	0.19	0.19	0.02	0.33	0.16	0.06	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	36.4	36.4	45.1	28.7	28.7	28.7	9.4	49.1	49.1	8.7	48.4	48.4
Volume/Cap:	0.91	0.91	0.30	0.91	0.91	0.91	0.27	0.91	0.44	0.91	0.74	0.74
Delay/Veh:	68.9	68.9	33.5	77.6	77.6	77.6	60.7	50.1	33.0	120.0	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	68.9	33.5	77.6	77.6	77.6	60.7	50.1	33.0	120.0	40.1	40.1
LOS by Move:	E	E	C-	E-	E-	E-	E	D	C-	F	D	D
HCM2k95thQ:	34	34	11	32	32	32	3	41	17	10	31	31

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	31	0	0	0	0	131	0	22	164	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	31	1
Initial Fut:	367	75	206	67	195	77	33	1303	280	124	996	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	75	206	67	195	77	33	1303	280	124	996	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	206	67	195	77	33	1303	280	124	996	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	75	206	67	195	77	33	1303	280	124	996	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.83	0.17	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1495	305	1750	346	1007	397	1750	3800	1750	1750	3627	73

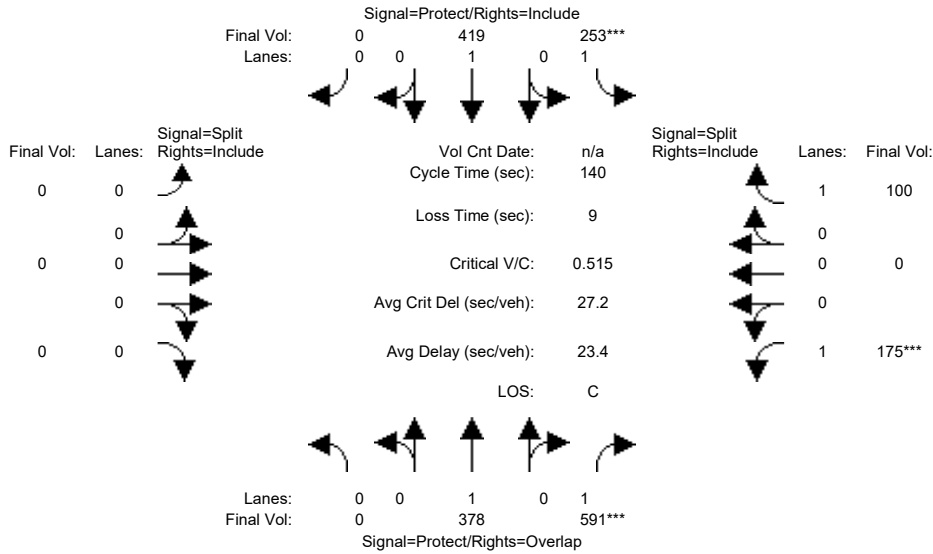
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.12	0.19	0.19	0.19	0.02	0.34	0.16	0.07	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	35.4	35.4	45.6	27.9	27.9	27.9	9.5	49.4	49.4	10.2	50.2	50.2
Volume/Cap:	0.94	0.94	0.35	0.94	0.94	0.94	0.27	0.94	0.44	0.94	0.74	0.74
Delay/Veh:	74.9	74.9	33.9	84.0	84.0	84.0	60.7	53.3	32.8	120.8	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:	74.9	74.9	33.9	84.0	84.0	84.0	60.7	53.3	32.8	120.8	38.9	38.9
LOS by Move:	E	E	C-	F	F	F	E	D-	C-	F	D+	D+
HCM2k95thQ:	35	35	13	32	32	32	3	43	16	12	32	32

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	1	2	0	1	0	0	0	0	2	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	378	591	253	419	0	0	0	0	175	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	591	253	419	0	0	0	0	175	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	378	591	253	419	0	0	0	0	175	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	378	591	253	419	0	0	0	0	175	0	100

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

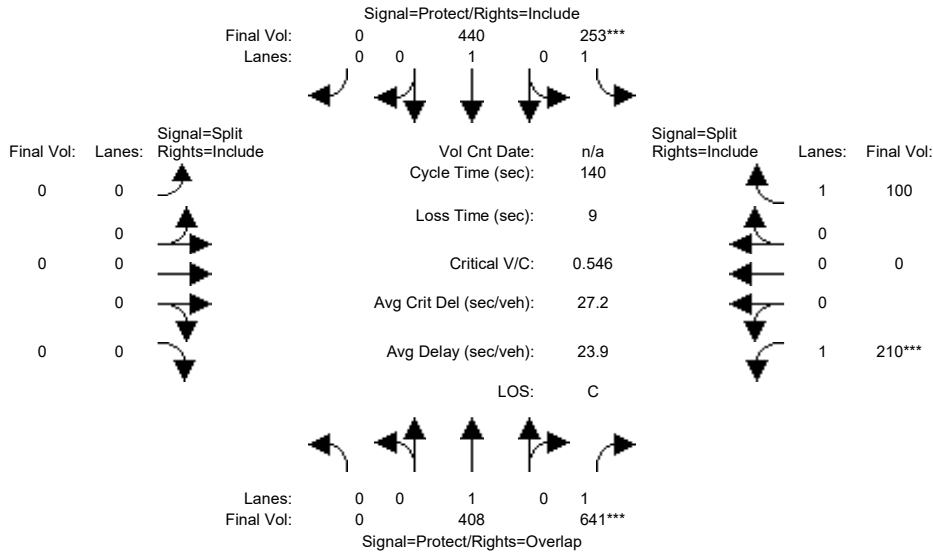
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.14	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	64.6	91.7	39.3	104	0.0	0.0	0.0	0.0	27.2	0.0	27.2
Volume/Cap:	0.00	0.43	0.52	0.52	0.30	0.00	0.00	0.00	0.00	0.52	0.00	0.29
Delay/Veh:	0.0	25.7	13.0	43.3	6.1	0.0	0.0	0.0	0.0	51.9	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	13.0	43.3	6.1	0.0	0.0	0.0	0.0	51.9	0.0	48.7
LOS by Move:	A	C	B	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	19	24	17	11	0	0	0	0	14	0	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	31	52	0	22	0	0	0	0	37	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	408	641	253	440	0	0	0	0	210	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	641	253	440	0	0	0	0	210	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	641	253	440	0	0	0	0	210	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	408	641	253	440	0	0	0	0	210	0	100

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

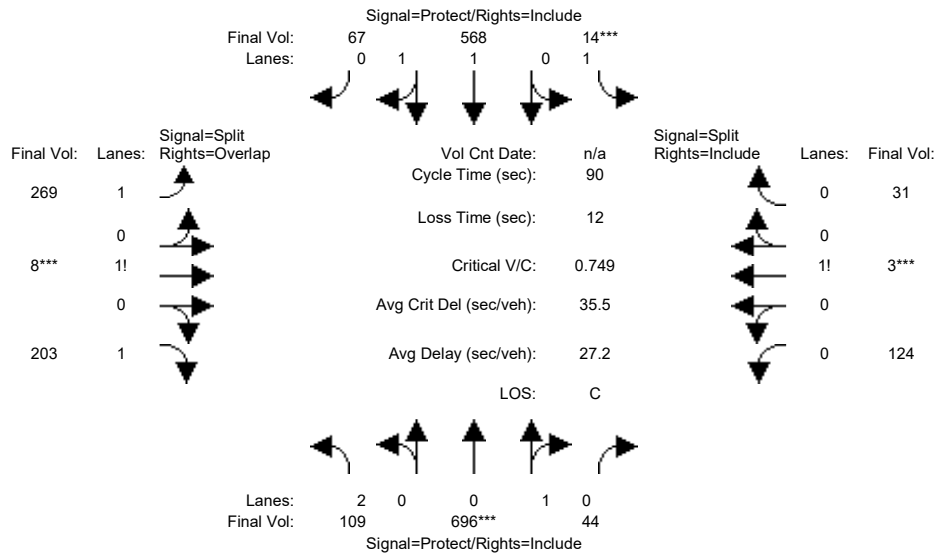
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.37	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	63.2	93.9	37.1	100	0.0	0.0	0.0	0.0	30.8	0.0	30.8
Volume/Cap:	0.00	0.48	0.55	0.55	0.32	0.00	0.00	0.00	0.00	0.55	0.00	0.26
Delay/Veh:	0.0	27.3	12.5	45.6	7.5	0.0	0.0	0.0	0.0	50.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	12.5	45.6	7.5	0.0	0.0	0.0	0.0	50.1	0.0	45.6
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	21	26	17	12	0	0	0	0	16	0	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	696	44	14	568	67	269	8	203	124	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	696	44	14	568	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	696	44	14	568	67	269	8	203	124	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	696	44	14	568	67	269	8	203	124	3	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.94	0.06	1.00	1.78	0.22	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1693	107	1750	3309	390	2715	57	2478	1373	33	343

Capacity Analysis Module:

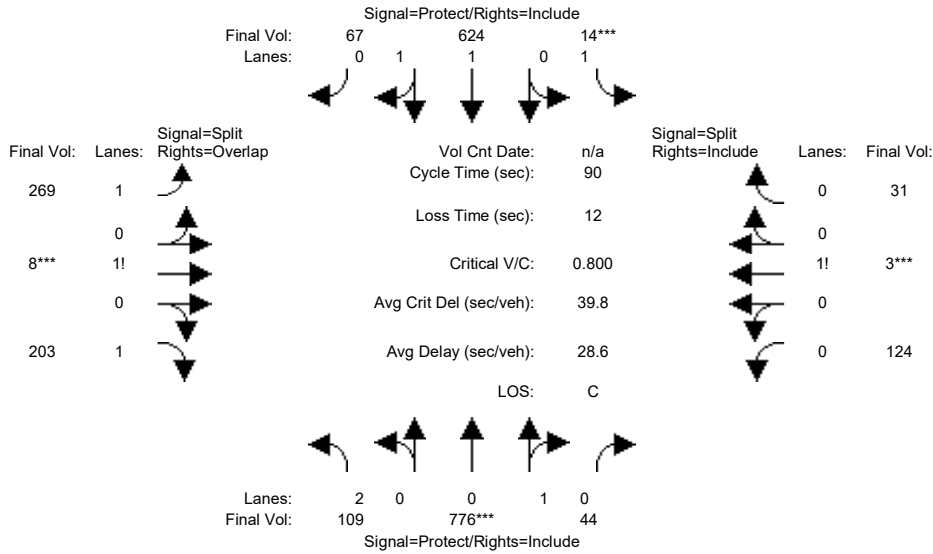
Vol/Sat:	0.03	0.41	0.41	0.01	0.17	0.17	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.4	45.5	45.5	7.0	36.2	36.2	15.4	15.4	31.8	10.0	10.0	10.0
Volume/Cap:	0.19	0.81	0.81	0.10	0.43	0.43	0.58	0.81	0.23	0.81	0.81	0.81
Delay/Veh:	31.3	24.3	24.3	38.9	19.6	19.6	35.3	44.3	20.5	61.3	61.3	61.3
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:	31.3	24.3	24.3	38.9	19.6	19.6	35.3	44.3	20.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2k95thQ:	3	32	32	1	12	12	11	18	6	13	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	83	0	0	59	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	776	44	14	624	67	269	8	203	124	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	776	44	14	624	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	776	44	14	624	67	269	8	203	124	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	776	44	14	624	67	269	8	203	124	3	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.95	0.05	1.00	1.80	0.20	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1703	97	1750	3341	359	2715	57	2478	1373	33	343

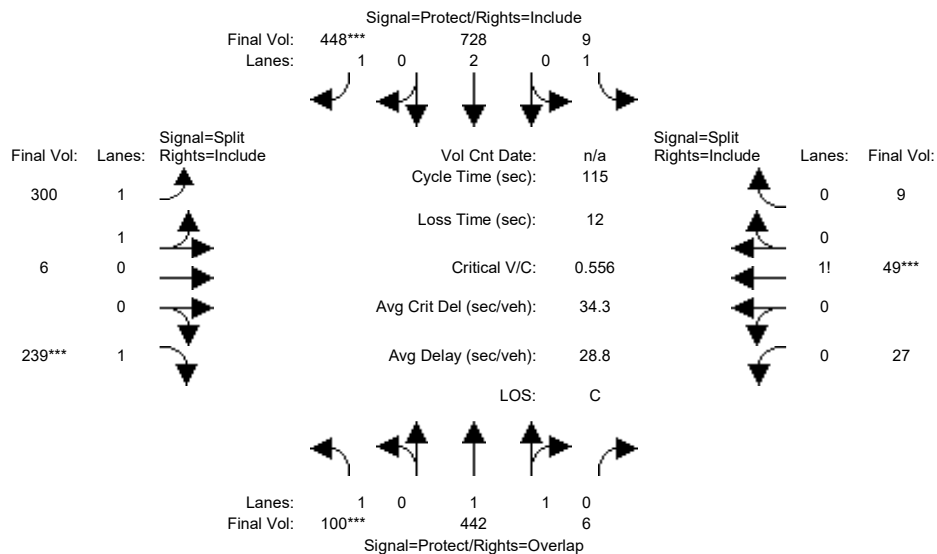
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.01	0.19	0.19	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.8	46.7	46.7	7.0	37.9	37.9	14.3	14.3	30.1	10.0	10.0	10.0
Volume/Cap:	0.20	0.88	0.88	0.10	0.44	0.44	0.62	0.88	0.25	0.81	0.81	0.81
Delay/Veh:	31.9	28.6	28.6	38.9	18.7	18.7	37.0	52.0	21.8	61.3	61.3	61.3
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:	31.9	28.6	28.6	38.9	18.7	18.7	37.0	52.0	21.8	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D-	C+	E	E	E
HCM2k95thQ:	3	38	38	1	13	13	11	19	6	13	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	5	0	0	0	0	3	3	0	5	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	100	442	6	9	728	448	300	6	239	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	442	6	9	728	448	300	6	239	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	442	6	9	728	448	300	6	239	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	442	6	9	728	448	300	6	239	27	49	9

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10
Final Sat.:	1750	3650	50	1750	3800	1750	3480	70	1750	556	1009	185

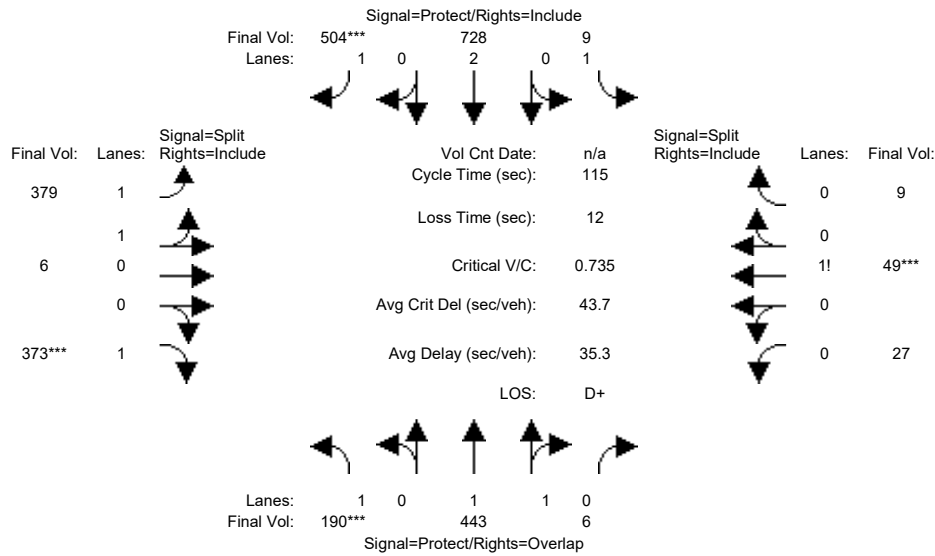
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.01	0.19	0.26	0.09	0.09	0.14	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	11.8	43.1	53.1	21.7	52.9	52.9	28.2	28.2	28.2	10.0	10.0	10.0
Volume/Cap:	0.56	0.32	0.26	0.03	0.42	0.56	0.35	0.35	0.56	0.56	0.56	0.56
Delay/Veh:	52.9	25.7	19.0	38.1	20.9	23.4	36.1	36.1	39.5	54.8	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	25.7	19.0	38.1	20.9	23.4	36.1	36.1	39.5	54.8	54.8	54.8
LOS by Move:	D-	C	B-	D+	C+	C	D+	D+	D	D-	D-	D-
HCM2k95thQ:	7	11	9	1	15	22	9	9	15	8	8	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	95	1	0	0	0	59	82	0	139	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	190	443	6	9	728	504	379	6	373	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	443	6	9	728	504	379	6	373	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	443	6	9	728	504	379	6	373	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	443	6	9	728	504	379	6	373	27	49	9

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.97	0.03	1.00	0.32	0.58	0.10
Final Sat.:	1750	3651	49	1750	3800	1750	3495	55	1750	556	1009	185

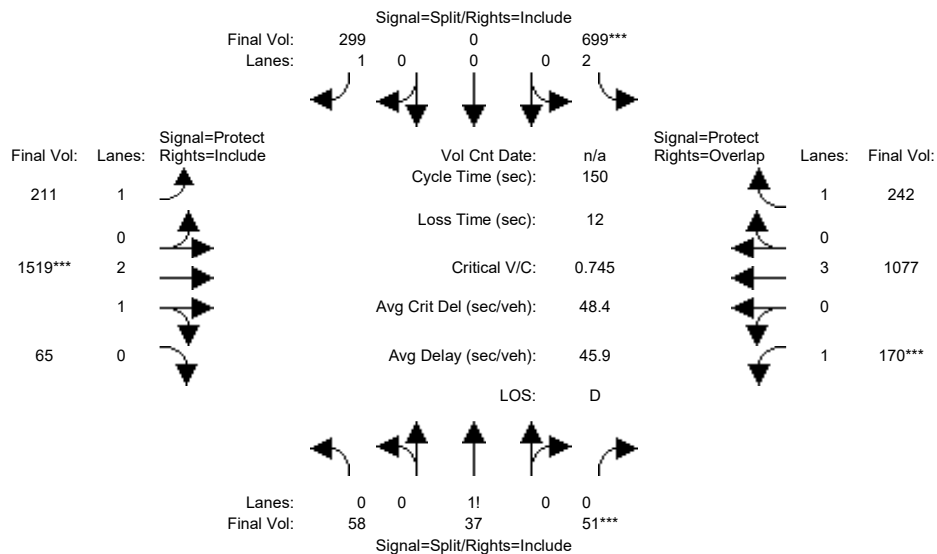
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.19	0.29	0.11	0.11	0.21	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	16.6	40.3	50.3	20.2	43.9	43.9	32.5	32.5	32.5	10.0	10.0	10.0
Volume/Cap:	0.75	0.35	0.28	0.03	0.50	0.75	0.38	0.38	0.75	0.56	0.56	0.56
Delay/Veh:	59.4	27.8	20.8	39.3	27.4	35.7	33.4	33.4	44.1	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	27.8	20.8	39.3	27.4	35.7	33.4	33.4	44.1	55.0	55.0	55.0
LOS by Move:	E+	C	C+	D	C	D+	C-	C-	D	D-	D-	D-
HCM2k95thQ:	13	11	9	1	18	29	11	11	24	8	8	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	0	0	0	5	0	0	0	106	0	0	112	5
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	58	37	51	699	0	299	211	1519	65	170	1077	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	37	51	699	0	299	211	1519	65	170	1077	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	37	51	699	0	299	211	1519	65	170	1077	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	37	51	699	0	299	211	1519	65	170	1077	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.40	0.25	0.35	2.00	0.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	695	443	611	3150	0	1750	1750	5370	230	1750	5700	1750

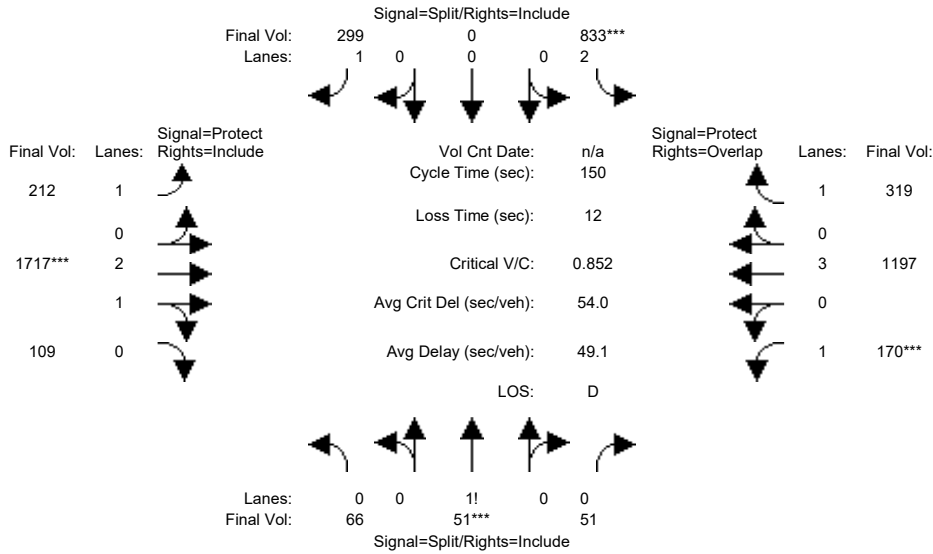
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.00	0.17	0.12	0.28	0.28	0.10	0.19	0.14
Crit Moves:			****	****				****		****		
Green Time:	16.8	16.8	16.8	44.7	0.0	44.7	29.8	57.0	57.0	19.6	46.7	91.4
Volume/Cap:	0.74	0.74	0.74	0.74	0.00	0.57	0.61	0.74	0.74	0.74	0.61	0.23
Delay/Veh:	78.9	78.9	78.9	50.8	0.0	46.1	57.8	41.7	41.7	75.3	44.5	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	78.9	78.9	50.8	0.0	46.1	57.8	41.7	41.7	75.3	44.5	13.4
LOS by Move:	E-	E-	E-	D	A	D	E+	D	D	E-	D	B
HCM2k95thQ:	14	14	14	30	0	22	17	35	35	16	24	10

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	8	14	0	139	0	0	1	304	44	0	232	82
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	66	51	51	833	0	299	212	1717	109	170	1197	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	51	51	833	0	299	212	1717	109	170	1197	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	51	51	833	0	299	212	1717	109	170	1197	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	51	51	833	0	299	212	1717	109	170	1197	319

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.40	0.30	0.30	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	688	531	531	3150	0	1750	1750	5265	334	1750	5700	1750

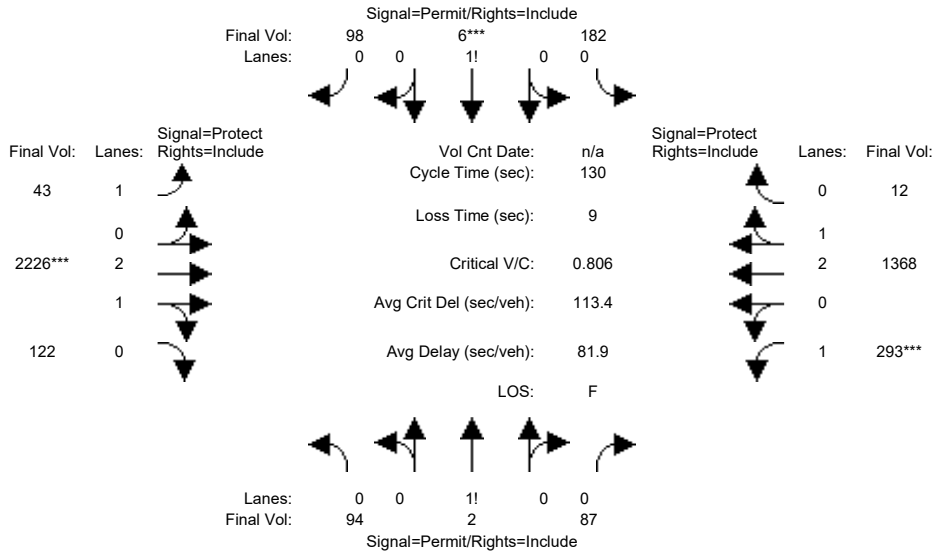
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.26	0.00	0.17	0.12	0.33	0.33	0.10	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.9	16.9	16.9	46.6	0.0	46.6	27.3	57.4	57.4	17.1	47.3	93.8
Volume/Cap:	0.85	0.85	0.85	0.85	0.00	0.55	0.67	0.85	0.85	0.85	0.67	0.29
Delay/Veh:	93.5	93.5	93.5	55.8	0.0	44.2	62.4	45.9	45.9	93.1	45.5	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	93.5	93.5	55.8	0.0	44.2	62.4	45.9	45.9	93.1	45.5	13.0
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B
HCM2k95thQ:	17	17	17	37	0	22	18	43	43	16	27	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	110	0	0	117	0
PasserByVol:	0	1	0	39	0	12	5	323	0	88	265	4
Initial Fut:	88	2	82	171	6	92	40	2092	115	275	1286	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	2	87	182	6	98	43	2226	122	293	1368	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2226	122	293	1368	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2	87	182	6	98	43	2226	122	293	1368	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.64	0.02	0.34	1.00	2.84	0.16	1.00	2.97	0.03
Final Sat.:	895	20	834	1112	39	599	1750	5308	292	1750	5552	47

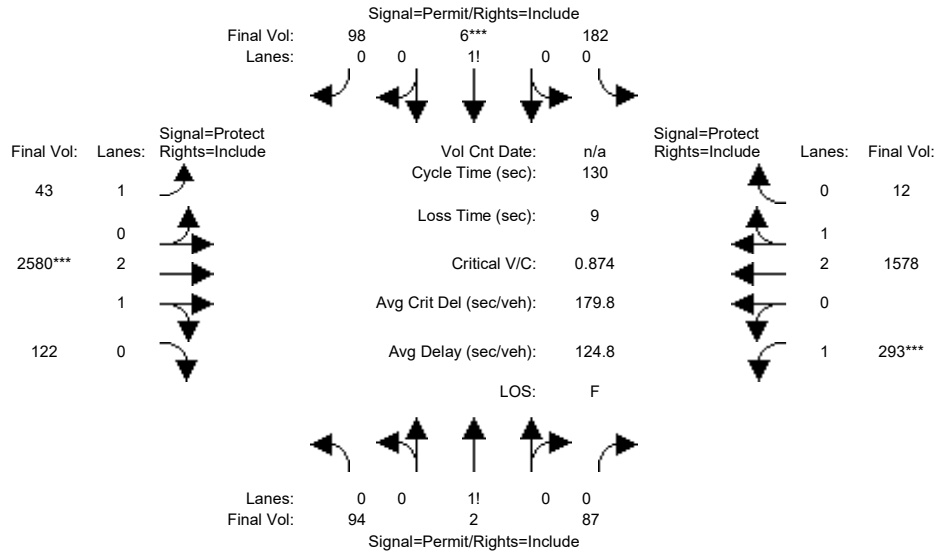
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.42	0.42	0.17	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.18	1.18	0.72	0.50	0.50
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	131	130.7	52.6	22.5	22.5
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:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	131	130.7	52.6	22.5	22.5
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C+	C+
HCM2k95thQ:	11	11	11	18	18	18	3	72	72	21	22	22

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	443	0	0	314	0
PasserByVol:	0	1	0	39	0	12	5	323	0	88	265	4
Initial Fut:	88	2	82	171	6	92	40	2425	115	275	1483	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	2	87	182	6	98	43	2580	122	293	1578	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2580	122	293	1578	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2	87	182	6	98	43	2580	122	293	1578	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.64	0.02	0.34	1.00	2.86	0.14	1.00	2.98	0.02
Final Sat.:	895	20	834	1112	39	599	1750	5346	254	1750	5559	41

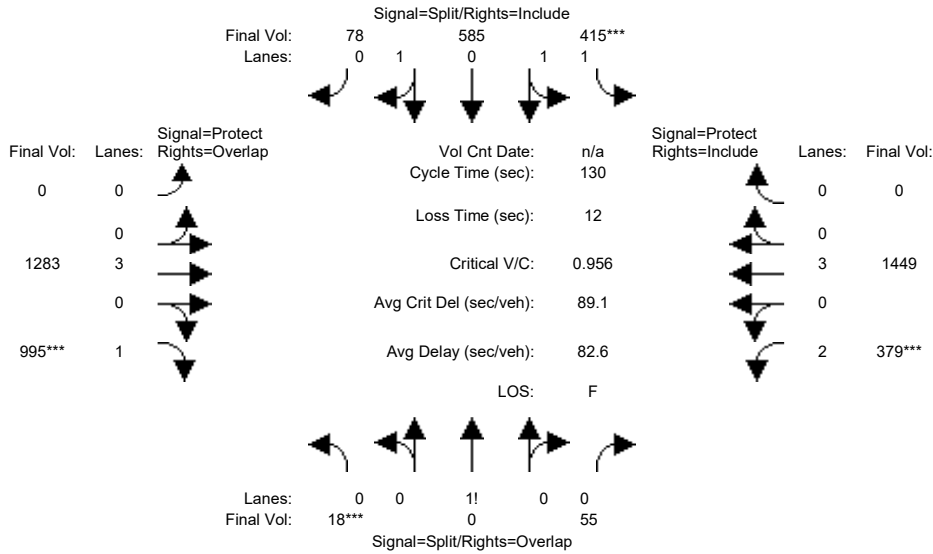
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.48	0.48	0.17	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.36	1.36	0.72	0.58	0.58
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	209	209.0	52.6	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	209	209.0	52.6	23.8	23.8
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2k95thQ:	11	11	11	18	18	18	3	98	98	21	26	26

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	71	0	0	86	24	30	117	0
PasserByVol:	0	0	0	2	18	4	0	101	343	0	262	0
Initial Fut:	18	0	55	415	585	78	0	1283	995	379	1449	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:	18	0	55	415	585	78	0	1283	995	379	1449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	585	78	0	1283	995	379	1449	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
Final Volume:	18	0	55	415	585	78	0	1283	995	379	1449	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	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.17	1.61	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2059	2903	387	0	5700	1750	3150	5700	0

Capacity Analysis Module:

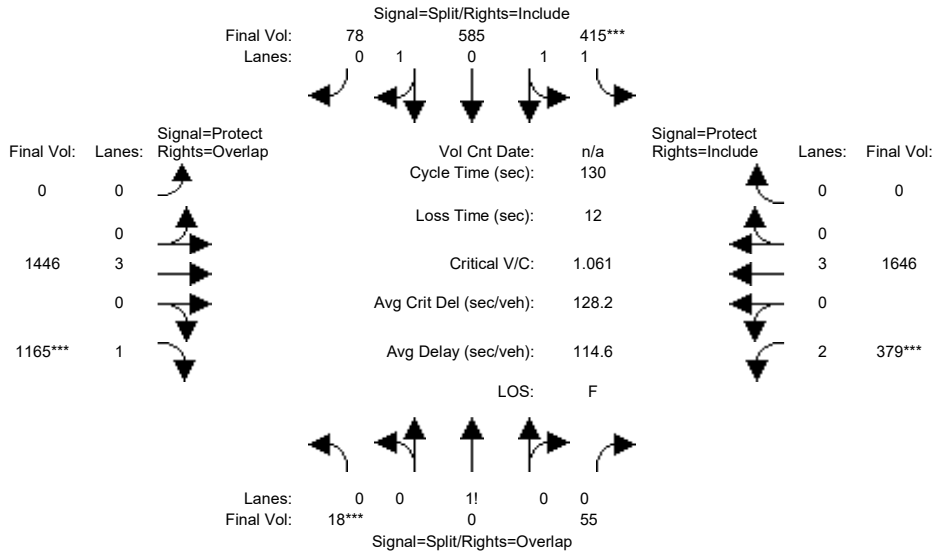
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.23	0.57	0.12	0.25	0.00
Crit Moves:	***			****					****	****		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.06	1.16	0.75	0.68	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	111	131.0	75.7	46.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	111	131.0	75.7	46.7	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D	A
HCM2k95thQ:	6	0	5	32	32	32	0	40	109	21	35	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	71	0	0	249	194	30	314	0
PasserByVol:	0	0	0	2	18	4	0	101	343	0	262	0
Initial Fut:	18	0	55	415	585	78	0	1446	1165	379	1646	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:	18	0	55	415	585	78	0	1446	1165	379	1646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	585	78	0	1446	1165	379	1646	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
Final Volume:	18	0	55	415	585	78	0	1446	1165	379	1646	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	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.17	1.61	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2059	2903	387	0	5700	1750	3150	5700	0

Capacity Analysis Module:

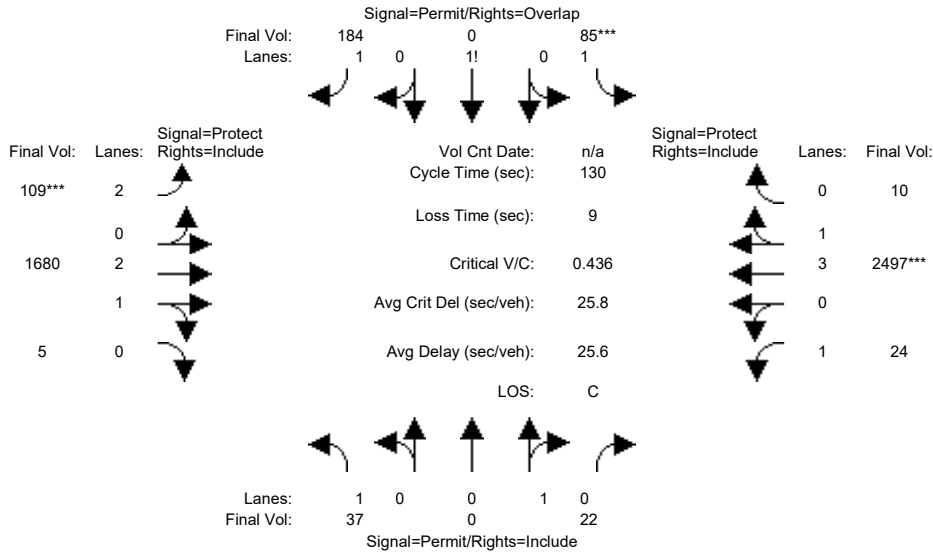
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.25	0.67	0.12	0.29	0.00
Crit Moves:	***			***					***	***		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.19	1.36	0.75	0.77	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	164	215.3	75.7	49.8	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:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	164	215.3	75.7	49.8	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D	A
HCM2k95thQ:	6	0	5	32	32	32	0	53	156	21	41	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:												
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	87	0	0	155	0
PasserByVol:	0	0	0	0	0	0	24	72	0	0	264	0
Initial Fut:	35	0	21	80	0	173	102	1579	5	23	2347	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	109	1680	5	24	2497	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1680	5	24	2497	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	109	1680	5	24	2497	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5582	18	1750	7471	29

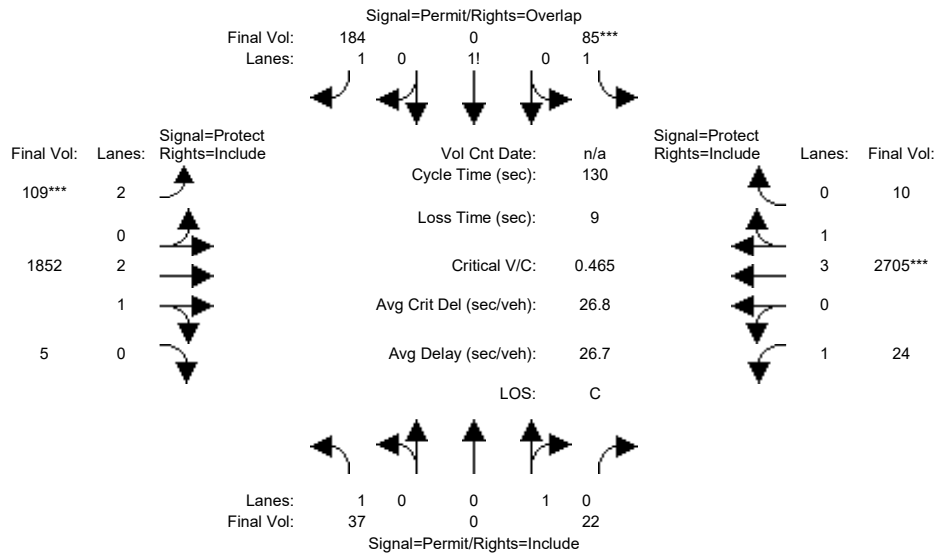
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.30	0.30	0.01	0.33	0.33
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.62	0.62	0.14	0.66	0.66
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	25.3	25.3	53.6	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	25.3	25.3	53.6	24.1	24.1
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2k95thQ:	2	0	1	4	0	6	5	27	27	2	31	31

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:												
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	249	0	0	351	0
PasserByVol:	0	0	0	0	0	0	24	72	0	0	264	0
Initial Fut:	35	0	21	80	0	173	102	1741	5	23	2543	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	109	1852	5	24	2705	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1852	5	24	2705	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	109	1852	5	24	2705	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.99	0.01
Final Sat.:	1750	0	1800	2314	0	3020	3150	5584	16	1750	7474	26

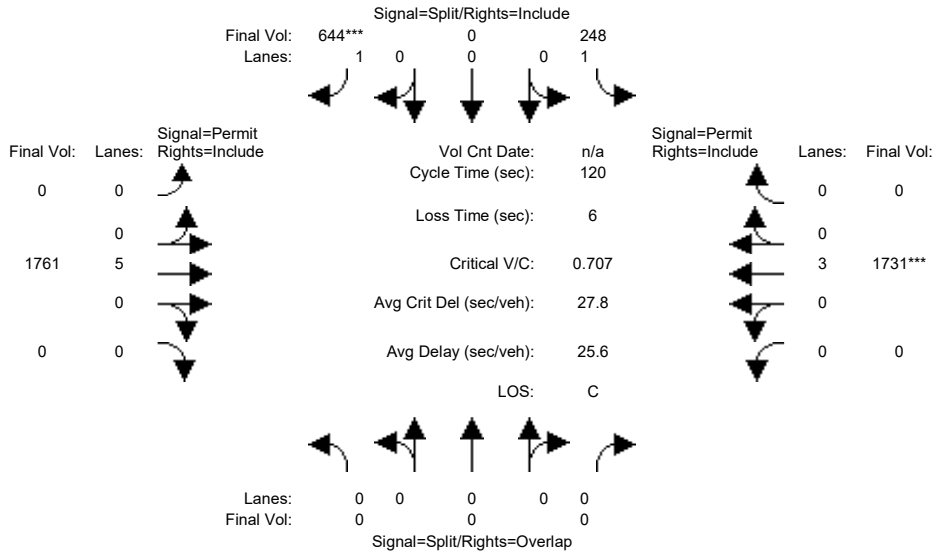
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.33	0.33	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.69	0.69	0.14	0.71	0.71
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.8	26.8	53.6	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.8	26.8	53.6	25.3	25.3
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2k95thQ:	2	0	1	4	0	6	5	31	31	2	34	34

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	45	0	47	0	87	0	0	107	0
PasserByVol:	0	0	0	0	0	17	0	79	0	0	249	0
Initial Fut:	0	0	0	248	0	644	0	1761	0	0	1731	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	248	0	644	0	1761	0	0	1731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	644	0	1761	0	0	1731	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
Final Volume:	0	0	0	248	0	644	0	1761	0	0	1731	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

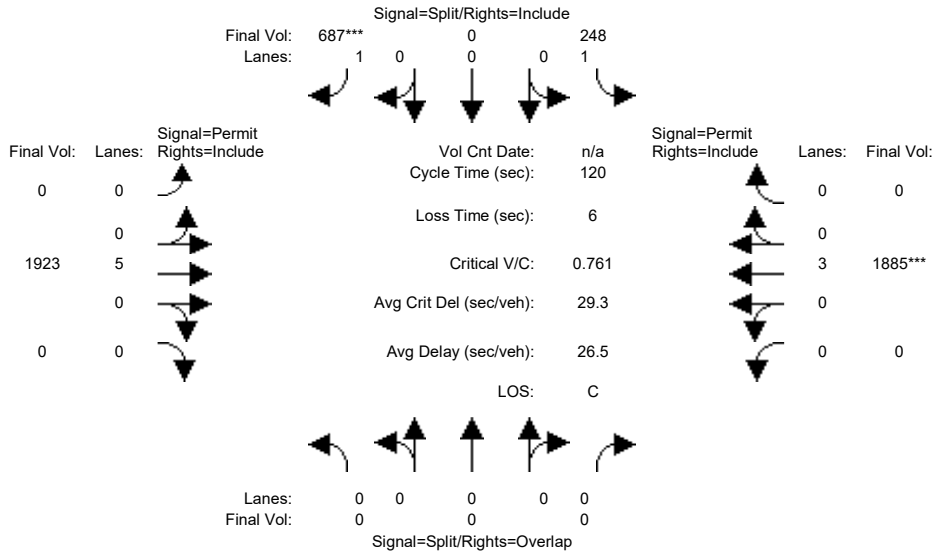
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.37	0.00	0.19	0.00	0.00	0.30	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	62.5	0.0	62.5	0.0	51.5	0.0	0.0	51.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.71	0.00	0.43	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	0.0	24.4	0.0	24.0	0.0	0.0	29.0	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	0.0	0.0	16.2	0.0	24.4	0.0	24.0	0.0	0.0	29.0	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	10	0	34	0	16	0	0	30	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	45	0	90	0	249	0	0	261	0
PasserByVol:	0	0	0	0	0	17	0	79	0	0	249	0
Initial Fut:	0	0	0	248	0	687	0	1923	0	0	1885	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	248	0	687	0	1923	0	0	1885	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	687	0	1923	0	0	1885	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
Final Volume:	0	0	0	248	0	687	0	1923	0	0	1885	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

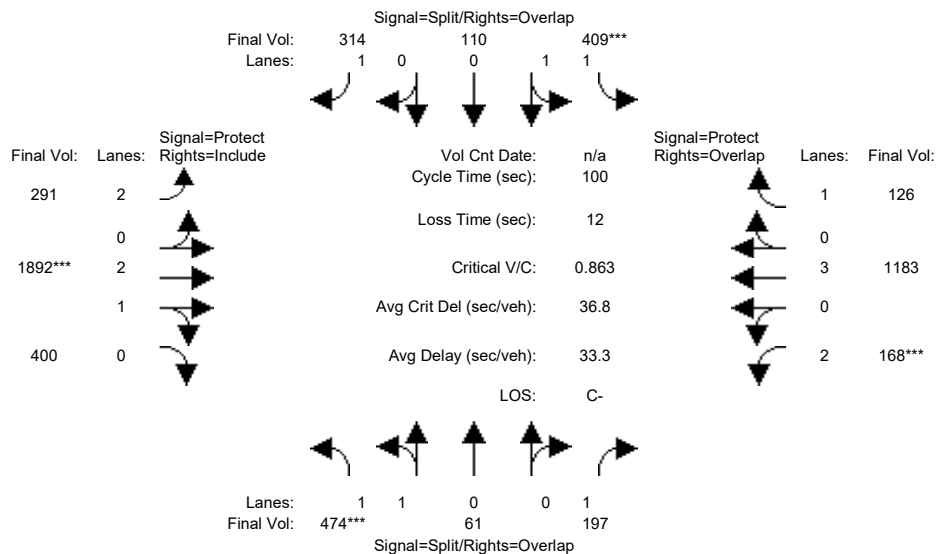
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.39	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	61.9	0.0	61.9	0.0	52.1	0.0	0.0	52.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.76	0.00	0.47	0.00	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	27.0	0.0	24.2	0.0	0.0	30.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	0.0	27.0	0.0	24.2	0.0	0.0	30.1	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	11	0	38	0	18	0	0	33	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	121	51	0	0	89	127	74	94	131	0	101	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	474	61	197	409	110	314	291	1892	400	168	1183	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	61	197	409	110	314	291	1892	400	168	1183	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	61	197	409	110	314	291	1892	400	168	1183	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	474	61	197	409	110	314	291	1892	400	168	1183	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.78	0.22	1.00	1.58	0.42	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	3145	405	1750	2797	752	1750	3150	4621	977	3150	5700	1750

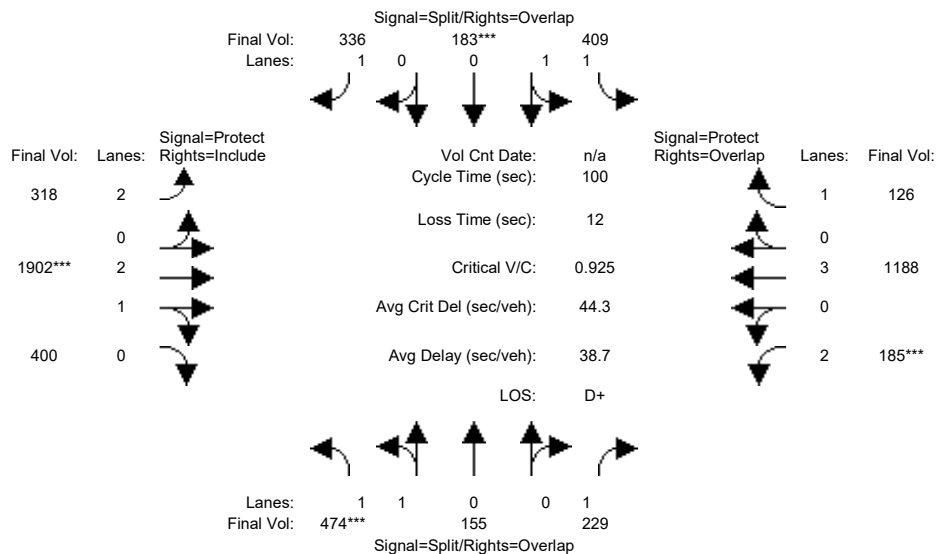
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.15	0.15	0.18	0.09	0.41	0.41	0.05	0.21	0.07
Crit Moves:	***			***			***			***		
Green Time:	17.3	17.3	24.3	16.8	16.8	33.4	16.6	46.9	46.9	7.0	37.3	54.1
Volume/Cap:	0.87	0.87	0.46	0.87	0.87	0.54	0.56	0.87	0.87	0.76	0.56	0.13
Delay/Veh:	53.3	53.3	33.1	53.9	53.9	28.0	39.6	27.3	27.3	60.1	25.1	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	33.1	53.9	53.9	28.0	39.6	27.3	27.3	60.1	25.1	11.4
LOS by Move:	D-	D-	C-	D-	D-	C	D	C	C	E	C	B+
HCM2k95thQ:	21	21	11	15	15	15	9	36	36	10	18	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	121	145	32	0	162	149	101	104	131	17	106	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	474	155	229	409	183	336	318	1902	400	185	1188	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	155	229	409	183	336	318	1902	400	185	1188	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	155	229	409	183	336	318	1902	400	185	1188	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	474	155	229	409	183	336	318	1902	400	185	1188	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.51	0.49	1.00	1.39	0.61	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2675	875	1750	2452	1097	1750	3150	4626	973	3150	5700	1750

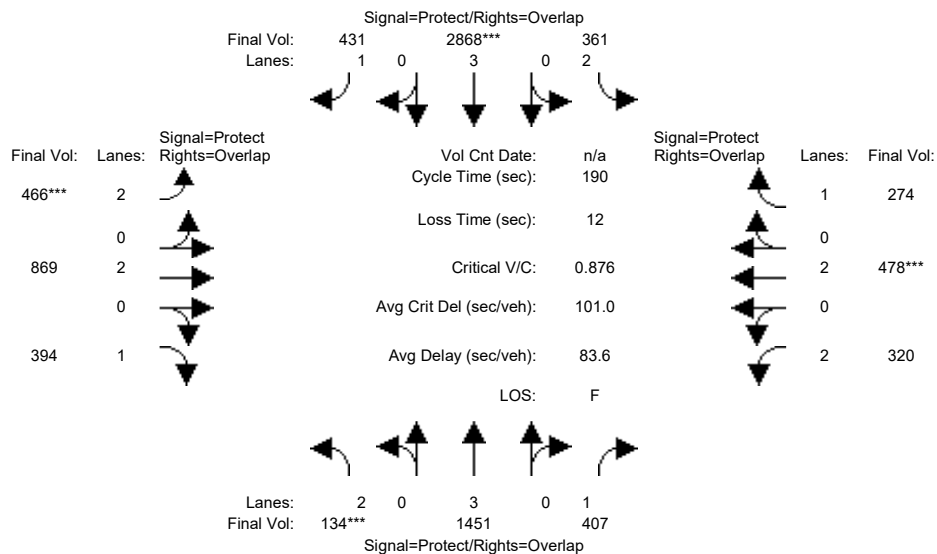
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.17	0.17	0.19	0.10	0.41	0.41	0.06	0.21	0.07
Crit Moves:	***			****			****			****		
Green Time:	19.0	19.0	26.0	17.9	17.9	34.6	16.7	44.1	44.1	7.0	34.4	52.3
Volume/Cap:	0.93	0.93	0.50	0.93	0.93	0.56	0.61	0.93	0.93	0.84	0.61	0.14
Delay/Veh:	59.7	59.7	32.4	61.2	61.2	27.6	40.6	33.8	33.8	69.7	27.7	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	32.4	61.2	61.2	27.6	40.6	33.8	33.8	69.7	27.7	12.3
LOS by Move:	E+	E+	C-	E	E	C	D	C-	C-	E	C	B
HCM2k95thQ:	25	25	13	18	18	16	10	40	40	11	19	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	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:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	282	13	84	569	88	40	49	0	10	47	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1814	407	361	3631	431	466	869	394	320	478	274
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1451	407	361	2868	431	466	869	394	320	478	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1451	407	361	2868	431	466	869	394	320	478	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1451	407	361	2868	431	466	869	394	320	478	274

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

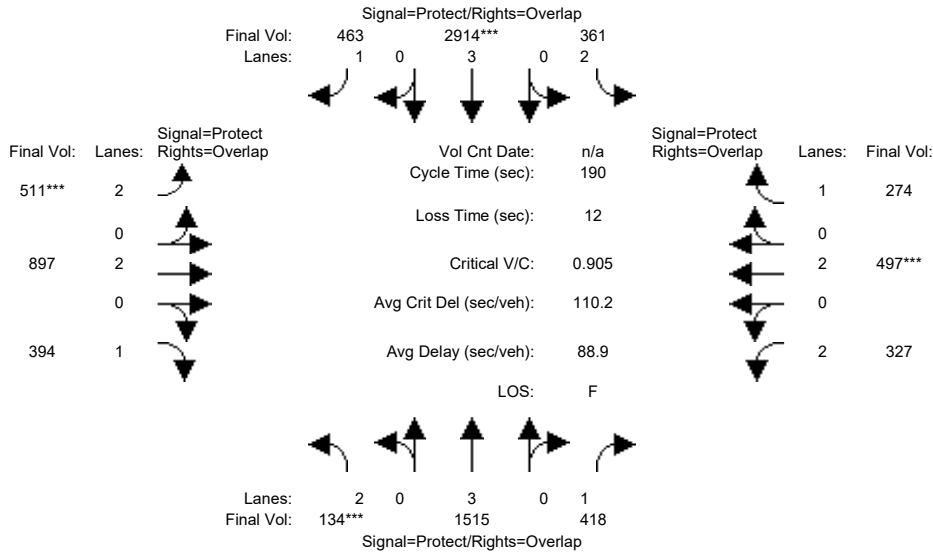
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.23	0.11	0.50	0.25	0.15	0.23	0.23	0.10	0.13	0.16
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.55	0.40	0.93	1.01	0.39	1.15	0.97	0.70	0.90	0.57	0.46
Delay/Veh:	87.7	57.0	41.9	116.2	95.9	36.4	172.0	92.5	58.9	106.1	65.6	48.0
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:	87.7	57.0	41.9	116.2	95.9	36.4	172.0	92.5	58.9	106.1	65.6	48.0
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	40	35	27	92	36	34	41	34	24	22	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	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:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	362	24	84	627	120	85	77	0	17	66	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1894	418	361	3689	463	511	897	394	327	497	274
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1515	418	361	2914	463	511	897	394	327	497	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1515	418	361	2914	463	511	897	394	327	497	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1515	418	361	2914	463	511	897	394	327	497	274

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

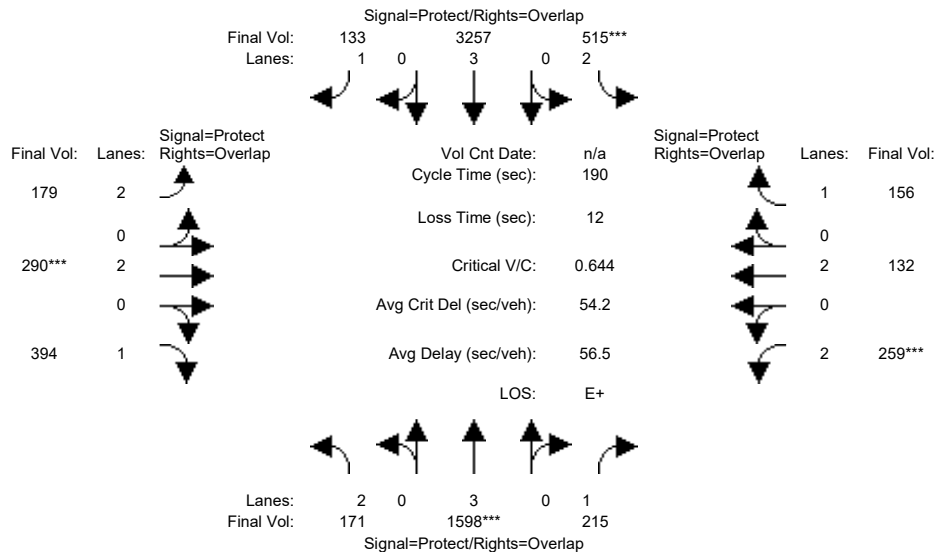
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.24	0.11	0.51	0.26	0.16	0.24	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.57	0.42	0.93	1.02	0.42	1.26	1.00	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.9	42.2	116.2	100	37.3	215.4	100	58.9	109.9	66.2	48.0
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:	87.7	57.9	42.2	116.2	100	37.3	215.4	100	58.9	109.9	66.2	48.0
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	41	36	27	95	39	40	43	34	25	23	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	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:	131	1657	201	498	3360	120	168	269	199	251	119	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:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	294	0	0	578	1	1	1	0	0	1	0
PasserByVol:	40	46	14	17	185	12	10	20	195	8	12	1
Initial Fut:	171	1997	215	515	4123	133	179	290	394	259	132	156
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1598	215	515	3257	133	179	290	394	259	132	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1598	215	515	3257	133	179	290	394	259	132	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	1598	215	515	3257	133	179	290	394	259	132	156

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

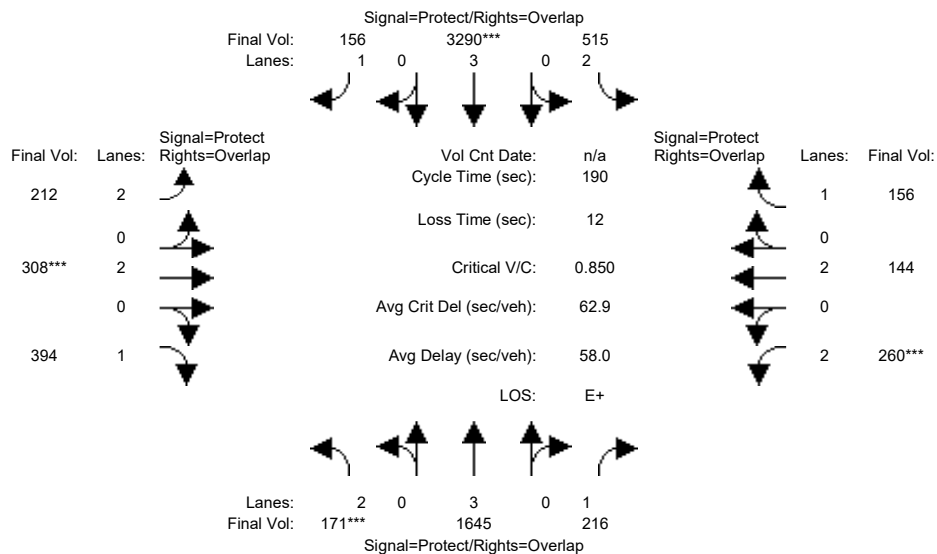
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.12	0.16	0.57	0.08	0.06	0.08	0.23	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.3	85.8	107.3	40.9	108	124.7	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.62	0.22	0.76	1.00	0.12	0.66	0.49	0.89	0.73	0.19	0.22
Delay/Veh:	82.7	39.3	20.2	73.5	56.3	11.9	88.3	72.4	86.8	87.2	64.5	37.2
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:	82.7	39.3	20.2	73.5	56.3	11.9	88.3	72.4	86.8	87.2	64.5	37.2
LOS by Move:	F	D	C+	E	E+	B+	F	E	F	F	E	D+
HCM2k95thQ:	12	38	12	27	91	6	12	14	41	18	6	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	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:	131	1657	201	498	3360	120	168	269	199	251	119	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:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	353	1	0	620	24	34	19	0	1	13	0
PasserByVol:	40	46	14	17	185	12	10	20	195	8	12	1
Initial Fut:	171	2056	216	515	4165	156	212	308	394	260	144	156
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1645	216	515	3290	156	212	308	394	260	144	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1645	216	515	3290	156	212	308	394	260	144	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	1645	216	515	3290	156	212	308	394	260	144	156

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

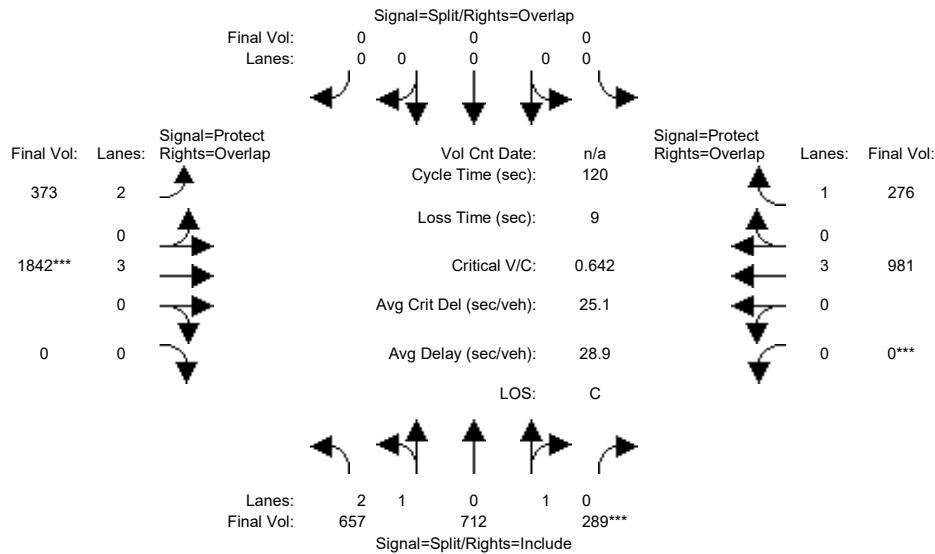
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.12	0.16	0.58	0.09	0.07	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***				***			***			***	
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.64	0.22	0.76	1.01	0.14	0.78	0.52	0.89	0.73	0.21	0.22
Delay/Veh:	82.6	39.9	20.2	73.5	59.1	12.1	97.0	72.9	86.6	87.3	64.7	37.2
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:	82.6	39.9	20.2	73.5	59.1	12.1	97.0	72.9	86.6	87.3	64.7	37.2
LOS by Move:	F	D	C+	E	E+	B	F	E	F	F	E	D+
HCM2k95thQ:	12	39	12	27	93	7	14	15	41	18	7	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	9	85	39	0	0	0	15	117	0	0	98	23
PasserByVol:	194	13	0	0	0	0	33	45	0	0	57	0
Initial Fut:	657	712	289	0	0	0	373	1842	0	0	981	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	712	289	0	0	0	373	1842	0	0	981	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	712	289	0	0	0	373	1842	0	0	981	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	657	712	289	0	0	0	373	1842	0	0	981	276

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.41	0.59	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	2631	1068	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

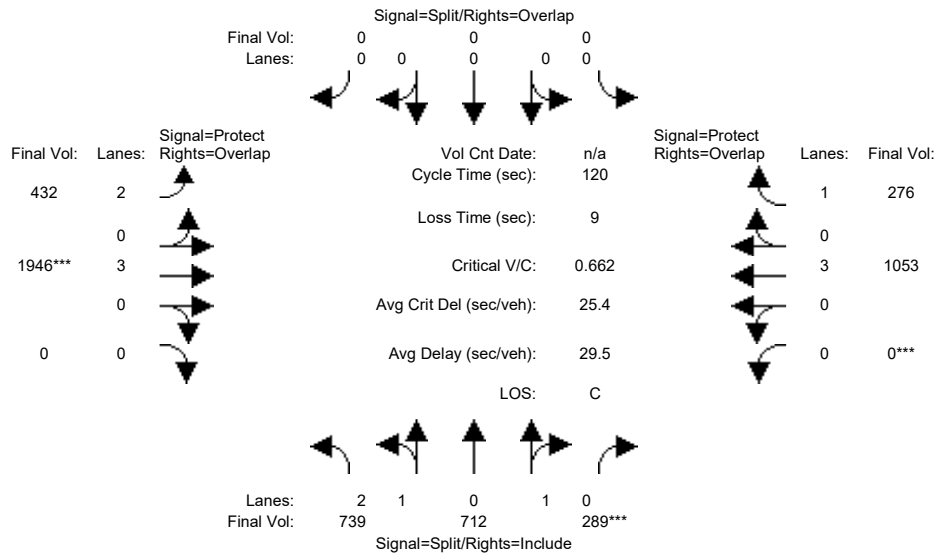
Vol/Sat:	0.21	0.27	0.27	0.00	0.00	0.00	0.12	0.32	0.00	0.00	0.17	0.16
Crit Moves:	****						****			****		
Green Time:	50.6	50.6	50.6	0.0	0.0	0.0	24.6	60.4	0.0	0.0	35.8	35.8
Volume/Cap:	0.49	0.64	0.64	0.00	0.00	0.00	0.58	0.64	0.00	0.00	0.58	0.53
Delay/Veh:	25.5	28.1	28.1	0.0	0.0	0.0	44.3	22.4	0.0	0.0	36.2	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	28.1	28.1	0.0	0.0	0.0	44.3	22.4	0.0	0.0	36.2	36.1
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	19	27	27	0	0	0	14	28	0	0	18	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	NB	SB	EB	WB	EB	WB
Base Vol:	454	614	250	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0
Added Vol:	91	85	39	0	0	0
PasserByVol:	194	13	0	0	0	0
Initial Fut:	739	712	289	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	712	289	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	739	712	289	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	739	712	289	0	0	0

Saturation Flow Module:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	NB	SB	EB	WB	EB	WB
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	1.41	0.59	0.00	0.00	0.00
Final Sat.:	3150	2631	1068	0	0	0

Capacity Analysis Module:

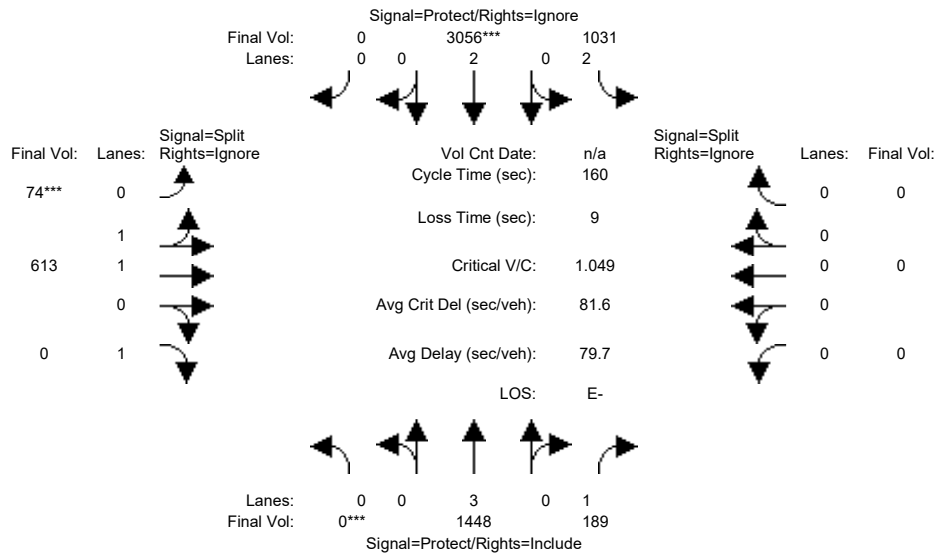
	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	NB	SB	EB	WB	EB	WB
Vol/Sat:	0.23	0.27	0.27	0.00	0.00	0.00
Crit Moves:	****			****		
Green Time:	49.1	49.1	49.1	0.0	0.0	0.0
Volume/Cap:	0.57	0.66	0.66	0.00	0.00	0.00
Delay/Veh:	27.6	29.4	29.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	29.4	29.4	0.0	0.0	0.0
LOS by Move:	C	C	C	A	A	A
HCM2k95thQ:	23	28	28	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	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	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	220	32	171	315	0	0	0	126	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1448	189	1031	3056	0	74	613	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1448	189	1031	3056	0	74	613	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1448	189	1031	3056	0	74	613	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1448	189	1031	3056	0	74	613	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.22	1.78	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	399	3301	1750	0	0	0

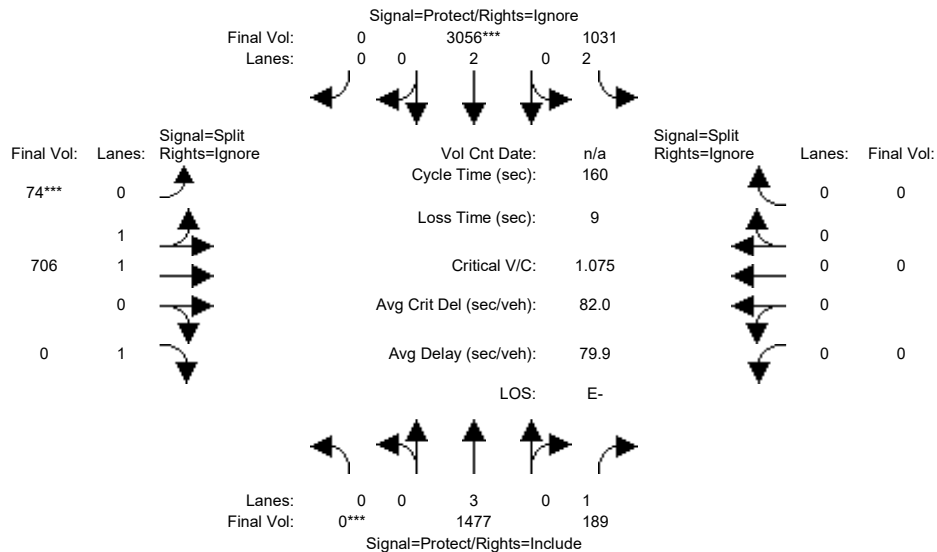
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.11	0.33	0.80	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.26	1.17	1.17	0.00	0.73	0.73	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.7	28.0	147.1	86.9	0.0	57.8	57.8	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	33.7	28.0	147.1	86.9	0.0	57.8	57.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	C	F	F	A	E+	E+	A	A	A	A
HCM2k95thQ:	0	28	10	68	152	0	26	26	0	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	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	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	249	32	171	315	0	0	93	203	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1477	189	1031	3056	0	74	706	1186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1477	189	1031	3056	0	74	706	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1477	189	1031	3056	0	74	706	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1477	189	1031	3056	0	74	706	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.19	1.81	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	351	3349	1750	0	0	0

Capacity Analysis Module:

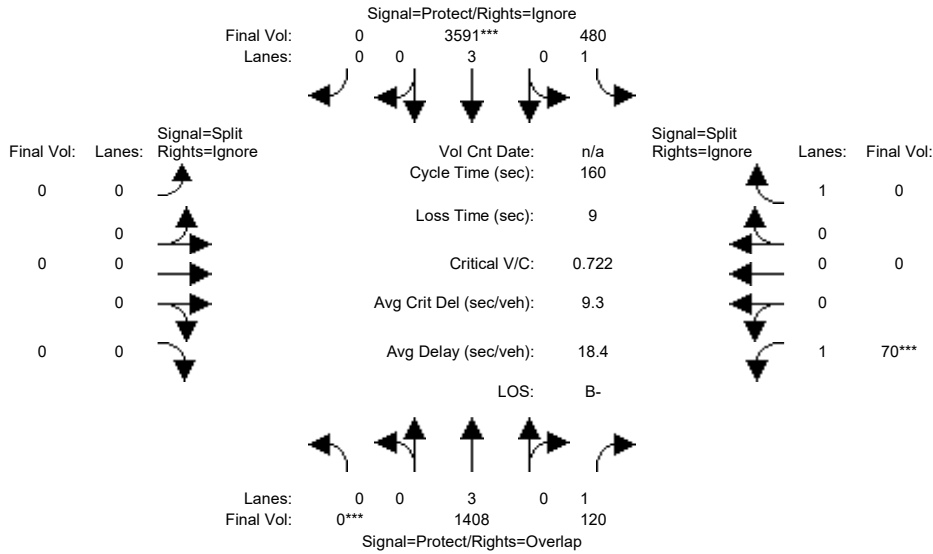
Vol/Sat:	0.00	0.26	0.11	0.33	0.80	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.26	1.17	1.17	0.00	0.83	0.83	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.0	28.0	147.1	86.9	0.0	62.8	62.8	0.0	0.0	0.0	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	34.0	28.0	147.1	86.9	0.0	62.8	62.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	C	F	F	A	E	E	A	A	A	A
HCM2k95thQ:	0	29	10	68	152	0	30	30	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	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	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	252	0	0	440	0	0	0	0	0	0	0
PasserByVol:	0	107	0	13	373	16	0	0	0	0	0	3
Initial Fut:	0	1408	120	480	3591	16	0	0	0	70	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1408	120	480	3591	0	0	0	0	70	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1408	120	480	3591	0	0	0	0	70	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1408	120	480	3591	0	0	0	0	70	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

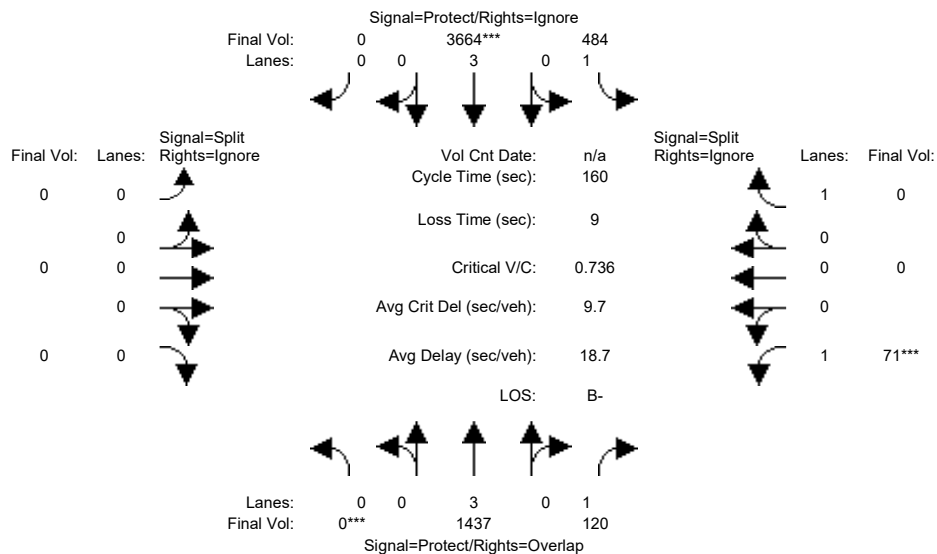
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.27	0.64	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.12	0.77	0.78	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.1	14.8	51.0	8.2	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	14.8	51.0	8.2	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	28	5	35	45	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	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	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	281	0	4	513	0	0	0	0	1	0	1
PasserByVol:	0	107	0	13	373	16	0	0	0	0	0	3
Initial Fut:	0	1437	120	484	3664	16	0	0	0	71	0	241
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1437	120	484	3664	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1437	120	484	3664	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1437	120	484	3664	0	0	0	0	71	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

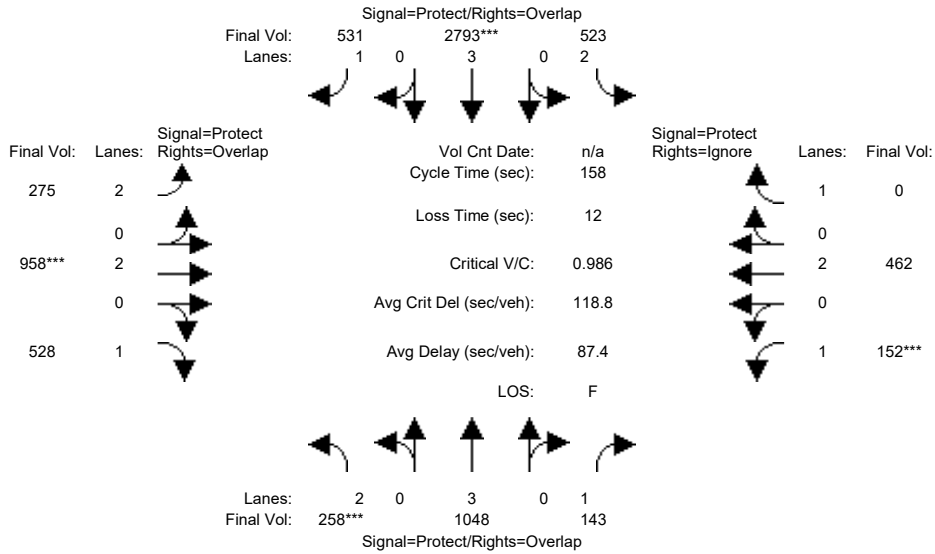
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.28	0.65	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.12	0.77	0.80	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.4	14.8	51.4	8.6	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	14.8	51.4	8.6	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	28	5	35	48	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	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:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	10	243	0	0	414	26	9	0	25	0	0	0
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	258	1048	143	523	2793	531	275	958	528	152	462	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	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:	258	1048	143	523	2793	531	275	958	528	152	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1048	143	523	2793	531	275	958	528	152	462	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
Final Volume:	258	1048	143	523	2793	531	275	958	528	152	462	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

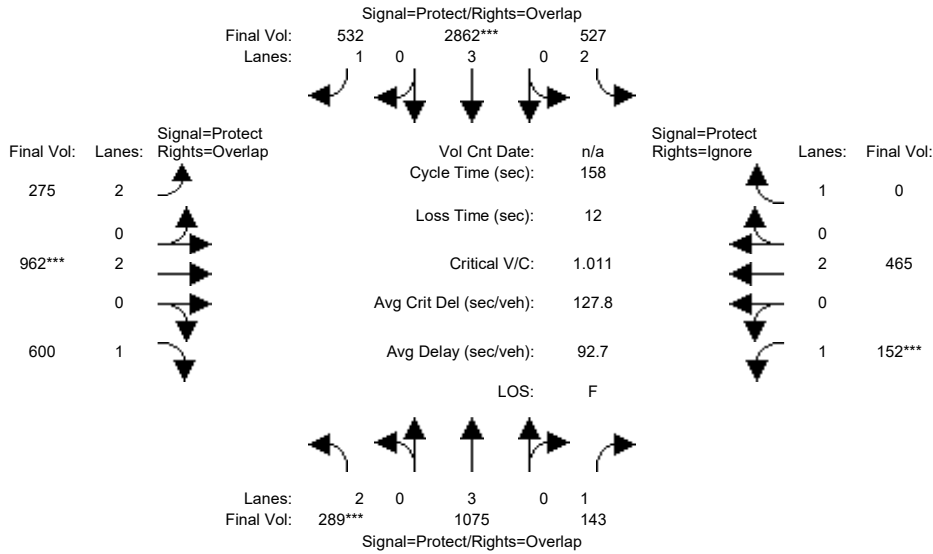
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.08	0.17	0.49	0.30	0.09	0.25	0.30	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.9	73.9	27.1	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.68	0.51	0.17	0.97	1.19	0.58	0.75	0.89	0.74	0.81	0.44	0.00
Delay/Veh:	71.6	37.3	19.9	95.4	144	33.2	76.3	63.0	44.4	91.0	47.4	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:	71.6	37.3	19.9	95.4	144	33.2	76.3	63.0	44.4	91.0	47.4	0.0
LOS by Move:	E	D+	B-	F	F	C-	E-	E	D	F	D	A
HCM2k95thQ:	13	20	6	29	94	36	15	39	39	18	17	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	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:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	41	270	0	4	483	27	9	4	97	0	3	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	289	1075	143	527	2862	532	275	962	600	152	465	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	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:	289	1075	143	527	2862	532	275	962	600	152	465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	1075	143	527	2862	532	275	962	600	152	465	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:	289	1075	143	527	2862	532	275	962	600	152	465	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

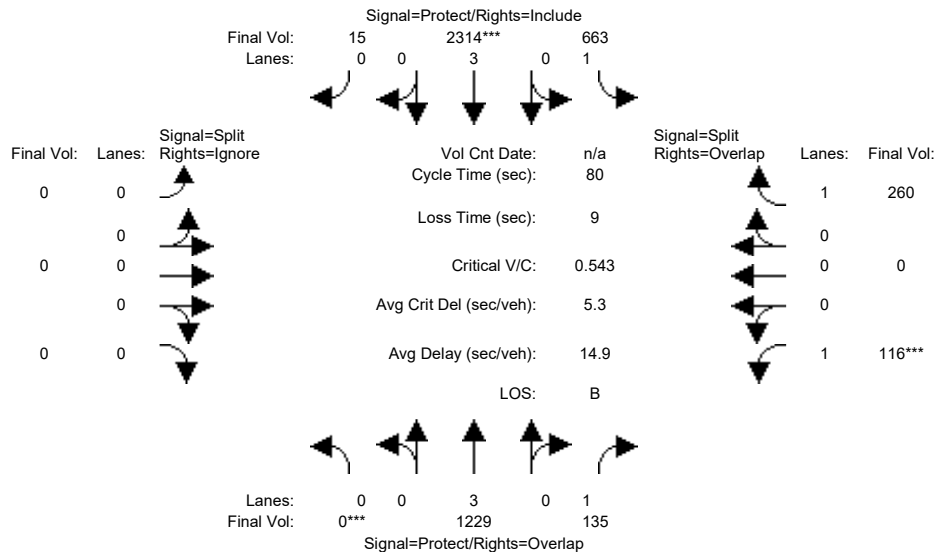
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.08	0.17	0.50	0.30	0.09	0.25	0.34	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.7	73.7	27.3	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.76	0.53	0.18	0.97	1.22	0.58	0.75	0.89	0.85	0.81	0.44	0.00
Delay/Veh:	76.2	37.7	20.0	95.8	157	33.3	76.3	63.3	51.9	91.0	47.4	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:	76.2	37.7	20.0	95.8	157	33.3	76.3	63.3	51.9	91.0	47.4	0.0
LOS by Move:	E-	D+	C+	F	F	C-	E-	E	D-	F	D	A
HCM2k95thQ:	15	21	6	29	99	36	15	40	48	18	17	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	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	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	252	0	0	440	0	0	0	0	0	0	0
PasserByVol:	0	77	0	22	243	15	0	0	0	0	0	1
Initial Fut:	0	1229	135	663	2314	15	0	0	0	116	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1229	135	663	2314	15	0	0	0	116	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1229	135	663	2314	15	0	0	0	116	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1229	135	663	2314	15	0	0	0	116	0	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.98	0.02	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5564	36	0	0	0	1750	0	1750

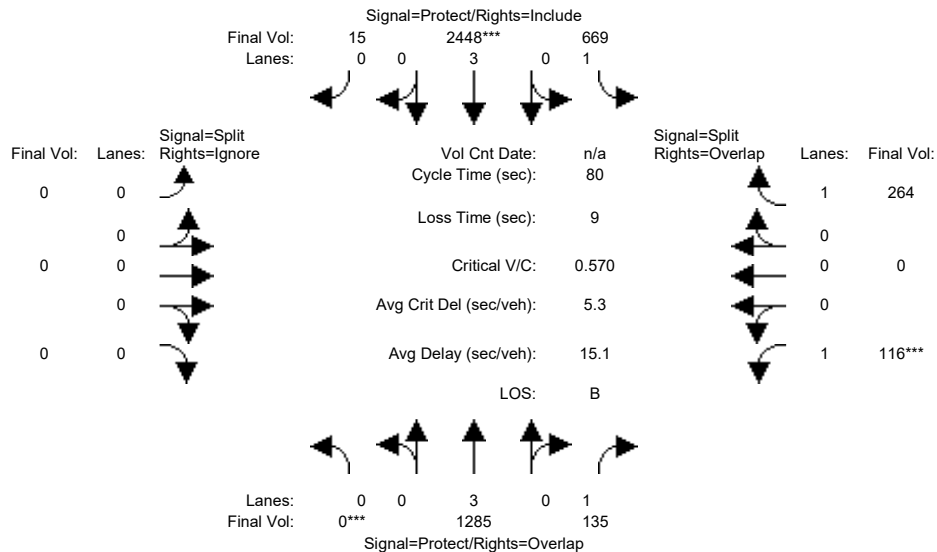
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.08	0.38	0.42	0.42	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.59	0.16	0.93	0.54	0.54	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	20.8	11.8	41.4	3.6	3.6	0.0	0.0	0.0	38.4	0.0	11.0
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	20.8	11.8	41.4	3.6	3.6	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	C+	B+	D	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	15	4	28	13	13	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	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	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	308	0	6	574	0	0	0	0	0	0	4
PasserByVol:	0	77	0	22	243	15	0	0	0	0	0	1
Initial Fut:	0	1285	135	669	2448	15	0	0	0	116	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1285	135	669	2448	15	0	0	0	116	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1285	135	669	2448	15	0	0	0	116	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1285	135	669	2448	15	0	0	0	116	0	264

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.98	0.02	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5566	34	0	0	0	1750	0	1750

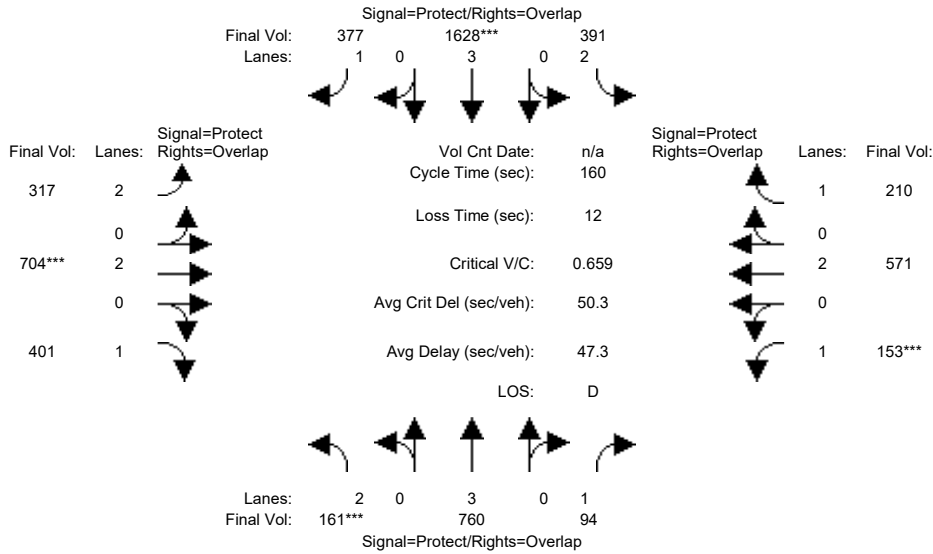
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.38	0.44	0.44	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				****					****		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.61	0.16	0.94	0.57	0.57	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.2	11.8	42.9	3.8	3.8	0.0	0.0	0.0	38.4	0.0	11.0
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	21.2	11.8	42.9	3.8	3.8	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	C+	B+	D	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	16	4	28	14	14	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	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	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	252	0	0	440	0	0	0	0	0	0	0
PasserByVol:	0	74	0	17	214	18	1	0	0	0	2	1
Initial Fut:	161	760	94	391	1628	377	317	704	401	153	571	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	760	94	391	1628	377	317	704	401	153	571	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	760	94	391	1628	377	317	704	401	153	571	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	760	94	391	1628	377	317	704	401	153	571	210

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

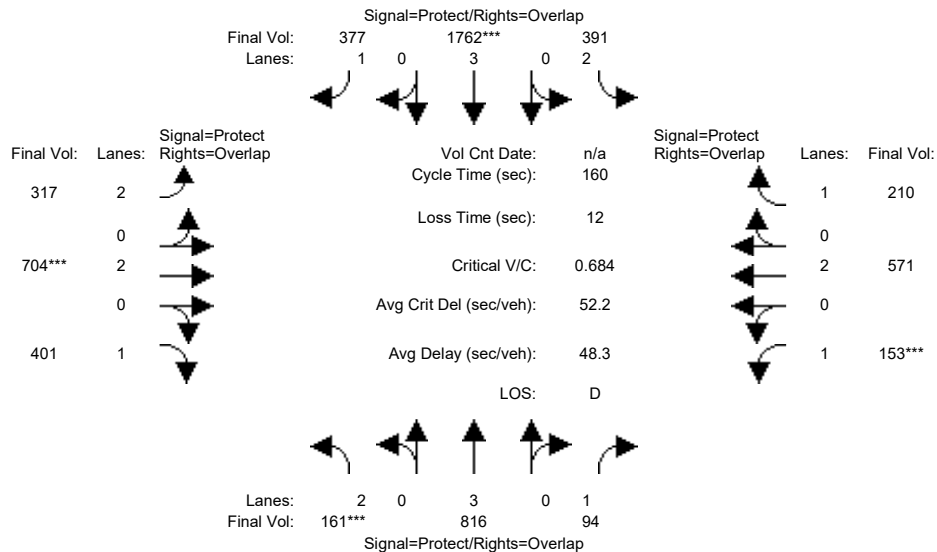
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.05	0.12	0.29	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				****			****		****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.48	0.13	0.59	0.79	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	48.5	29.7	58.3	47.6	20.9	59.7	48.2	34.3	73.4	54.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	48.5	29.7	58.3	47.6	20.9	59.7	48.2	34.3	73.4	54.0	26.6
LOS by Move:	E	D	C	E+	D	C+	E+	D	C-	E	D-	C
HCM2k95thQ:	9	19	6	19	39	20	16	25	27	16	23	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	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	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	308	0	0	574	0	0	0	0	0	0	0
PasserByVol:	0	74	0	17	214	18	1	0	0	0	2	1
Initial Fut:	161	816	94	391	1762	377	317	704	401	153	571	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	816	94	391	1762	377	317	704	401	153	571	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	816	94	391	1762	377	317	704	401	153	571	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	816	94	391	1762	377	317	704	401	153	571	210

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

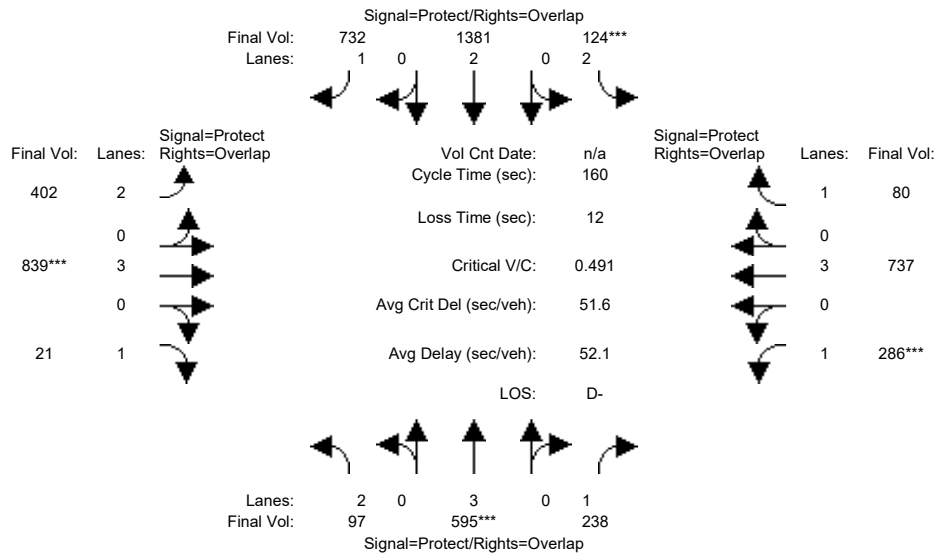
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.05	0.12	0.31	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				****			****		****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.52	0.13	0.59	0.85	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	49.1	29.7	58.3	50.7	20.9	59.7	48.2	34.3	73.4	54.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	49.1	29.7	58.3	50.7	20.9	59.7	48.2	34.3	73.4	54.0	26.6
LOS by Move:	E	D	C	E+	D	C+	E+	D	C-	E	D-	C
HCM2k95thQ:	9	20	6	19	44	20	16	25	27	16	23	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80
Added Vol:	0	252	0	0	440	0	0	0	0	0	0	0
PasserByVol:	16	8	0	1	71	171	97	21	0	20	18	0
Initial Fut:	97	595	238	124	1381	732	402	839	21	286	737	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	595	238	124	1381	732	402	839	21	286	737	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	595	238	124	1381	732	402	839	21	286	737	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	595	238	124	1381	732	402	839	21	286	737	80

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

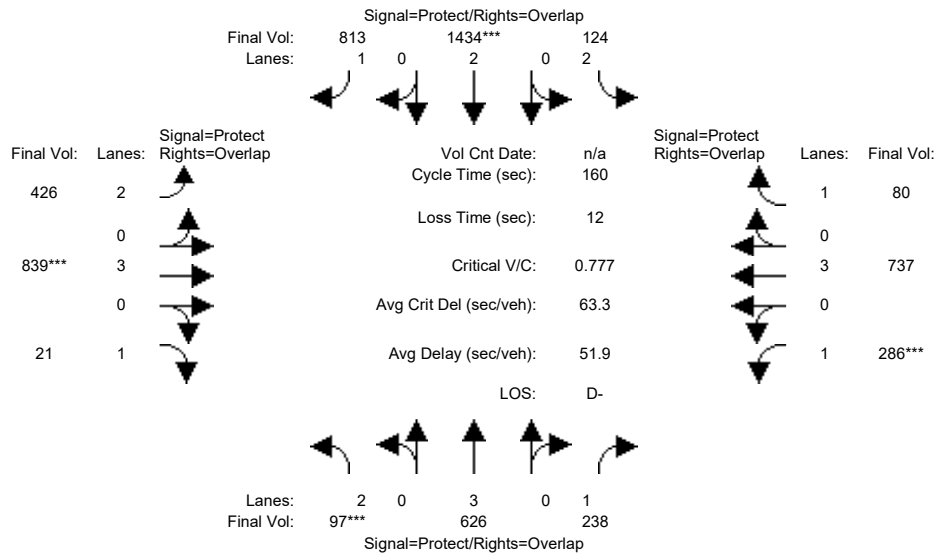
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.14	0.04	0.36	0.42	0.13	0.15	0.01	0.16	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.38	0.31	0.26	0.35	0.99	0.73	0.62	0.52	0.03	0.84	0.48	0.12
Delay/Veh:	70.6	39.3	20.5	66.2	70.6	27.8	59.9	48.8	32.9	79.4	49.1	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	39.3	20.5	66.2	70.6	27.8	59.9	48.8	32.9	79.4	49.1	32.0
LOS by Move:	E	D	C+	E	E	C	E+	D	C-	E-	D	C
HCM2k95thQ:	6	13	13	7	61	46	19	20	1	29	19	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80
Added Vol:	0	283	0	0	493	81	24	0	0	0	0	0
PasserByVol:	16	8	0	1	71	171	97	21	0	20	18	0
Initial Fut:	97	626	238	124	1434	813	426	839	21	286	737	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	626	238	124	1434	813	426	839	21	286	737	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	626	238	124	1434	813	426	839	21	286	737	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	626	238	124	1434	813	426	839	21	286	737	80

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

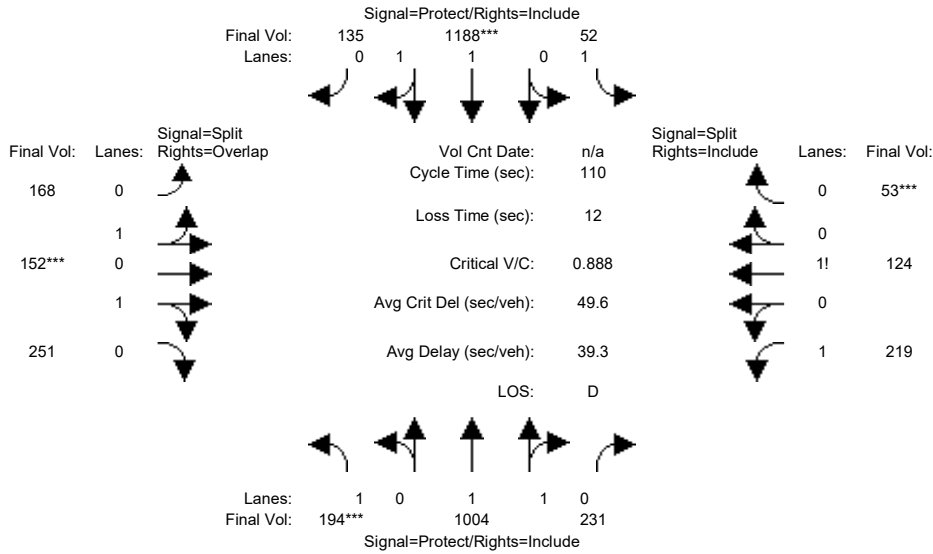
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.14	0.04	0.38	0.46	0.14	0.15	0.01	0.16	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	56.9	84.0	19.0	62.8	93.9	31.1	45.0	58.0	27.2	41.1	60.1
Volume/Cap:	0.38	0.31	0.26	0.33	0.96	0.79	0.70	0.52	0.03	0.96	0.50	0.12
Delay/Veh:	70.6	37.4	21.0	65.2	62.5	29.8	63.6	48.8	32.9	107.5	51.0	32.8
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:	70.6	37.4	21.0	65.2	62.5	29.8	63.6	48.8	32.9	107.5	51.0	32.8
LOS by Move:	E	D+	C+	E	E	C	E	D	C-	F	D-	C-
HCM2k95thQ:	6	14	13	7	61	54	20	20	1	33	19	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	106	0	0	183	0	0	0	0	0	0	0
Initial Fut:	194	1004	231	52	1188	135	168	152	251	219	124	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:	194	1004	231	52	1188	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1004	231	52	1188	135	168	152	251	219	124	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
Final Volume:	194	1004	231	52	1188	135	168	152	251	219	124	53

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	1.79	0.21	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3007	692	1750	3322	378	1059	958	1582	2419	757	324

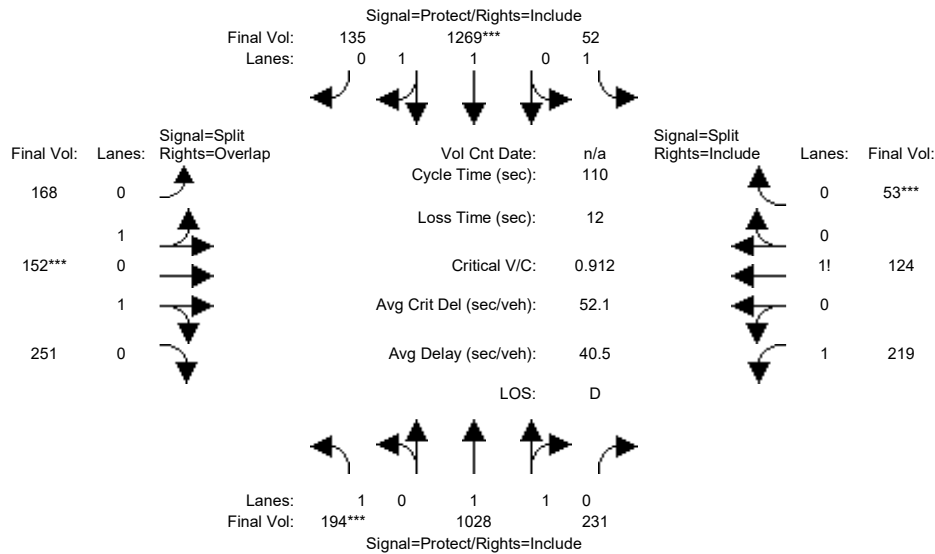
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.03	0.36	0.36	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	13.7	48.8	48.8	9.3	44.3	44.3	19.7	19.7	33.4	20.3	20.3	20.3
Volume/Cap:	0.89	0.75	0.75	0.35	0.89	0.89	0.89	0.89	0.52	0.49	0.89	0.89
Delay/Veh:	79.9	27.6	27.6	49.0	37.4	37.4	58.3	58.3	32.2	40.7	62.7	62.7
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:	79.9	27.6	27.6	49.0	37.4	37.4	58.3	58.3	32.2	40.7	62.7	62.7
LOS by Move:	E-	C	C	D	D+	D+	E+	E+	C-	D	E	E
HCM2k95thQ:	15	31	31	3	34	34	24	24	16	11	24	24

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	24	0	0	81	0	0	0	0	0	0	0
PasserByVol:	0	106	0	0	183	0	0	0	0	0	0	0
Initial Fut:	194	1028	231	52	1269	135	168	152	251	219	124	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:	194	1028	231	52	1269	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1028	231	52	1269	135	168	152	251	219	124	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
Final Volume:	194	1028	231	52	1269	135	168	152	251	219	124	53

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	1.80	0.20	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3021	679	1750	3344	356	1059	958	1582	2419	757	324

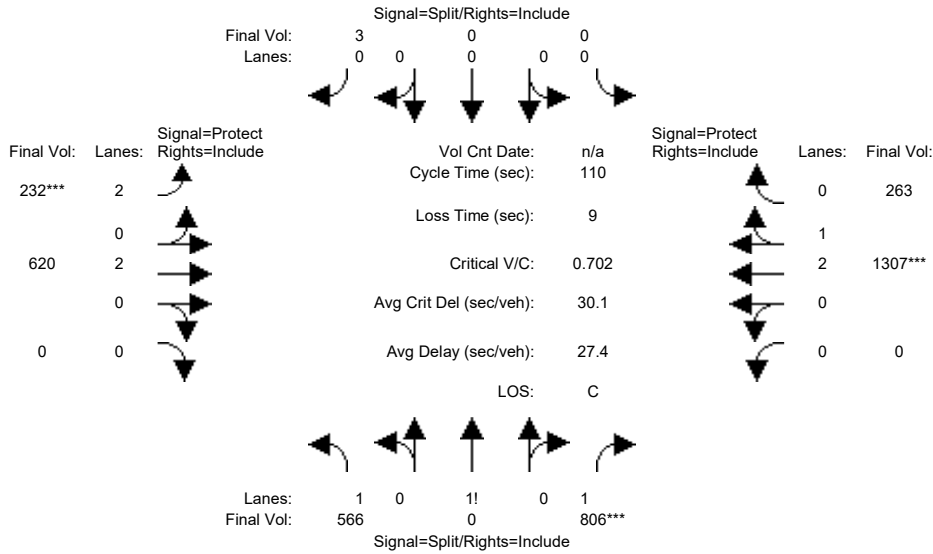
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.03	0.38	0.38	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.4	49.8	49.8	9.3	45.8	45.8	19.1	19.1	32.5	19.7	19.7	19.7
Volume/Cap:	0.91	0.75	0.75	0.35	0.91	0.91	0.91	0.91	0.54	0.50	0.91	0.91
Delay/Veh:	86.1	26.9	26.9	48.9	38.8	38.8	62.3	62.3	33.0	41.2	67.6	67.6
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:	86.1	26.9	26.9	48.9	38.8	38.8	62.3	62.3	33.0	41.2	67.6	67.6
LOS by Move:	F	C	C	D	D+	D+	E	E	C-	D	E	E
HCM2k95thQ:	16	32	32	3	37	37	24	24	16	11	25	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	64	0	0	3	0	42	0	0	161	8
Initial Fut:	566	0	806	0	0	3	232	620	0	0	1307	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	806	0	0	3	232	620	0	0	1307	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	806	0	0	3	232	620	0	0	1307	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	806	0	0	3	232	620	0	0	1307	263

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	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.41	0.00	1.59	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	2472	0	2778	0	0	0	3150	3800	0	0	4661	938

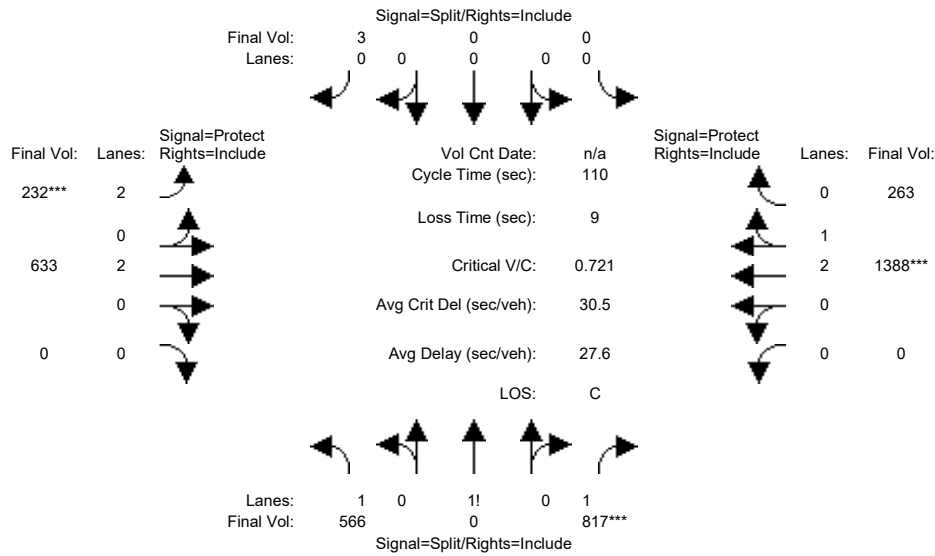
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.16	0.00	0.00	0.28	0.28
Crit Moves:			***				****				****	
Green Time:	45.5	0.0	45.5	0.0	0.0	0.0	11.5	55.5	0.0	0.0	44.0	44.0
Volume/Cap:	0.55	0.00	0.70	0.00	0.00	xxxx	0.70	0.32	0.00	0.00	0.70	0.70
Delay/Veh:	24.8	0.0	27.8	0.0	0.0	0.0	54.2	16.2	0.0	0.0	28.6	28.6
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:	24.8	0.0	27.8	0.0	0.0	0.0	54.2	16.2	0.0	0.0	28.6	28.6
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2k95thQ:	21	0	28	0	0	0	9	11	0	0	25	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	11	0	0	0	0	13	0	0	81	0
PasserByVol:	0	0	64	0	0	3	0	42	0	0	161	8
Initial Fut:	566	0	817	0	0	3	232	633	0	0	1388	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	817	0	0	3	232	633	0	0	1388	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	817	0	0	3	232	633	0	0	1388	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	817	0	0	3	232	633	0	0	1388	263

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	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.41	0.00	1.59	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	2466	0	2784	0	0	0	3150	3800	0	0	4707	892

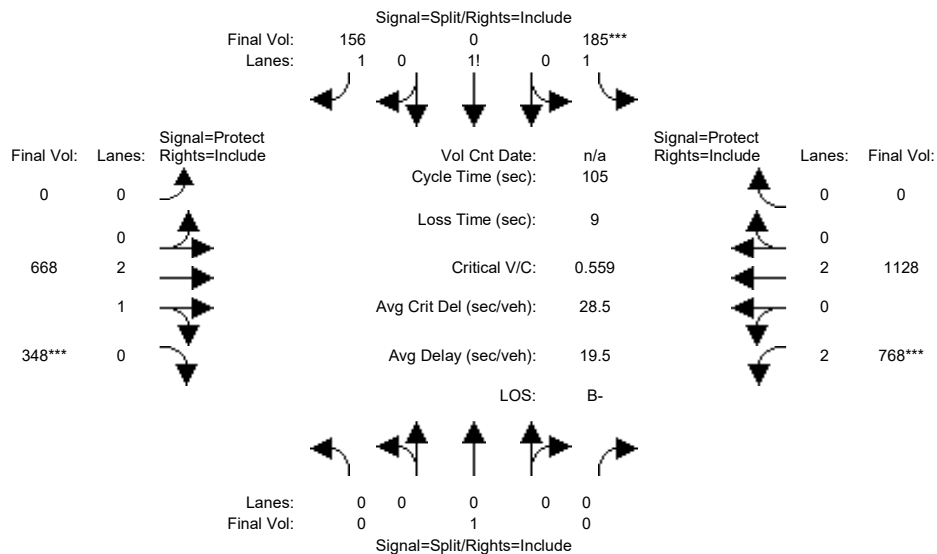
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.29	0.29
Crit Moves:			***				****				****	
Green Time:	44.8	0.0	44.8	0.0	0.0	0.0	11.2	56.2	0.0	0.0	45.0	45.0
Volume/Cap:	0.56	0.00	0.72	0.00	0.00	xxxx	0.72	0.33	0.00	0.00	0.72	0.72
Delay/Veh:	25.4	0.0	28.7	0.0	0.0	0.0	55.6	15.9	0.0	0.0	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	0.0	28.7	0.0	0.0	0.0	55.6	15.9	0.0	0.0	28.4	28.4
LOS by Move:	C	A	C	A	A	A	E+	B	A	A	C	C
HCM2k95thQ:	21	0	29	0	0	0	9	12	0	0	26	26

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	17	0	0	0	23	0	149	24	0
Initial Fut:	0	1	0	185	0	156	0	668	348	768	1128	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	1	0	185	0	156	0	668	348	768	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	185	0	156	0	668	348	768	1128	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
Final Volume:	0	1	0	185	0	156	0	668	348	768	1128	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2699	0	2551	0	3800	1750	3150	3800	0

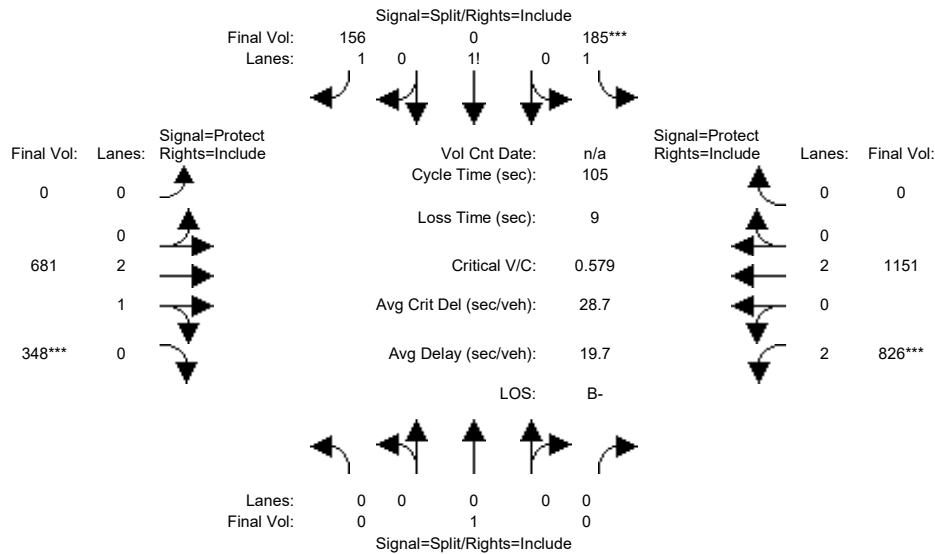
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.24	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	37.3	37.3	45.8	83.1	0.0
Volume/Cap:	0.00	xxxx	0.00	0.56	0.00	0.50	0.00	0.49	0.56	0.56	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	43.6	0.0	26.6	27.6	22.6	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.6	0.0	43.6	0.0	26.6	27.6	22.6	3.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2k95thQ:	0	0	0	9	0	8	0	16	19	19	10	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R	
Min. Green:	0	0	0	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:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	13	0	58	23	0
PasserByVol:	0	1	0	17	0	0	0	23	0	149	24	0
Initial Fut:	0	1	0	185	0	156	0	681	348	826	1151	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	1	0	185	0	156	0	681	348	826	1151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	185	0	156	0	681	348	826	1151	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
Final Volume:	0	1	0	185	0	156	0	681	348	826	1151	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2699	0	2551	0	3800	1750	3150	3800	0

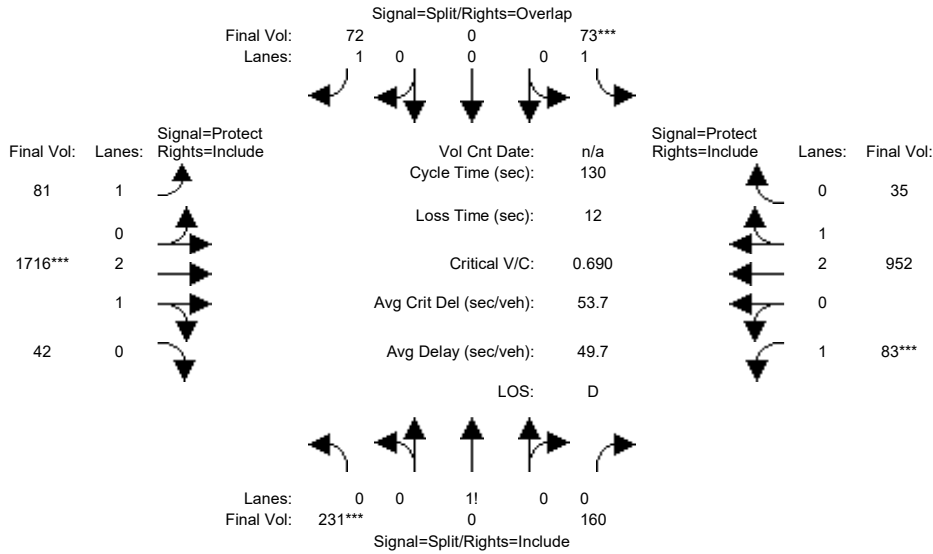
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.26	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.4	0.0	12.4	0.0	36.0	36.0	47.5	83.6	0.0
Volume/Cap:	0.00	xxxx	0.00	0.58	0.00	0.52	0.00	0.52	0.58	0.58	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	45.3	0.0	44.2	0.0	27.8	28.7	21.9	3.2	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	45.3	0.0	44.2	0.0	27.8	28.7	21.9	3.2	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2k95thQ:	0	0	0	9	0	8	0	17	19	21	10	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	0	0	156	0	0	121	0
PasserByVol:	0	0	0	2	0	0	2	42	2	0	57	10
Initial Fut:	215	0	149	68	0	67	75	1596	39	77	885	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	73	0	72	81	1716	42	83	952	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	73	0	72	81	1716	42	83	952	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	73	0	72	81	1716	42	83	952	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.89	0.11
Final Sat.:	1034	0	716	1750	0	1750	1750	5466	134	1750	5398	201

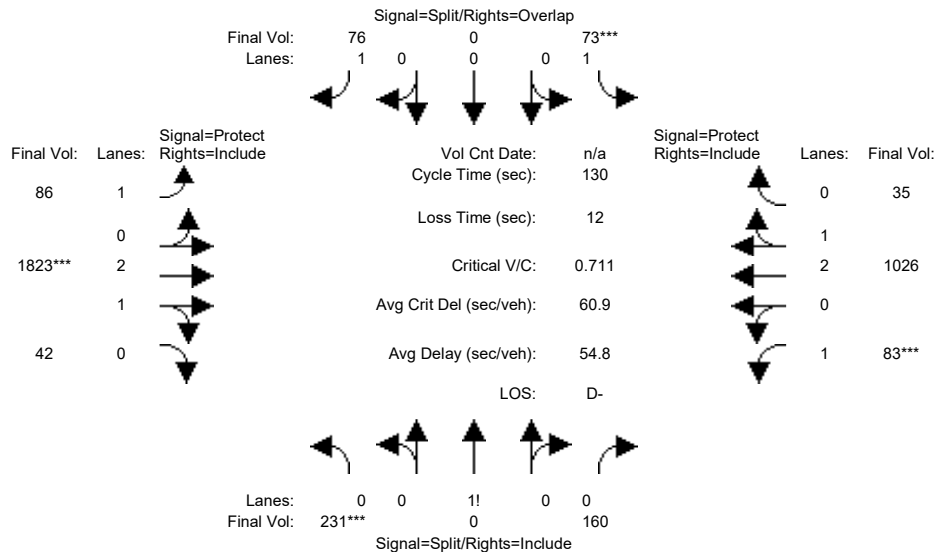
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.31	0.31	0.05	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.33	0.93	0.93	0.62	0.64	0.64
Delay/Veh:	70.4	0.0	70.4	38.7	0.0	25.7	51.4	50.0	50.0	66.4	42.1	42.1
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:	70.4	0.0	70.4	38.7	0.0	25.7	51.4	50.0	50.0	66.4	42.1	42.1
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	41	41	7	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	4	5	255	0	0	190	0
PasserByVol:	0	0	0	2	0	0	2	42	2	0	57	10
Initial Fut:	215	0	149	68	0	71	80	1695	39	77	954	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	73	0	76	86	1823	42	83	1026	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	73	0	76	86	1823	42	83	1026	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	73	0	76	86	1823	42	83	1026	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.90	0.10
Final Sat.:	1034	0	716	1750	0	1750	1750	5474	126	1750	5413	187

Capacity Analysis Module:

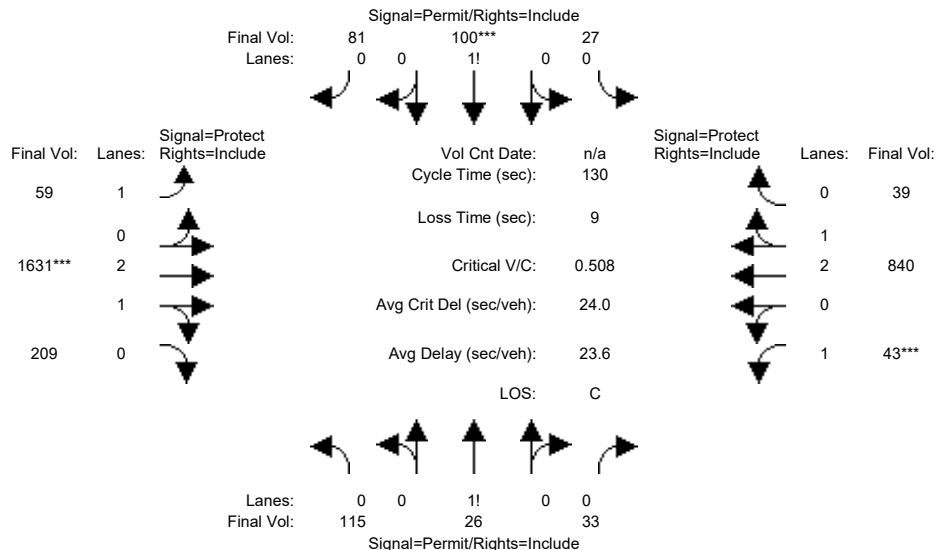
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.33	0.33	0.05	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.36	0.98	0.98	0.62	0.68	0.68
Delay/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	59.6	59.6	66.4	43.2	43.2
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:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	59.6	59.6	66.4	43.2	43.2
LOS by Move:	E	A	E	D+	A	C	D-	E+	E+	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	46	46	7	23	23

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	10	0	0	0	0	10	11	134	11	0	102	0
PasserByVol:	3	0	2	1	0	2	6	33	5	6	52	7
Initial Fut:	112	25	32	26	97	79	57	1582	203	42	815	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	115	26	33	27	100	81	59	1631	209	43	840	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	26	33	27	100	81	59	1631	209	43	840	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	26	33	27	100	81	59	1631	209	43	840	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.66	0.15	0.19	0.13	0.48	0.39	1.00	2.65	0.35	1.00	2.86	0.14
Final Sat.:	1160	259	331	225	840	684	1750	4962	637	1750	5350	249

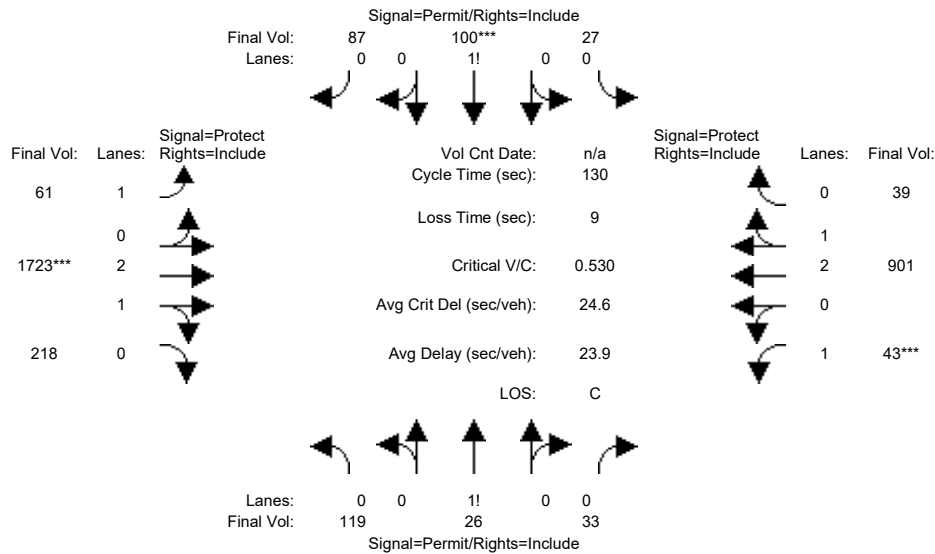
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.33	0.33	0.02	0.16	0.16
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.35	0.35	0.35	0.42	0.42	0.42	0.27	0.62	0.62	0.21	0.30	0.30
Delay/Veh:	37.4	37.4	37.4	38.3	38.3	38.3	52.0	21.7	21.7	52.7	17.8	17.8
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:	37.4	37.4	37.4	38.3	38.3	38.3	52.0	21.7	21.7	52.7	17.8	17.8
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2k95thQ:	12	12	12	14	14	14	4	28	28	3	12	12

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	13	0	0	0	0	15	13	223	19	0	161	0
PasserByVol:	3	0	2	1	0	2	6	33	5	6	52	7
Initial Fut:	115	25	32	26	97	84	59	1671	211	42	874	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	119	26	33	27	100	87	61	1723	218	43	901	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	26	33	27	100	87	61	1723	218	43	901	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	26	33	27	100	87	61	1723	218	43	901	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.67	0.14	0.19	0.12	0.47	0.41	1.00	2.65	0.35	1.00	2.87	0.13
Final Sat.:	1170	254	326	220	820	710	1750	4971	628	1750	5366	233

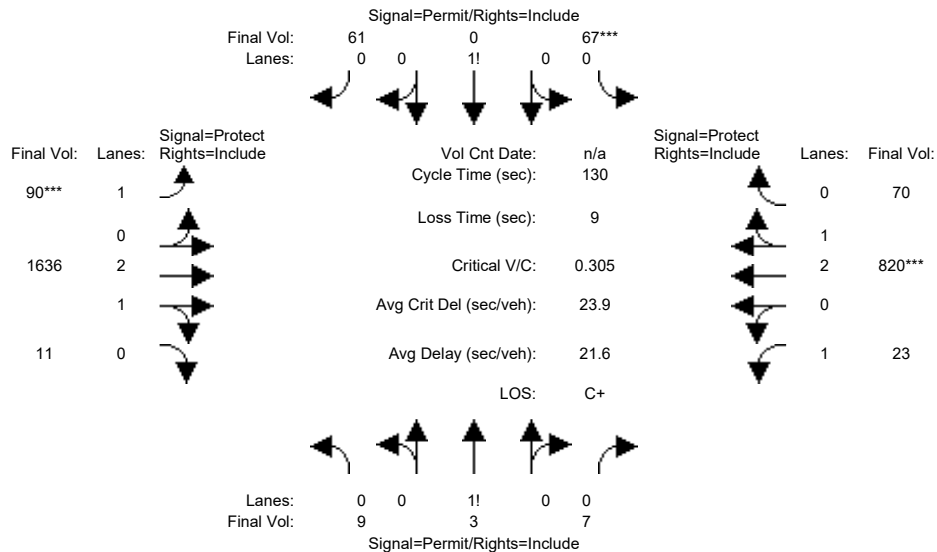
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.35	0.35	0.02	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.28	0.65	0.65	0.21	0.32	0.32
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.1	22.4	22.4	52.7	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.1	22.4	22.4	52.7	18.0	18.0
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B-	B-
HCM2k95thQ:	12	12	12	14	14	14	4	30	30	3	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	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:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	0	0	0	0	0	0	0	134	0	0	102	0
PasserByVol:	2	0	2	1	0	2	6	28	2	8	60	9
Initial Fut:	9	3	7	66	0	60	88	1603	11	23	804	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	9	3	7	67	0	61	90	1636	11	23	820	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	7	67	0	61	90	1636	11	23	820	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
Final Volume:	9	3	7	67	0	61	90	1636	11	23	820	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.47	0.16	0.37	0.52	0.00	0.48	1.00	2.98	0.02	1.00	2.75	0.25
Final Sat.:	829	276	645	917	0	833	1750	5562	38	1750	5157	443

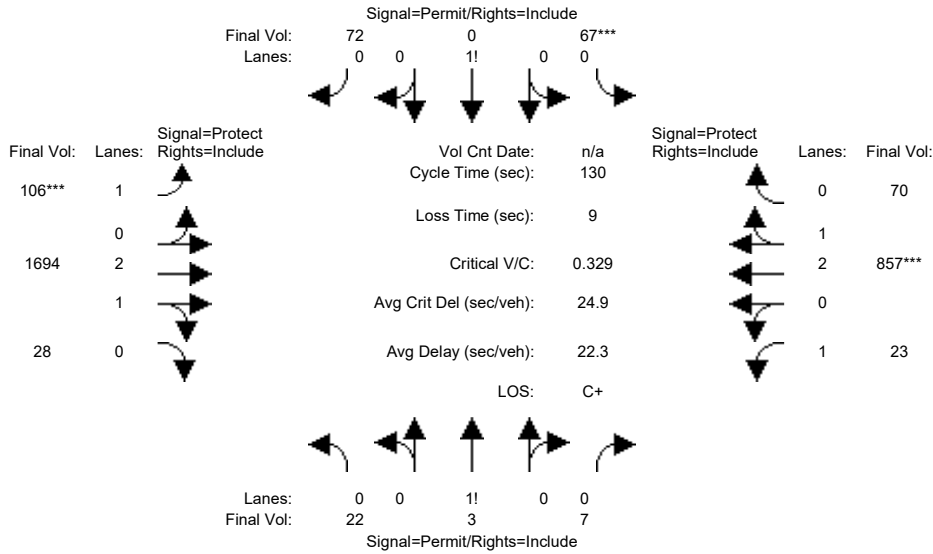
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.07	0.05	0.29	0.29	0.01	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	21.0	70.6	70.6	15.4	65.0	65.0
Volume/Cap:	0.04	0.04	0.04	0.27	0.00	0.27	0.32	0.54	0.54	0.11	0.32	0.32
Delay/Veh:	35.1	35.1	35.1	37.8	0.0	37.8	48.8	19.4	19.4	51.4	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	35.1	35.1	37.8	0.0	37.8	48.8	19.4	19.4	51.4	19.4	19.4
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-
HCM2k95thQ:	1	1	1	9	0	9	7	25	25	2	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	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:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	13	0	0	0	0	11	16	191	16	0	138	0
PasserByVol:	2	0	2	1	0	2	6	28	2	8	60	9
Initial Fut:	22	3	7	66	0	71	104	1660	27	23	840	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	22	3	7	67	0	72	106	1694	28	23	857	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	3	7	67	0	72	106	1694	28	23	857	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
Final Volume:	22	3	7	67	0	72	106	1694	28	23	857	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.69	0.09	0.22	0.48	0.00	0.52	1.00	2.95	0.05	1.00	2.76	0.24
Final Sat.:	1203	164	383	843	0	907	1750	5510	90	1750	5174	425

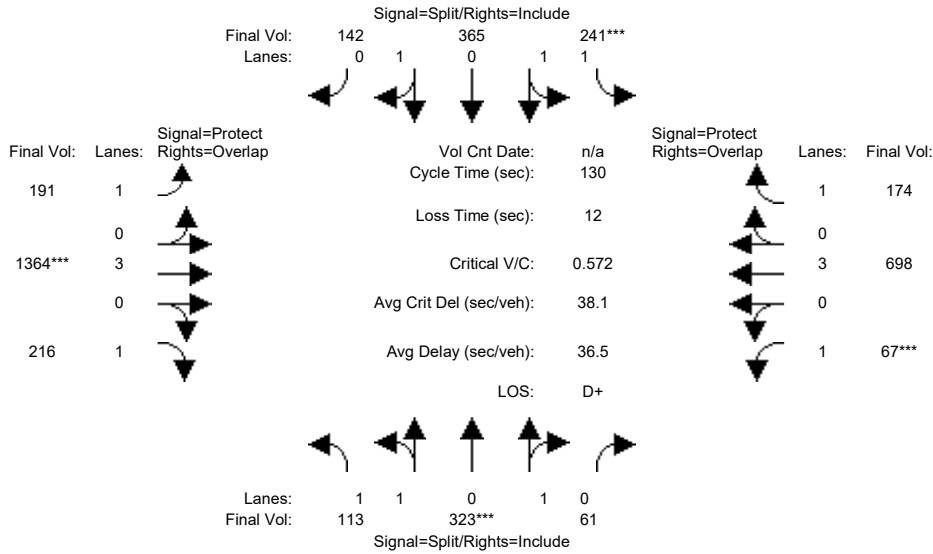
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.31	0.31	0.01	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.07	0.07	0.07	0.30	0.00	0.30	0.36	0.57	0.57	0.11	0.34	0.34
Delay/Veh:	35.4	35.4	35.4	38.1	0.0	38.1	48.5	19.9	19.9	51.4	20.2	20.2
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:	35.4	35.4	35.4	38.1	0.0	38.1	48.5	19.9	19.9	51.4	20.2	20.2
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	C+	C+
HCM2k95thQ:	2	2	2	9	0	9	8	26	26	2	14	14

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	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:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	0	0	0	0	0	0	0	134	0	0	102	0
PasserByVol:	2	0	0	7	0	1	1	30	2	2	75	23
Initial Fut:	113	323	61	241	365	142	191	1364	216	67	698	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	323	61	241	365	142	191	1364	216	67	698	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	323	61	241	365	142	191	1364	216	67	698	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	323	61	241	365	142	191	1364	216	67	698	174

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2663	1036	1750	5700	1750	1750	5700	1750

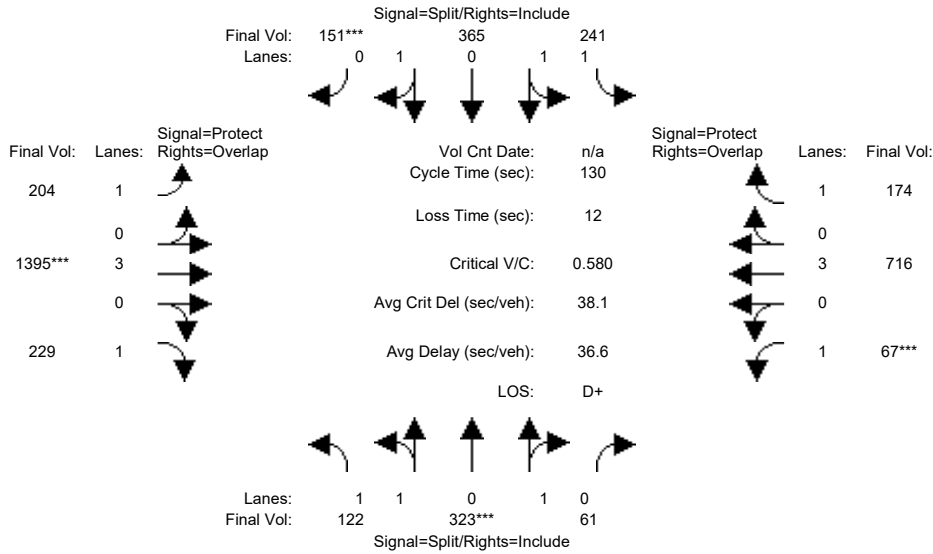
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.14	0.14	0.11	0.24	0.12	0.04	0.12	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.6	23.6	23.6	31.3	31.3	31.3	29.7	54.4	78.0	8.7	33.4	64.7
Volume/Cap:	0.36	0.57	0.57	0.57	0.57	0.57	0.48	0.57	0.21	0.57	0.48	0.20
Delay/Veh:	46.7	49.5	49.5	44.1	44.0	44.0	44.3	29.2	12.0	65.5	41.2	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	49.5	49.5	44.1	44.0	44.0	44.3	29.2	12.0	65.5	41.2	18.3
LOS by Move:	D	D	D	D	D	D	D	C	B+	E	D	B-
HCM2k95thQ:	9	15	15	18	18	18	13	24	8	7	15	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	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:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	9	0	0	0	0	9	13	165	13	0	120	0
PasserByVol:	2	0	0	7	0	1	1	30	2	2	75	23
Initial Fut:	122	323	61	241	365	151	204	1395	229	67	716	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	323	61	241	365	151	204	1395	229	67	716	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	323	61	241	365	151	204	1395	229	67	716	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	323	61	241	365	151	204	1395	229	67	716	174

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2616	1082	1750	5700	1750	1750	5700	1750

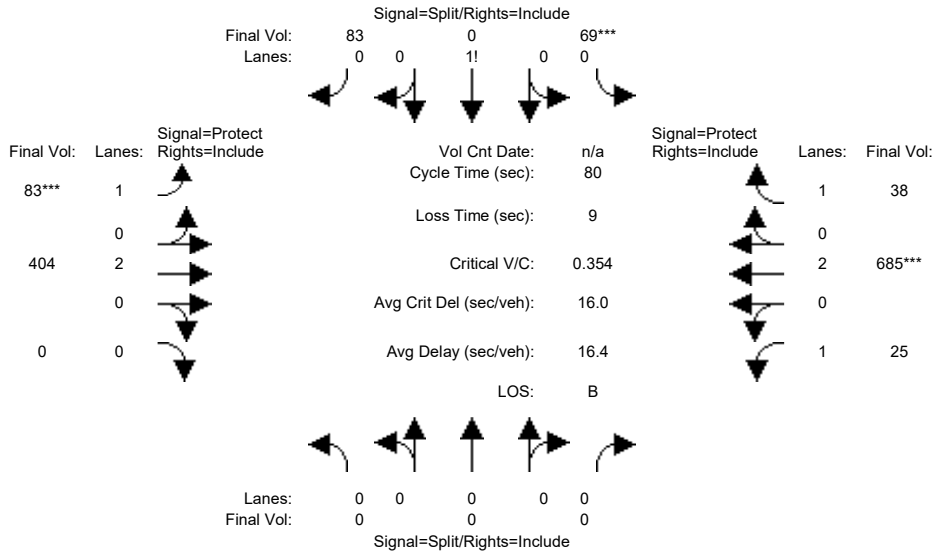
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.12	0.24	0.13	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.3	23.3	23.3	31.3	31.3	31.3	30.5	54.9	78.1	8.6	32.9	64.2
Volume/Cap:	0.39	0.58	0.58	0.57	0.58	0.58	0.50	0.58	0.22	0.58	0.50	0.20
Delay/Veh:	47.3	49.9	49.9	44.1	44.2	44.2	44.0	29.1	12.0	66.2	41.7	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	49.9	49.9	44.1	44.2	44.2	44.0	29.1	12.0	66.2	41.7	18.6
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	B-
HCM2k95thQ:	9	15	15	18	18	18	14	24	9	7	16	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	8	0	0	33	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	69	0	83	83	404	0	25	685	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	69	0	83	83	404	0	25	685	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	83	83	404	0	25	685	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	69	0	83	83	404	0	25	685	38

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	0.55	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	794	0	956	1750	3800	0	1750	3800	1750

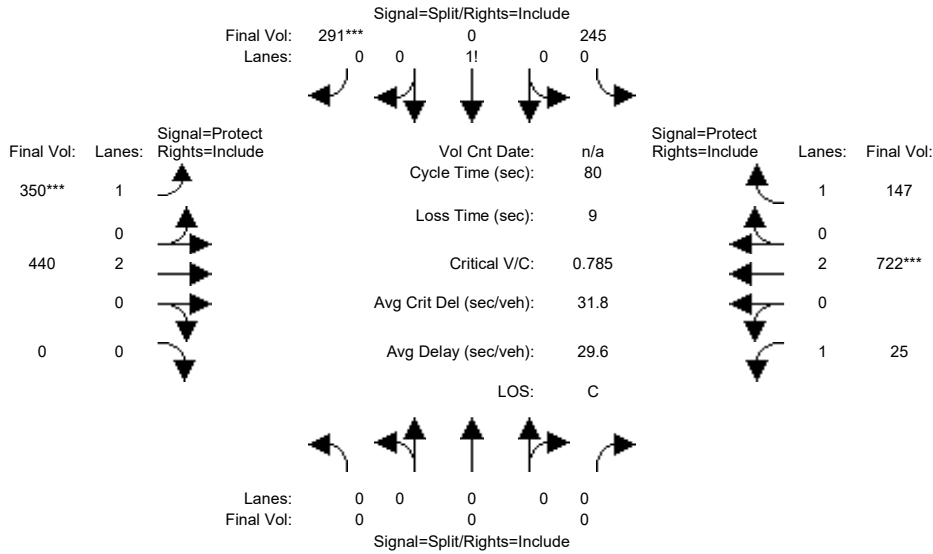
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.05	0.11	0.00	0.01	0.18	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	19.6	0.0	19.6	10.7	30.2	0.0	21.2	40.7	40.7
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.35	0.35	0.28	0.00	0.05	0.35	0.04
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	25.5	32.4	17.4	0.0	22.0	11.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.5	0.0	25.5	32.4	17.4	0.0	22.0	11.9	9.9
LOS by Move:	A	A	A	C	A	C	C-	B	A	C+	B+	A
HCM2k95thQ:	0	0	0	7	0	7	4	7	0	1	9	1

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	184	0	208	300	36	0	0	37	117
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	245	0	291	350	440	0	25	722	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:	0	0	0	245	0	291	350	440	0	25	722	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	291	350	440	0	25	722	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
Final Volume:	0	0	0	245	0	291	350	440	0	25	722	147

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	800	0	950	1750	3800	0	1750	3800	1750

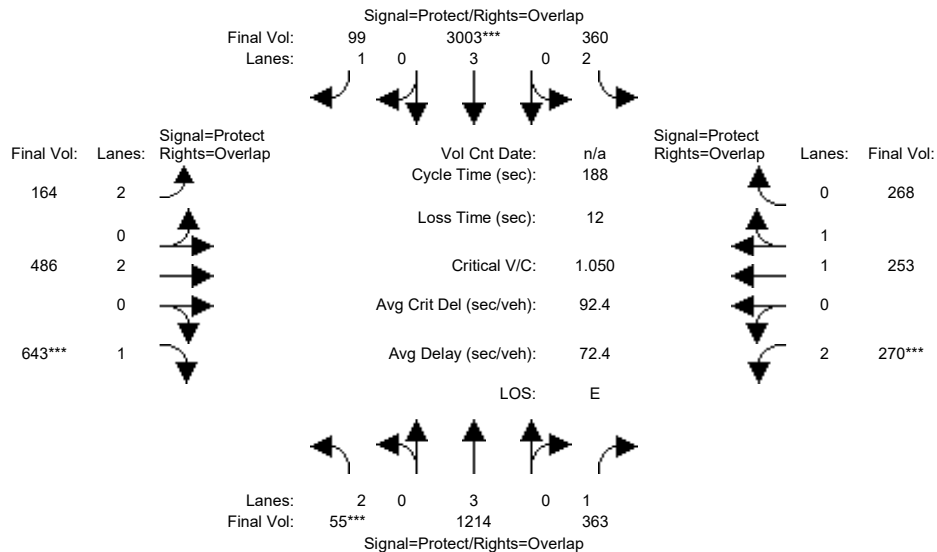
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.31	0.20	0.12	0.00	0.01	0.19	0.08
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	31.2	0.0	31.2	20.4	23.4	0.0	16.4	19.4	19.4
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.78	0.40	0.00	0.07	0.78	0.35
Delay/Veh:	0.0	0.0	0.0	27.4	0.0	27.4	36.6	22.9	0.0	25.8	32.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.4	0.0	27.4	36.6	22.9	0.0	25.8	32.8	25.6
LOS by Move:	A	A	A	C	A	C	D+	C+	A	C	C-	C
HCM2k95thQ:	0	0	0	26	0	26	17	8	0	1	16	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer 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:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1
Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	0	125	0	0	217	0	0	0	0	0	0	0
PasserByVol:	9	173	5	4	155	7	1	0	0	8	0	8
Initial Fut:	55	1518	363	360	3801	99	164	486	643	270	253	268
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1214	363	360	3003	99	164	486	643	270	253	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1214	363	360	3003	99	164	486	643	270	253	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1214	363	360	3003	99	164	486	643	270	253	268
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.11	0.53	0.06	0.05	0.13	0.37	0.09	0.13	0.15
Crit Moves:	***			***			***			***		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.26	0.45	0.34	0.78	0.95	0.09	0.65	0.74	1.54	0.62	0.58	0.41
Delay/Veh:	80.5	31.5	17.0	82.8	44.8	12.7	85.9	75.3	322.4	75.7	62.4	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	31.5	17.0	82.8	44.8	12.7	85.9	75.3	322.4	75.7	62.4	41.6
LOS by Move:	F	C	B	F	D	B	F	E-	F	E-	E	D
HCM2k95thQ:	3	25	19	24	84	4	12	25	103	17	23	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #65: Lawrence Expressway / Kifer Road

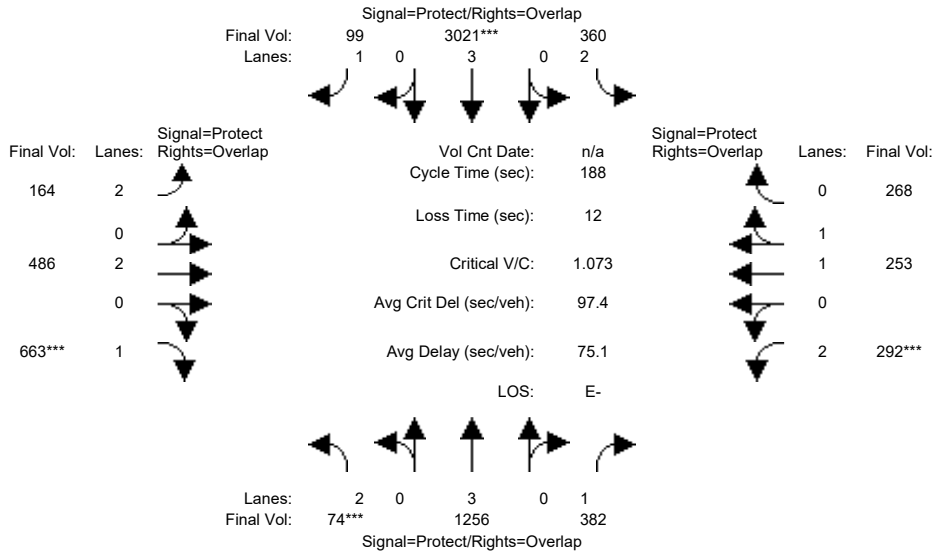


Table with 5 columns: Street Name, Approach, Movement, Min. Green, Y+R. Rows include Lawrence Expressway North/South Bound and Kifer Road East/West Bound.

Volume Module table with 12 columns for volume and adjustment factors across different approaches and movements.

Saturation Flow Module table with 12 columns for saturation flow, adjustment, lanes, and final saturation.

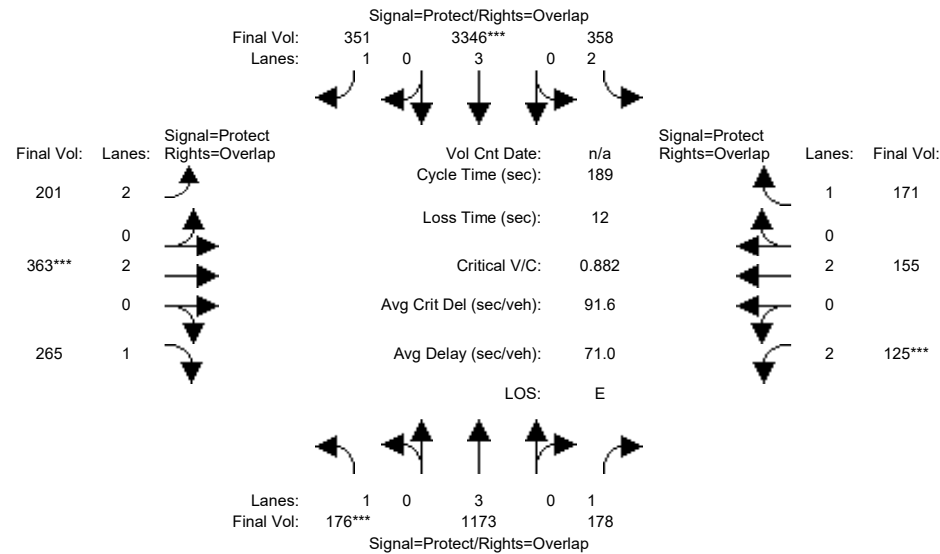
Capacity Analysis Module table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	0	125	0	0	217	0	0	0	0	0	0	0
PasserByVol:	9	123	6	5	136	20	4	3	2	0	6	4
Initial Fut:	176	1466	178	358	4235	351	201	363	265	125	155	171
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1173	178	358	3346	351	201	363	265	125	155	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1173	178	358	3346	351	201	363	265	125	155	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1173	178	358	3346	351	201	363	265	125	155	171

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

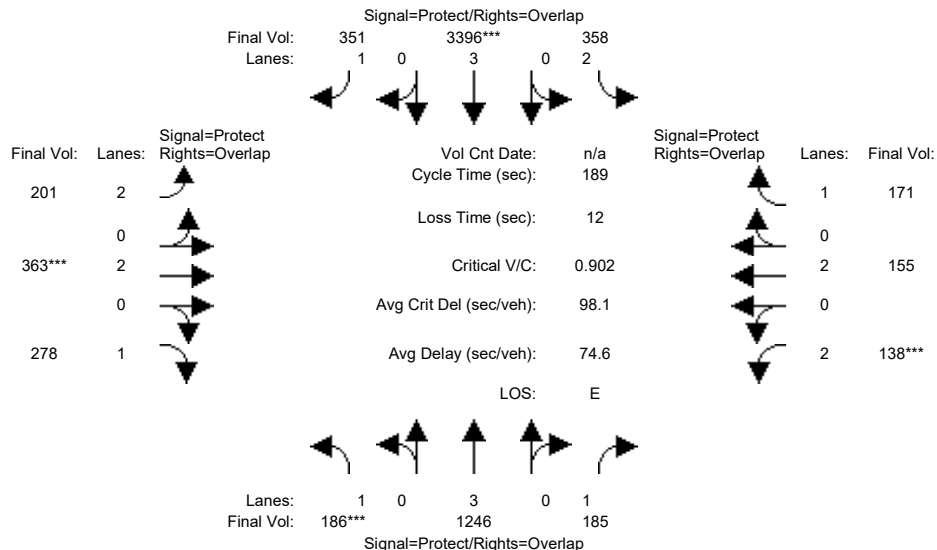
Vol/Sat:	0.10	0.21	0.10	0.11	0.59	0.20	0.06	0.10	0.15	0.04	0.04	0.10
Crit Moves:	***			****			***			***		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.95	0.41	0.17	0.80	1.10	0.32	0.68	0.46	0.49	0.45	0.20	0.29
Delay/Veh:	132.5	28.9	17.3	84.3	93.0	15.8	84.9	63.2	51.0	78.9	60.2	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.5	28.9	17.3	84.3	93.0	15.8	84.9	63.2	51.0	78.9	60.2	43.4
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2k95thQ:	22	23	9	20	107	17	14	16	23	9	7	14

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	10	216	7	0	281	0	0	0	13	13	0	0
PasserByVol:	9	123	6	5	136	20	4	3	2	0	6	4
Initial Fut:	186	1557	185	358	4299	351	201	363	278	138	155	171
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1246	185	358	3396	351	201	363	278	138	155	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1246	185	358	3396	351	201	363	278	138	155	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	1246	185	358	3396	351	201	363	278	138	155	171

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

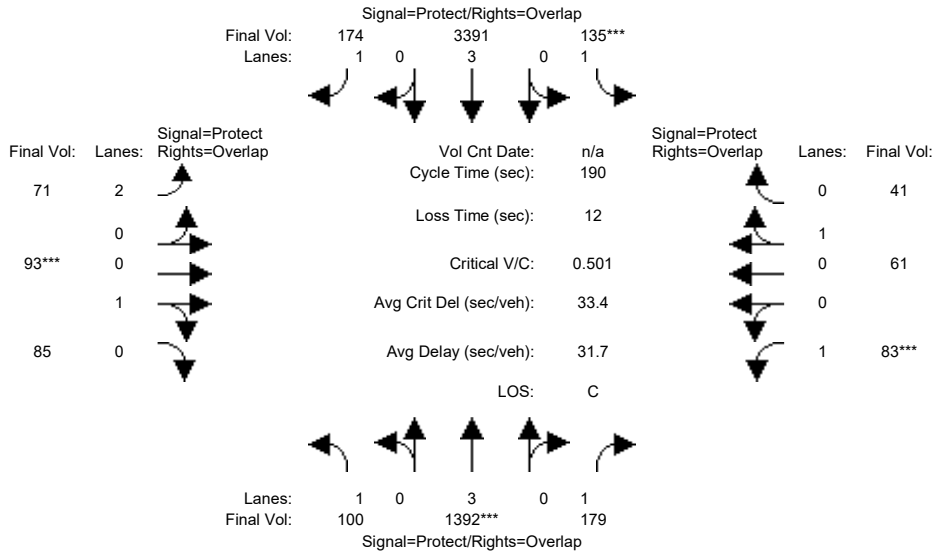
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.11	0.11	0.60	0.20	0.06	0.10	0.16	0.04	0.04	0.10
Crit Moves:	***			***			***			***		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	1.01	0.44	0.18	0.80	1.12	0.32	0.68	0.46	0.51	0.49	0.20	0.29
Delay/Veh:	148.5	29.3	17.4	84.3	99.9	15.8	84.9	63.2	51.6	79.5	60.2	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.5	29.3	17.4	84.3	99.9	15.8	84.9	63.2	51.6	79.5	60.2	43.4
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2k95thQ:	24	25	10	20	111	17	14	16	24	10	7	14

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



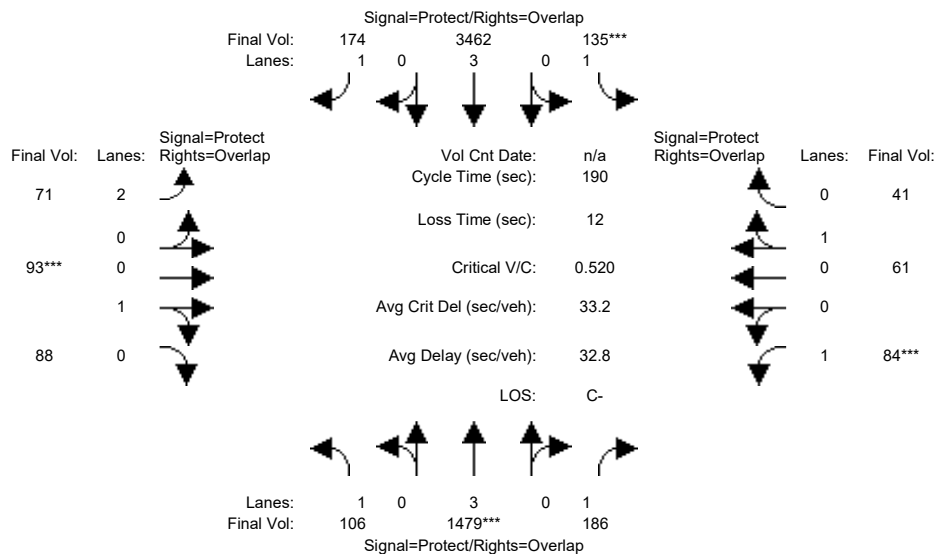
Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	0	125	0	0	217	0	0	0	0	0	0	0
PasserByVol:	9	112	3	8	43	13	0	7	0	9	6	5
Initial Fut:	100	1740	179	135	4292	174	71	93	85	83	61	41
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1392	179	135	3391	174	71	93	85	83	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1392	179	135	3391	174	71	93	85	83	61	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1392	179	135	3391	174	71	93	85	83	61	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.52	0.48	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	940	860	1750	1076	724
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.10	0.08	0.59	0.10	0.02	0.10	0.10	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.69	0.39	0.15	0.66	0.91	0.14	0.30	0.77	0.47	0.71	0.47	0.24
Delay/Veh:	93.0	17.1	9.8	83.9	30.0	7.3	79.6	91.0	63.1	100.8	75.5	55.9
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:	93.0	17.1	9.8	83.9	30.0	7.3	79.6	91.0	63.1	100.8	75.5	55.9
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E-	E+
HCM2k95thQ:	11	21	7	14	75	6	5	21	17	12	11	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo 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:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	6	234	7	0	307	0	0	0	3	1	0	0
PasserByVol:	9	112	3	8	43	13	0	7	0	9	6	5
Initial Fut:	106	1849	186	135	4382	174	71	93	88	84	61	41
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1479	186	135	3462	174	71	93	88	84	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1479	186	135	3462	174	71	93	88	84	61	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	1479	186	135	3462	174	71	93	88	84	61	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.51	0.49	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	925	875	1750	1076	724

Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.11	0.08	0.61	0.10	0.02	0.10	0.10	0.05	0.06	0.06
Crit Moves:	****		****				****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.73	0.42	0.15	0.66	0.93	0.14	0.30	0.79	0.48	0.72	0.47	0.24
Delay/Veh:	97.2	17.4	9.8	83.9	31.9	7.3	79.6	92.5	63.2	101.9	75.5	55.9
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:	97.2	17.4	9.8	83.9	31.9	7.3	79.6	92.5	63.2	101.9	75.5	55.9
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E-	E+
HCM2k95thQ:	11	23	7	14	79	6	5	22	17	12	11	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C+	22.1	0.618	17.7	C+	22.1	0.629	+ 0.011	17.5	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D-	54.6	1.097	121.3	E+	58.1	1.127	+ 0.030	133.8	+ 12.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	41.3	0.865	48.1	D	42.8	0.891	+ 0.025	49.9	+ 1.7	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	F	85.8	1.088	94.7	F	87.8	1.096	+ 0.007	97.6	+ 2.9	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	F	80.1	1.085	96.8	F	82.3	1.095	+ 0.009	100.5	+ 3.7	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	13.3	0.809	11.8	B	13.3	0.815	+ 0.006	11.9	+ 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	23.2	0.832	20.8	C	23.2	0.838	+ 0.006	21.0	+ 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.3	0.981	50.8	D-	52.3	1.002	+ 0.021	57.2	+ 6.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C+	20.9	0.867	34.9	C+	21.6	0.882	+ 0.016	36.5	+ 1.6	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.7	0.822	41.8	C	28.7	0.840	+ 0.018	42.7	+ 0.9	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	42.1	0.884	43.4	D	48.1	0.941	+ 0.057	52.2	+ 8.8	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.3	0.798	32.6	D+	36.7	0.833	+ 0.036	33.3	+ 0.8	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.2	0.948	42.1	D	43.7	0.985	+ 0.037	48.5	+ 6.4	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.4	0.694	35.6	C	26.4	0.746	+ 0.052	37.0	+ 1.4	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.670	14.7	B	13.0	0.694	+ 0.024	15.3	+ 0.6	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.708	19.5	B-	19.1	0.720	+ 0.011	19.6	+ 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B-	19.8	0.500	14.9	C+	20.3	0.545	+ 0.045	16.0	+ 1.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.647	30.2	C	23.9	0.662	+ 0.016	30.4	+ 0.2	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.2	0.793	36.1	C-	35.0	0.853	+ 0.060	38.6	+ 2.5	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B-	18.8	0.539	18.6	B	17.3	0.584	+ 0.045	17.8	- 0.8	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.0	0.463	7.1	C	31.5	0.788	+ 0.325	40.1	+ 33.0	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E+	57.3	0.880	64.2	E+	59.2	0.915	+ 0.035	68.9	+ 4.7	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E+	58.4	0.708	54.0	E	60.3	0.739	+ 0.031	55.9	+ 1.9	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	16.4	0.700	22.4	B	16.8	0.733	+ 0.033	23.1	+ 0.7	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.8	0.608	15.8	B	17.7	0.638	+ 0.030	15.8	- 0.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	39.4	0.850	40.2	D	42.9	0.916	+ 0.066	47.7	+ 7.5	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B-	18.9	0.573	27.6	B-	18.5	0.602	+ 0.029	27.5	- 0.0	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.8	0.620	27.9	C	28.4	0.638	+ 0.017	27.6	- 0.3	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.898	22.3	C+	21.7	0.929	+ 0.031	24.7	+ 2.4	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B	14.1	0.702	15.0	B	15.4	0.781	+ 0.079	16.4	+ 1.4	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.2	0.630	27.4	D+	38.7	0.917	+ 0.287	47.5	+ 20.1	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	71.1	1.081	105.8	F	96.8	1.195	+ 0.114	149.4	+ 43.6	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.1	0.602	8.3	A	7.0	0.624	+ 0.022	8.3	+ 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	5.2	0.548	5.1	A	5.4	0.573	+ 0.025	5.3	+ 0.2	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	39.5	0.758	42.0	D	40.5	0.784	+ 0.026	43.3	+ 1.3	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	D+	38.6	0.781	42.2	D	40.8	0.793	+ 0.012	46.5	+ 4.3	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.3	0.614	33.6	C	27.8	0.641	+ 0.027	33.3	- 0.3	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.6	0.672	39.5	D	41.2	0.681	+ 0.009	39.5	+ 0.0	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.0	0.554	23.3	C	23.3	0.588	+ 0.034	24.0	+ 0.8	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.513	+ 0.024	21.0	- 0.1	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	24.5	0.466	22.5	C	27.0	0.478	+ 0.012	23.5	+ 1.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.9	0.922	71.4	E+	55.0	1.006	+ 0.083	89.3	+ 17.9	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	108.7	0.784	141.2	F	141.6	0.837	+ 0.052	188.9	+ 47.7	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	138.3	0.716	165.7	F	173.9	0.763	+ 0.047	214.2	+ 48.5	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	106.2	0.721	126.2	F	131.3	0.760	+ 0.039	158.1	+ 31.9	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D-	52.9	1.049	64.8	E	71.6	1.113	+ 0.064	89.5	+ 24.7	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D	40.1	0.703	43.5	D	42.2	0.750	+ 0.047	46.1	+ 2.5	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	98.9	0.839	127.7	F	102.4	0.851	+ 0.012	132.6	+ 4.8	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.0	0.991	72.5	E	60.7	1.002	+ 0.011	74.2	+ 1.7	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	35.0	0.808	37.6	D+	36.8	0.853	+ 0.045	39.9	+ 2.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	83.3	1.086	107.4	F	87.3	1.108	+ 0.022	112.2	+ 4.8	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	46.0	0.891	59.1	D	49.9	0.902	+ 0.012	64.3	+ 5.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

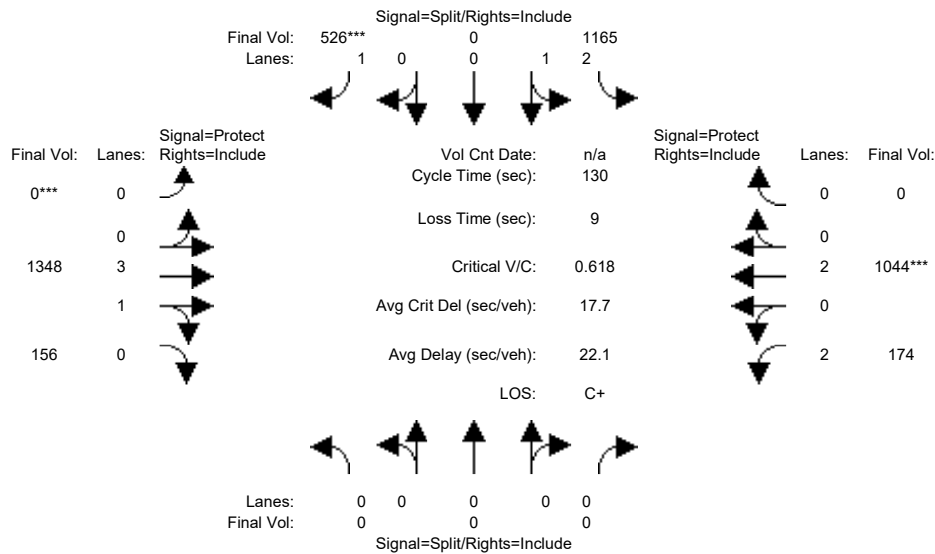
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	F	113.7	0.996	144.2	F	122.5	1.008	+ 0.012	152.0	+ 7.7	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.6	0.573	82.1	D	42.2	0.581	+ 0.008	83.1	+ 1.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D-	53.6	0.783	63.4	E+	58.7	0.803	+ 0.021	71.8	+ 8.4	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	44.2	0.636	49.6	D	45.5	0.669	+ 0.033	51.7	+ 2.2	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.2	0.831	53.0	D	46.0	0.831	+ 0.000	48.6	- 4.4	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.672	25.9	C+	21.7	0.696	+ 0.024	26.5	+ 0.6	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.4	0.689	22.1	B	17.6	0.693	+ 0.004	22.2	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	42.6	0.532	46.6	D	44.0	0.547	+ 0.015	48.8	+ 2.1	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.4	0.348	29.7	C	28.3	0.359	+ 0.011	29.5	- 0.1	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.6	0.238	19.1	B-	19.1	0.251	+ 0.013	19.4	+ 0.3	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.1	0.565	46.2	D	40.3	0.575	+ 0.010	46.5	+ 0.3	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	C+	21.1	0.494	+ 0.271	22.2	+ 14.7	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	66.2	0.456	143.3	E	69.2	0.470	+ 0.014	152.2	+ 8.9	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	73.5	1.067	91.2	E-	76.5	1.077	+ 0.010	95.8	+ 4.6	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.9	0.514	33.4	D+	37.0	0.534	+ 0.020	34.3	+ 0.9	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	151	0	0	0	59	0	29	76	0
PasserByVol:	0	0	0	1	0	2	0	69	0	0	52	0
Initial Fut:	0	0	0	1165	0	526	0	1348	156	174	1044	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	1165	0	526	0	1348	156	174	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1165	0	526	0	1348	156	174	1044	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
Final Volume:	0	0	0	1165	0	526	0	1348	156	174	1044	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.57	0.43	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6721	778	3150	3800	0

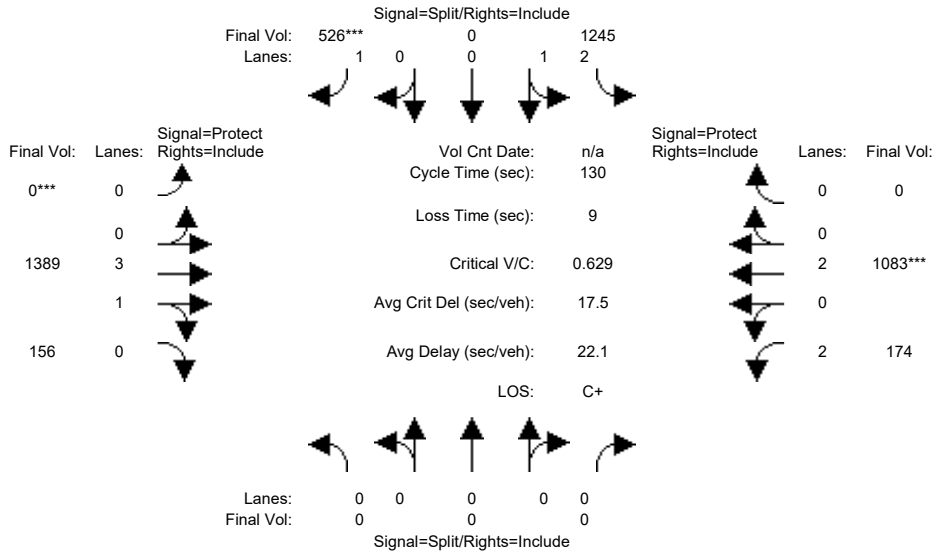
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.30	0.00	0.20	0.20	0.06	0.27	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	63.2	0.0	63.2	0.0	45.3	45.3	12.5	57.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.62	0.00	0.58	0.58	0.58	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	25.9	0.0	22.5	22.5	55.0	13.6	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	22.6	0.0	25.9	0.0	22.5	22.5	55.0	13.6	0.0
LOS by Move:	A	A	A	C+	A	C	A	C+	C+	D-	B	A
HCM2k95thQ:	0	0	0	21	0	29	0	18	18	8	19	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	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	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	231	0	0	0	100	0	29	115	0
PasserByVol:	0	0	0	1	0	2	0	69	0	0	52	0
Initial Fut:	0	0	0	1245	0	526	0	1389	156	174	1083	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	1245	0	526	0	1389	156	174	1083	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1245	0	526	0	1389	156	174	1083	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
Final Volume:	0	0	0	1245	0	526	0	1389	156	174	1083	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	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.58	0.42	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6741	757	3150	3800	0

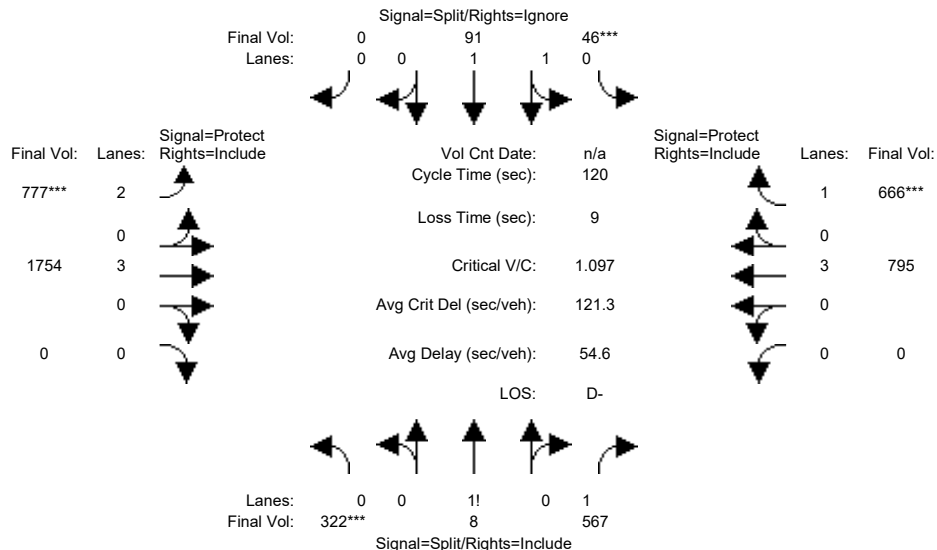
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.30	0.00	0.21	0.21	0.06	0.28	0.00
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	62.1	0.0	62.1	0.0	46.4	46.4	12.5	58.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.63	0.00	0.58	0.58	0.58	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	23.9	0.0	26.9	0.0	21.6	21.6	55.0	12.9	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:	0.0	0.0	0.0	23.9	0.0	26.9	0.0	21.6	21.6	55.0	12.9	0.0
LOS by Move:	A	A	A	C	A	C	A	C+	C+	E+	B	A
HCM2k95thQ:	0	0	0	23	0	30	0	18	18	8	19	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	77	0	0	0	0	210	0	0	105	85
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1754	0	0	795	666
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	567	46	91	0	777	1754	0	0	795	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1754	0	0	795	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	567	46	91	0	777	1754	0	0	795	666

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	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.52	0.01	1.47	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	919	23	2559	1242	2457	0	3150	5700	0	0	5700	1750

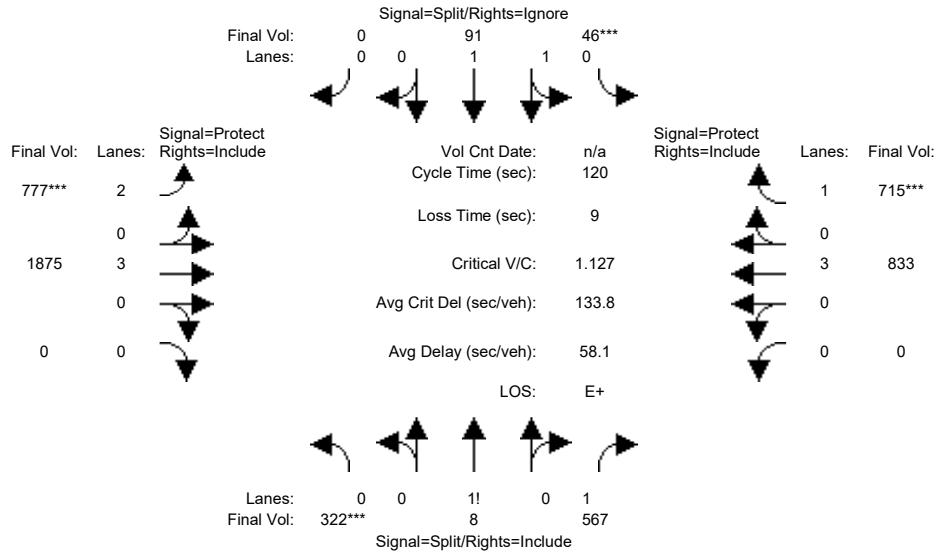
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.31	0.00	0.00	0.14	0.38
Crit Moves:	***			***			***					***
Green Time:	36.2	36.2	36.2	10.0	10.0	0.0	25.5	64.8	0.0	0.0	39.3	39.3
Volume/Cap:	1.16	1.16	0.73	0.44	0.44	0.00	1.16	0.57	0.00	0.00	0.43	1.16
Delay/Veh:	128.7	129	39.9	53.4	53.4	0.0	127.4	4.3	0.0	0.0	21.4	118.1
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:	128.7	129	39.9	53.4	53.4	0.0	127.4	4.3	0.0	0.0	21.4	118.1
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	C+	F
HCM2k95thQ:	61	61	26	6	6	0	43	10	0	0	10	60

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	77	0	0	0	0	331	0	0	143	134
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1875	0	0	833	715
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	567	46	91	0	777	1875	0	0	833	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1875	0	0	833	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	567	46	91	0	777	1875	0	0	833	715

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	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.52	0.01	1.47	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	919	23	2559	1242	2457	0	3150	5700	0	0	5700	1750

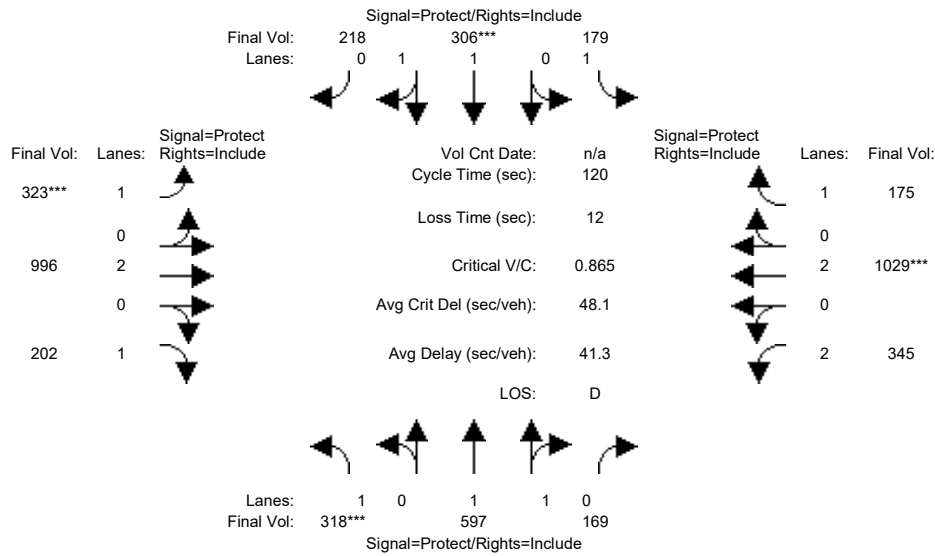
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.33	0.00	0.00	0.15	0.41
Crit Moves:	***			***			***					***
Green Time:	35.2	35.2	35.2	10.0	10.0	0.0	24.8	65.8	0.0	0.0	41.0	41.0
Volume/Cap:	1.20	1.20	0.76	0.44	0.44	0.00	1.20	0.60	0.00	0.00	0.43	1.20
Delay/Veh:	143.0	143	41.3	53.4	53.4	0.0	141.7	3.8	0.0	0.0	20.0	129.2
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:	143.0	143	41.3	53.4	53.4	0.0	141.7	3.8	0.0	0.0	20.0	129.2
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	C+	F
HCM2k95thQ:	63	63	27	6	6	0	44	10	0	0	11	67

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	48	0	3	2	0	29	12	168	21	8	298	4
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	169	179	306	218	323	996	202	345	1029	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	597	169	179	306	218	323	996	202	345	1029	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	169	179	306	218	323	996	202	345	1029	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	597	169	179	306	218	323	996	202	345	1029	175

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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.15	0.85	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2883	816	1750	2160	1539	1750	3800	1750	3150	3800	1750

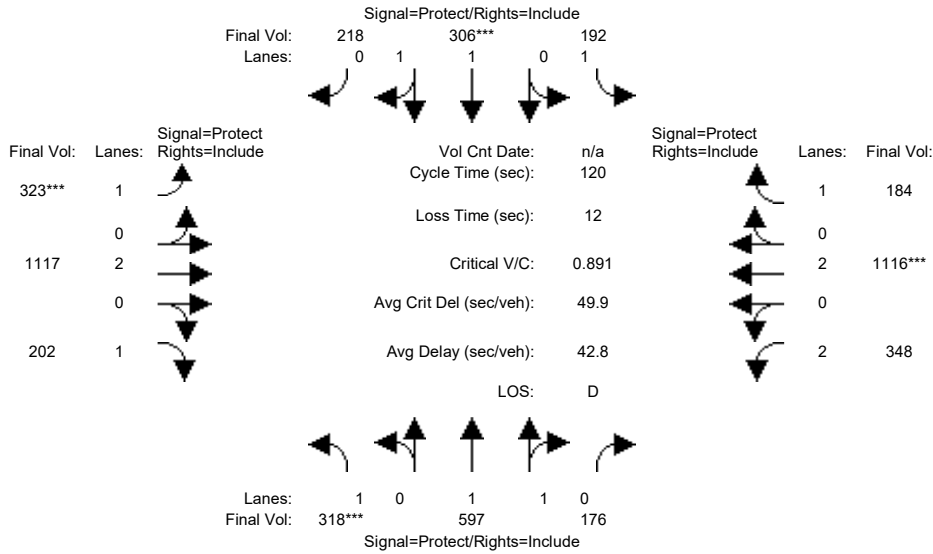
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.10	0.14	0.14	0.18	0.26	0.12	0.11	0.27	0.10
Crit Moves:	***				****		****				****	
Green Time:	25.2	30.0	30.0	14.8	19.7	19.7	25.6	44.5	44.5	18.6	37.6	37.6
Volume/Cap:	0.87	0.83	0.83	0.83	0.87	0.87	0.87	0.71	0.31	0.71	0.87	0.32
Delay/Veh:	64.6	48.8	48.8	73.8	61.3	61.3	55.9	21.2	16.5	46.9	33.9	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	48.8	48.8	73.8	61.3	61.3	55.9	21.2	16.5	46.9	33.9	22.3
LOS by Move:	E	D	D	E	E	E	E+	C+	B	D	C-	C+
HCM2k95thQ:	27	28	28	17	22	22	23	22	7	13	28	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	48	0	10	15	0	29	12	289	21	11	385	13
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	176	192	306	218	323	1117	202	348	1116	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:	318	597	176	192	306	218	323	1117	202	348	1116	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	176	192	306	218	323	1117	202	348	1116	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
Final Volume:	318	597	176	192	306	218	323	1117	202	348	1116	184

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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.15	0.85	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2857	842	1750	2160	1539	1750	3800	1750	3150	3800	1750

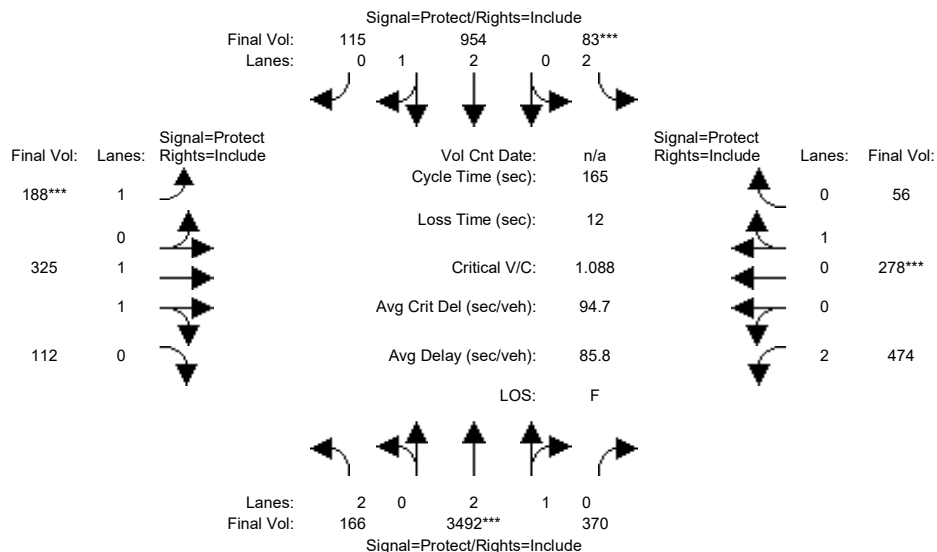
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.11	0.14	0.14	0.18	0.29	0.12	0.11	0.29	0.11
Crit Moves:	***				***		***				***	
Green Time:	24.5	28.6	28.6	15.0	19.1	19.1	24.9	46.8	46.8	17.6	39.6	39.6
Volume/Cap:	0.89	0.88	0.88	0.88	0.89	0.89	0.89	0.75	0.30	0.75	0.89	0.32
Delay/Veh:	69.5	54.0	54.0	82.1	65.1	65.1	61.0	20.3	14.7	50.4	33.9	20.6
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:	69.5	54.0	54.0	82.1	65.1	65.1	61.0	20.3	14.7	50.4	33.9	20.6
LOS by Move:	E	D-	D-	F	E	E	E	C+	B	D	C-	C+
HCM2k95thQ:	27	30	30	19	23	23	24	25	7	13	30	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	166	2715	366	38	696	115	175	325	112	425	267	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	2715	366	38	696	115	175	325	112	425	267	56
Added Vol:	0	725	4	0	218	0	0	0	0	1	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	166	3492	370	83	954	115	188	325	112	474	278	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	3492	370	83	954	115	188	325	112	474	278	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	3492	370	83	954	115	188	325	112	474	278	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	3492	370	83	954	115	188	325	112	474	278	56

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	2.70	0.30	2.00	2.67	0.33	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	5063	536	3150	4997	602	1750	2751	948	3150	1498	302

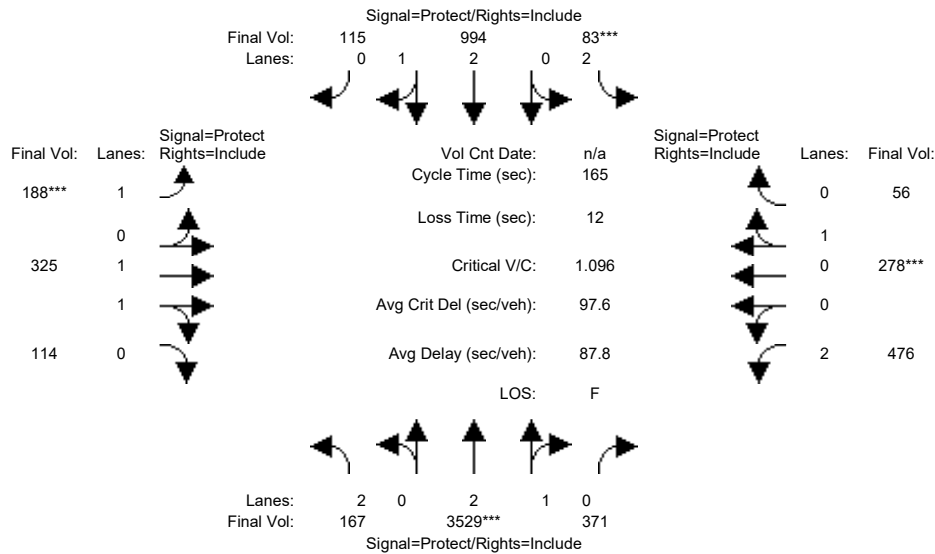
Capacity Analysis Module:												
Vol/Sat:	0.05	0.69	0.69	0.03	0.19	0.19	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****		****				****			****		
Green Time:	23.7	102	102.5	7.0	85.8	85.8	16.0	19.1	19.1	24.4	27.6	27.6
Volume/Cap:	0.37	1.11	1.11	0.62	0.37	0.37	1.11	1.02	1.02	1.02	1.11	1.11
Delay/Veh:	64.4	85.8	85.8	86.4	23.6	23.6	176.4	121	121.1	116.7	154	153.7
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:	64.4	85.8	85.8	86.4	23.6	23.6	176.4	121	121.1	116.7	154	153.7
LOS by Move:	E	F	F	F	C	C	F	F	F	F	F	F
HCM2k95thQ:	8	117	117	5	19	19	28	28	28	33	42	42

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	166	2715	366	38	696	115	175	325	112	425	267	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	2715	366	38	696	115	175	325	112	425	267	56
Added Vol:	1	762	5	0	258	0	0	0	2	3	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	167	3529	371	83	994	115	188	325	114	476	278	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	3529	371	83	994	115	188	325	114	476	278	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	3529	371	83	994	115	188	325	114	476	278	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	3529	371	83	994	115	188	325	114	476	278	56

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	2.70	0.30	2.00	2.68	0.32	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	5067	533	3150	5019	581	1750	2738	961	3150	1498	302

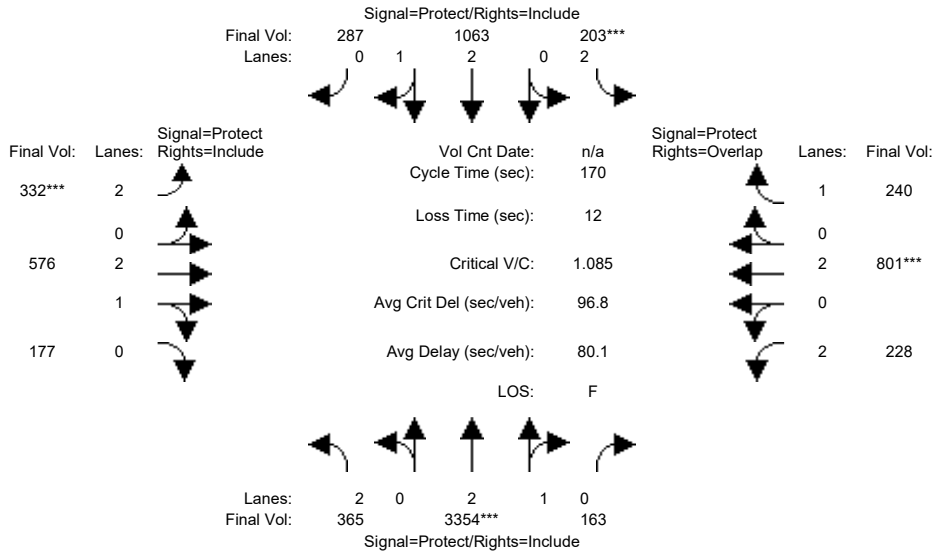
Capacity Analysis Module:												
Vol/Sat:	0.05	0.70	0.70	0.03	0.20	0.20	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.2	103	102.8	7.0	86.6	86.6	15.9	19.0	19.0	24.2	27.4	27.4
Volume/Cap:	0.38	1.12	1.12	0.62	0.38	0.38	1.12	1.03	1.03	1.03	1.12	1.12
Delay/Veh:	64.9	88.8	88.8	86.4	23.3	23.3	179.3	124	124.4	120.1	157	156.6
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:	64.9	88.8	88.8	86.4	23.3	23.3	179.3	124	124.4	120.1	157	156.6
LOS by Move:	E	F	F	F	C	C	F	F	F	F	F	F
HCM2k95thQ:	8	119	119	5	20	20	28	28	28	33	42	42

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	363	2613	141	172	792	281	326	503	163	216	765	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	2613	141	172	792	281	326	503	163	216	765	193
Added Vol:	0	708	22	8	212	0	0	44	0	12	35	22
PasserByVol:	2	33	0	23	59	6	6	29	14	0	1	25
Initial Fut:	365	3354	163	203	1063	287	332	576	177	228	801	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	3354	163	203	1063	287	332	576	177	228	801	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	3354	163	203	1063	287	332	576	177	228	801	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	3354	163	203	1063	287	332	576	177	228	801	240

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.86	0.14	2.00	2.34	0.66	2.00	2.27	0.73	2.00	2.00	1.00
Final Sat.:	3150	5340	260	3150	4408	1190	3150	4282	1316	3150	3800	1750

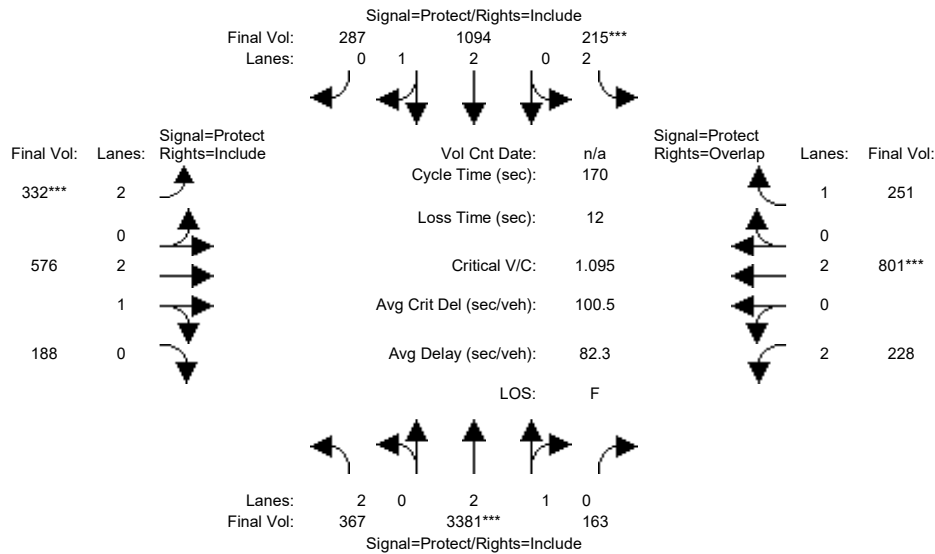
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.06	0.24	0.24	0.11	0.13	0.13	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	35.2	98.4	98.4	10.1	73.3	73.3	16.5	32.2	32.2	17.3	33.0	43.1
Volume/Cap:	0.56	1.09	1.09	1.09	0.56	0.56	1.09	0.71	0.71	0.71	1.09	0.54
Delay/Veh:	61.5	80.3	80.3	170.3	36.6	36.6	152.9	66.8	66.8	81.1	127	56.2
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:	61.5	80.3	80.3	170.3	36.6	36.6	152.9	66.8	66.8	81.1	127	56.2
LOS by Move:	E	F	F	F	D+	D+	F	E	E	F	F	E+
HCM2k95thQ:	18	110	110	16	30	30	27	24	24	13	41	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	363	2613	141	172	792	281	326	503	163	216	765	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	2613	141	172	792	281	326	503	163	216	765	193
Added Vol:	2	735	22	20	243	0	0	44	11	12	35	33
PasserByVol:	2	33	0	23	59	6	6	29	14	0	1	25
Initial Fut:	367	3381	163	215	1094	287	332	576	188	228	801	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	3381	163	215	1094	287	332	576	188	228	801	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	3381	163	215	1094	287	332	576	188	228	801	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	3381	163	215	1094	287	332	576	188	228	801	251

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.86	0.14	2.00	2.35	0.65	2.00	2.23	0.77	2.00	2.00	1.00
Final Sat.:	3150	5342	258	3150	4435	1163	3150	4220	1377	3150	3800	1750

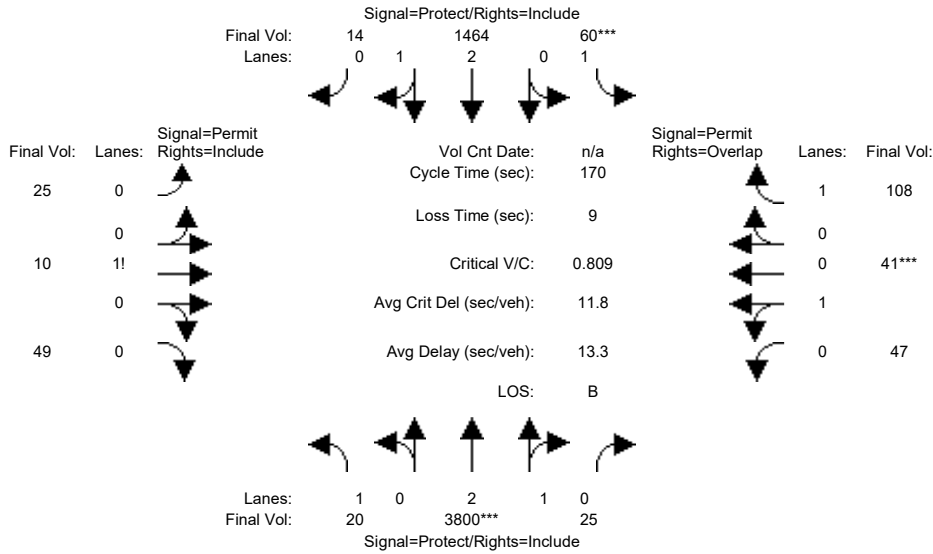
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.07	0.25	0.25	0.11	0.14	0.14	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	34.9	98.3	98.3	10.6	74.0	74.0	16.4	32.1	32.1	17.0	32.7	43.3
Volume/Cap:	0.57	1.09	1.09	1.09	0.57	0.57	1.09	0.72	0.72	0.72	1.09	0.56
Delay/Veh:	61.9	84.1	84.1	171.5	36.3	36.3	156.2	67.3	67.3	82.2	131	56.7
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:	61.9	84.1	84.1	171.5	36.3	36.3	156.2	67.3	67.3	82.2	131	56.7
LOS by Move:	E	F	F	F	D+	D+	F	E	E	F	F	E+
HCM2k95thQ:	18	112	112	17	30	30	27	24	24	13	41	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	20	3035	25	60	1167	14	25	10	49	47	41	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	3035	25	60	1167	14	25	10	49	47	41	108
Added Vol:	0	730	0	0	224	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	20	3800	25	60	1464	14	25	10	49	47	41	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:	20	3800	25	60	1464	14	25	10	49	47	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3800	25	60	1464	14	25	10	49	47	41	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
Final Volume:	20	3800	25	60	1464	14	25	10	49	47	41	108

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	0.30	0.12	0.58	0.53	0.47	1.00
Final Sat.:	1750	5563	37	1750	5547	53	521	208	1021	961	839	1750

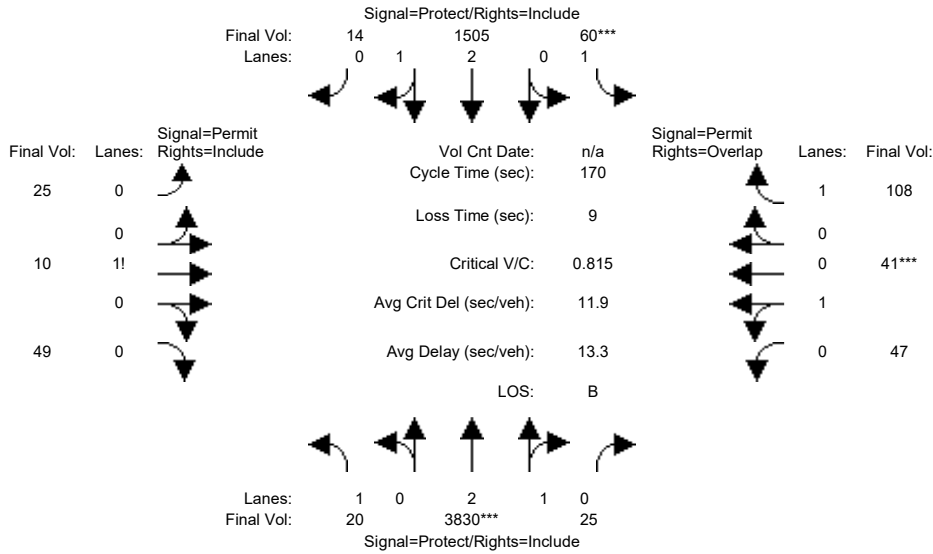
Capacity Analysis Module:												
Vol/Sat:	0.01	0.68	0.68	0.03	0.26	0.26	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	20.3	144	143.5	7.2	130	130.4	10.3	10.3	10.3	10.3	10.3	17.5
Volume/Cap:	0.10	0.81	0.81	0.81	0.34	0.34	0.79	0.79	0.79	0.81	0.81	0.60
Delay/Veh:	66.8	7.6	7.6	127.1	6.3	6.3	111.5	111	111.5	113.6	114	78.5
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:	66.8	7.6	7.6	127.1	6.3	6.3	111.5	111	111.5	113.6	114	78.5
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2k95thQ:	2	52	52	7	15	15	12	12	12	13	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	20	3035	25	60	1167	14	25	10	49	47	41	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	3035	25	60	1167	14	25	10	49	47	41	108
Added Vol:	0	760	0	0	265	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	20	3830	25	60	1505	14	25	10	49	47	41	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:	20	3830	25	60	1505	14	25	10	49	47	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3830	25	60	1505	14	25	10	49	47	41	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
Final Volume:	20	3830	25	60	1505	14	25	10	49	47	41	108

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	0.30	0.12	0.58	0.53	0.47	1.00
Final Sat.:	1750	5564	36	1750	5548	52	521	208	1021	961	839	1750

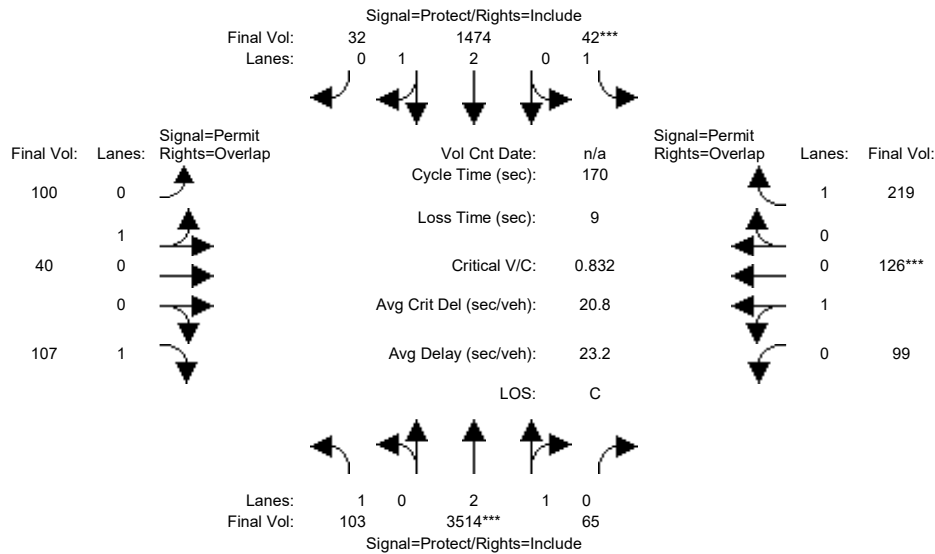
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.69	0.03	0.27	0.27	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	19.9	144	143.6	7.2	131	130.9	10.2	10.2	10.2	10.2	10.2	17.4
Volume/Cap:	0.10	0.81	0.81	0.81	0.35	0.35	0.80	0.80	0.80	0.81	0.81	0.60
Delay/Veh:	67.3	7.7	7.7	128.8	6.2	6.2	112.7	113	112.7	115.0	115	78.8
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:	67.3	7.7	7.7	128.8	6.2	6.2	112.7	113	112.7	115.0	115	78.8
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2k95thQ:	2	53	53	7	15	15	12	12	12	13	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	103	2748	65	42	1176	32	100	40	107	99	126	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	2748	65	42	1176	32	100	40	107	99	126	219
Added Vol:	0	730	0	0	224	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	103	3514	65	42	1474	32	100	40	107	99	126	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	3514	65	42	1474	32	100	40	107	99	126	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3514	65	42	1474	32	100	40	107	99	126	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	3514	65	42	1474	32	100	40	107	99	126	219

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	2.94	0.06	1.00	2.93	0.07	0.71	0.29	1.00	0.44	0.56	1.00
Final Sat.:	1750	5498	102	1750	5481	119	1286	514	1750	792	1008	1750

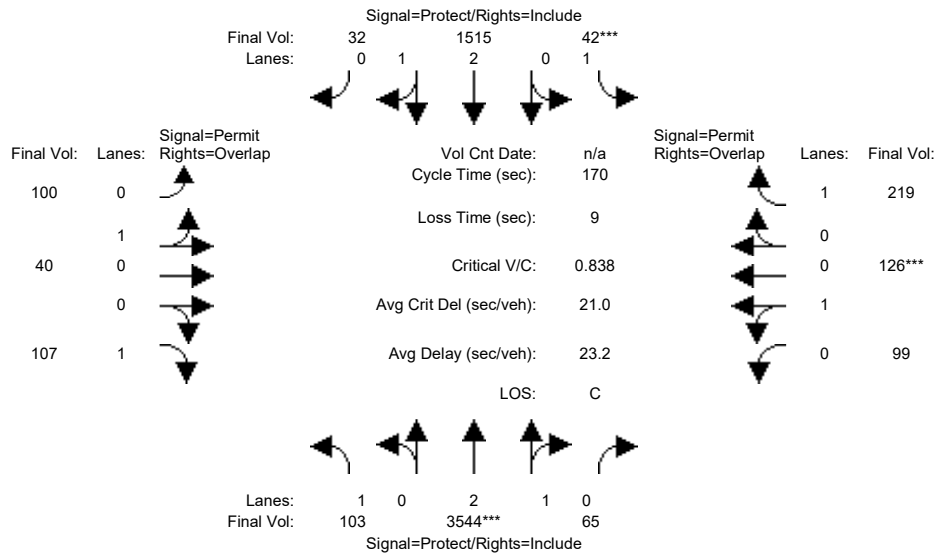
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.27	0.27	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	24.4	129	128.8	7.0	111	111.4	25.2	25.2	49.6	25.2	25.2	32.2
Volume/Cap:	0.41	0.84	0.84	0.58	0.41	0.41	0.52	0.52	0.21	0.84	0.84	0.66
Delay/Veh:	67.4	15.5	15.5	91.7	13.9	13.9	68.8	68.8	45.6	91.5	91.5	68.7
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:	67.4	15.5	15.5	91.7	13.9	13.9	68.8	68.8	45.6	91.5	91.5	68.7
LOS by Move:	E	B	B	F	B	B	E	E	D	F	F	E
HCM2k95thQ:	9	62	62	5	22	22	14	14	9	25	25	22

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	103	2748	65	42	1176	32	100	40	107	99	126	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	2748	65	42	1176	32	100	40	107	99	126	219
Added Vol:	0	760	0	0	265	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	103	3544	65	42	1515	32	100	40	107	99	126	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	3544	65	42	1515	32	100	40	107	99	126	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3544	65	42	1515	32	100	40	107	99	126	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	3544	65	42	1515	32	100	40	107	99	126	219

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	2.94	0.06	1.00	2.94	0.06	0.71	0.29	1.00	0.44	0.56	1.00
Final Sat.:	1750	5499	101	1750	5484	116	1286	514	1750	792	1008	1750

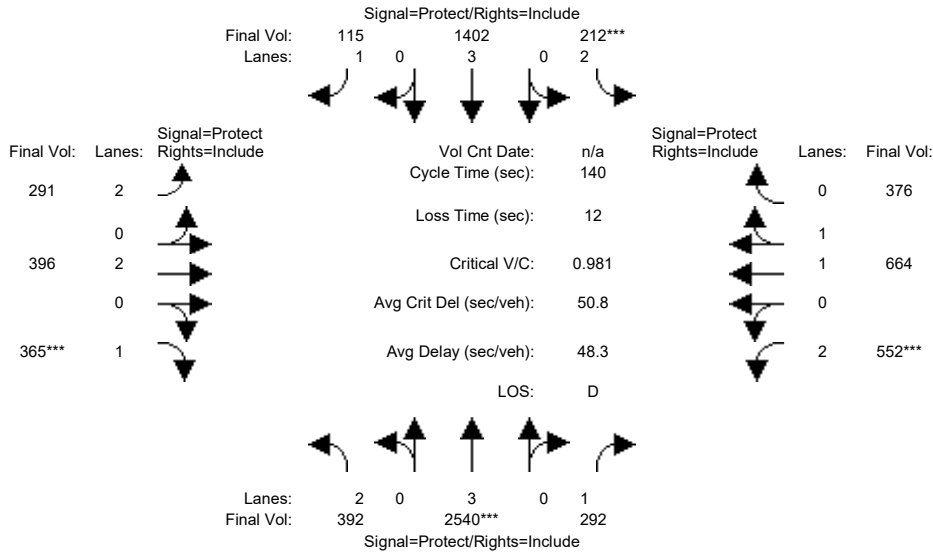
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.28	0.28	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	23.9	129	129.0	7.0	112	112.1	25.0	25.0	48.9	25.0	25.0	32.0
Volume/Cap:	0.42	0.85	0.85	0.58	0.42	0.42	0.53	0.53	0.21	0.85	0.85	0.66
Delay/Veh:	67.9	15.7	15.7	91.7	13.7	13.7	69.0	69.0	46.2	92.6	92.6	69.1
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:	67.9	15.7	15.7	91.7	13.7	13.7	69.0	69.0	46.2	92.6	92.6	69.1
LOS by Move:	E	B	B	F	B	B	E	E	D	F	F	E
HCM2k95thQ:	10	62	62	5	22	22	14	14	9	25	25	22

Note: Queue reported is the number of cars per lane.

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Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	2	665	55	14	194	16	26	37	3	41	46	38
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	392	2540	292	212	1402	115	291	396	365	552	664	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2540	292	212	1402	115	291	396	365	552	664	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	2540	292	212	1402	115	291	396	365	552	664	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	2540	292	212	1402	115	291	396	365	552	664	376

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2361	1337

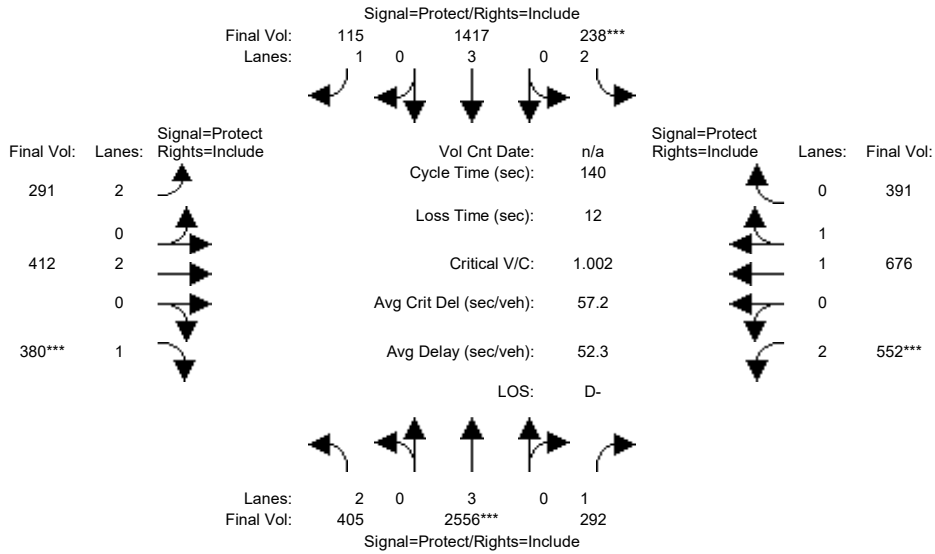
Capacity Analysis Module:												
Vol/Sat:	0.12	0.45	0.17	0.07	0.25	0.07	0.09	0.10	0.21	0.18	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	24.6	63.6	63.6	9.6	48.6	48.6	13.5	29.8	29.8	25.0	41.2	41.2
Volume/Cap:	0.71	0.98	0.37	0.98	0.71	0.19	0.95	0.49	0.98	0.98	0.95	0.95
Delay/Veh:	50.8	30.2	11.4	117.4	26.7	20.8	102.3	48.9	96.2	90.2	65.9	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	30.2	11.4	117.4	26.7	20.8	102.3	48.9	96.2	90.2	65.9	65.9
LOS by Move:	D	C	B+	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	19	63	9	13	26	5	17	12	34	29	41	41

Note: Queue reported is the number of cars per lane.

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Intersection #8: De Anza Boulevard / Homestead Road



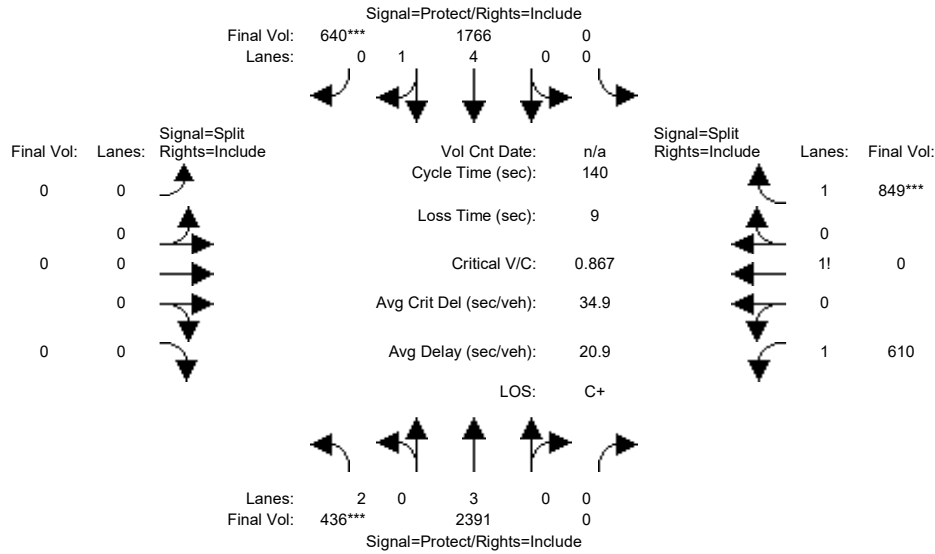
Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	15	681	55	40	209	16	26	53	18	41	58	53
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	405	2556	292	238	1417	115	291	412	380	552	676	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	2556	292	238	1417	115	291	412	380	552	676	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	2556	292	238	1417	115	291	412	380	552	676	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	405	2556	292	238	1417	115	291	412	380	552	676	391
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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2343	1355
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.17	0.08	0.25	0.07	0.09	0.11	0.22	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	24.9	62.6	62.6	10.6	48.2	48.2	13.3	30.3	30.3	24.5	41.5	41.5
Volume/Cap:	0.72	1.00	0.37	1.00	0.72	0.19	0.97	0.50	1.00	1.00	0.97	0.97
Delay/Veh:	51.0	36.2	12.1	120.2	27.3	21.1	107.6	48.7	101.6	96.7	69.5	69.5
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:	51.0	36.2	12.1	120.2	27.3	21.1	107.6	48.7	101.6	96.7	69.5	69.5
LOS by Move:	D	D+	B	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	20	68	10	15	26	5	17	13	36	30	43	43

Note: Queue reported is the number of cars per lane.

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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	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	0	503	0	0	231	16	0	0	0	34	0	237
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	436	2391	0	0	1766	640	0	0	0	610	0	849
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	2391	0	0	1766	640	0	0	0	610	0	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	2391	0	0	1766	640	0	0	0	610	0	849
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	436	2391	0	0	1766	640	0	0	0	610	0	849

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	1.42	0.00	1.58
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2482	0	2768

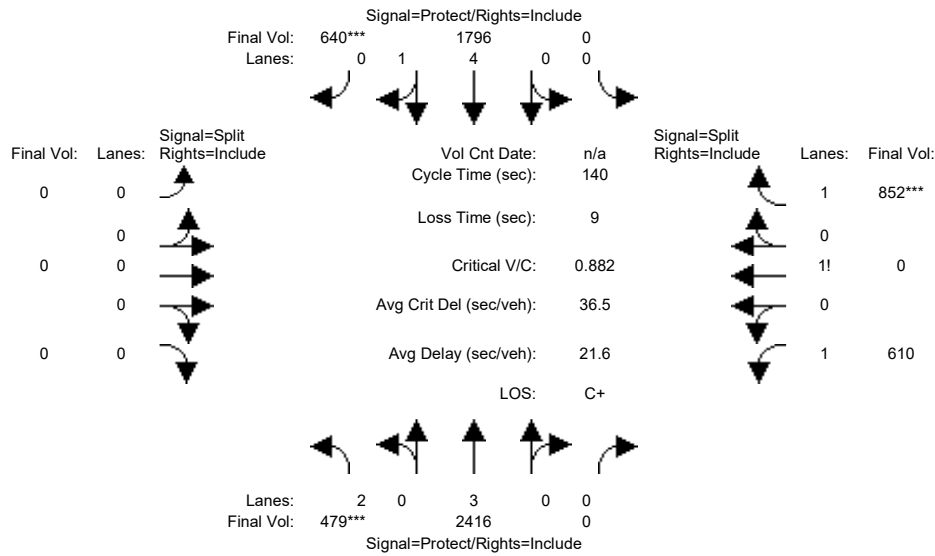
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.42	0.00	0.00	0.23	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	***				***	***						***
Green Time:	22.4	81.5	0.0	0.0	59.1	59.1	0.0	0.0	0.0	49.5	0.0	49.5
Volume/Cap:	0.87	0.72	0.00	0.00	0.55	0.87	0.00	0.00	0.00	0.69	0.00	0.87
Delay/Veh:	64.8	2.3	0.0	0.0	15.8	22.1	0.0	0.0	0.0	39.8	0.0	47.2
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:	64.8	2.3	0.0	0.0	15.8	22.1	0.0	0.0	0.0	39.8	0.0	47.2
LOS by Move:	E	A	A	A	B	C+	A	A	A	D	A	D
HCM2k95thQ:	20	9	0	0	18	42	0	0	0	30	0	42

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #9: De Anza Boulevard / I-280 Ramps (North)



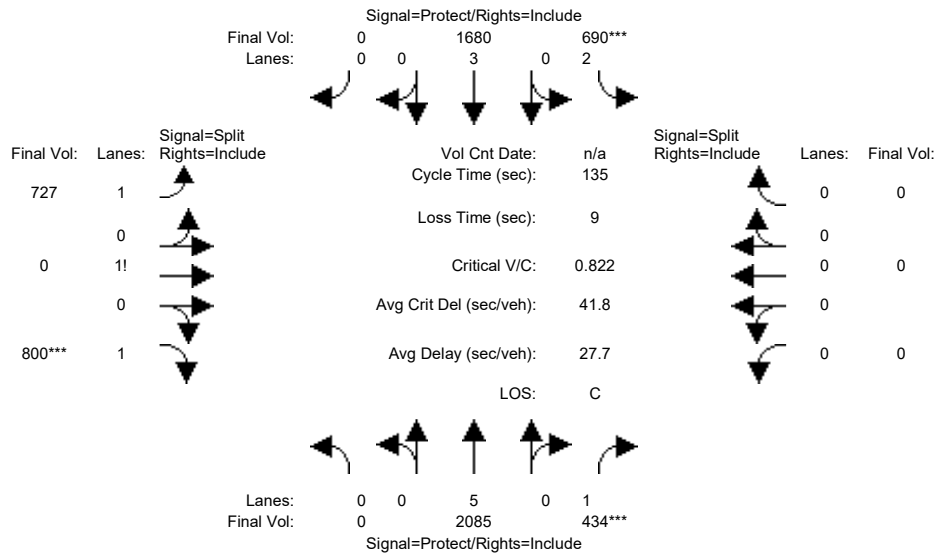
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	43	528	0	0	261	16	0	0	0	34	0	240
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	479	2416	0	0	1796	640	0	0	0	610	0	852
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	2416	0	0	1796	640	0	0	0	610	0	852
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	2416	0	0	1796	640	0	0	0	610	0	852
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	479	2416	0	0	1796	640	0	0	0	610	0	852
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	1.42	0.00	1.58
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2480	0	2770
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.00	0.00	0.24	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	***					****						****
Green Time:	24.1	82.2	0.0	0.0	58.0	58.0	0.0	0.0	0.0	48.8	0.0	48.8
Volume/Cap:	0.88	0.72	0.00	0.00	0.57	0.88	0.00	0.00	0.00	0.71	0.00	0.88
Delay/Veh:	64.2	1.9	0.0	0.0	16.8	23.7	0.0	0.0	0.0	40.5	0.0	48.8
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:	64.2	1.9	0.0	0.0	16.8	23.7	0.0	0.0	0.0	40.5	0.0	48.8
LOS by Move:	E	A	A	A	B	C	A	A	A	D	A	D
HCM2k95thQ:	22	7	0	0	19	43	0	0	0	31	0	43

Note: Queue reported is the number of cars per lane.

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Cumulative AM

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Cumulative AM

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	485	21	84	180	0	18	0	0	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2085	434	690	1680	0	727	0	800	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	2085	434	690	1680	0	727	0	800	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2085	434	690	1680	0	727	0	800	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
Final Volume:	0	2085	434	690	1680	0	727	0	800	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	1.48	0.00	1.52	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2583	0	2667	0	0	0

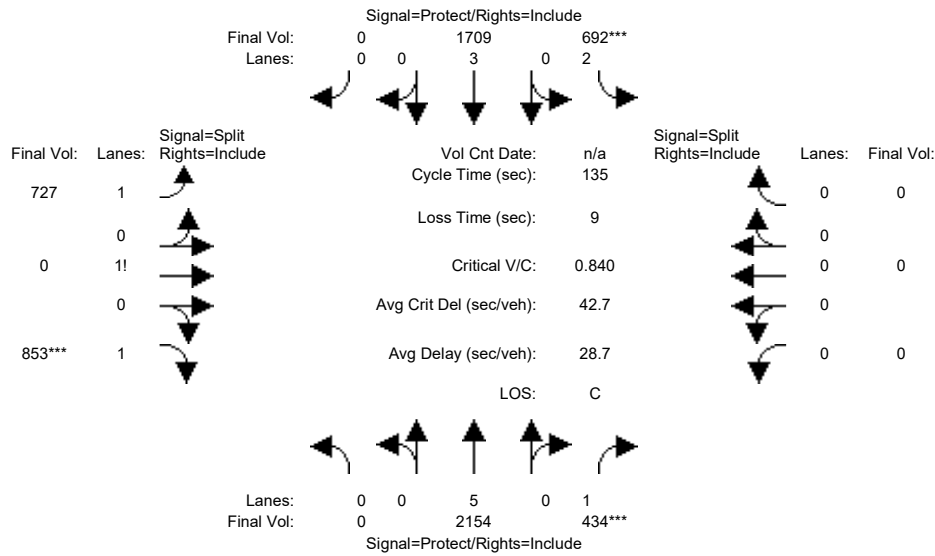
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.25	0.22	0.29	0.00	0.28	0.00	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.7	40.7	36.0	76.7	0.0	49.3	0.0	49.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.82	0.82	0.52	0.00	0.77	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	31.0	41.1	41.8	2.3	0.0	39.8	0.0	42.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	41.1	41.8	2.3	0.0	39.8	0.0	42.0	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	24	30	27	6	0	35	0	38	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	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	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	554	21	86	209	0	18	0	53	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2154	434	692	1709	0	727	0	853	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	2154	434	692	1709	0	727	0	853	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2154	434	692	1709	0	727	0	853	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	2154	434	692	1709	0	727	0	853	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	1.46	0.00	1.54	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2555	0	2695	0	0	0

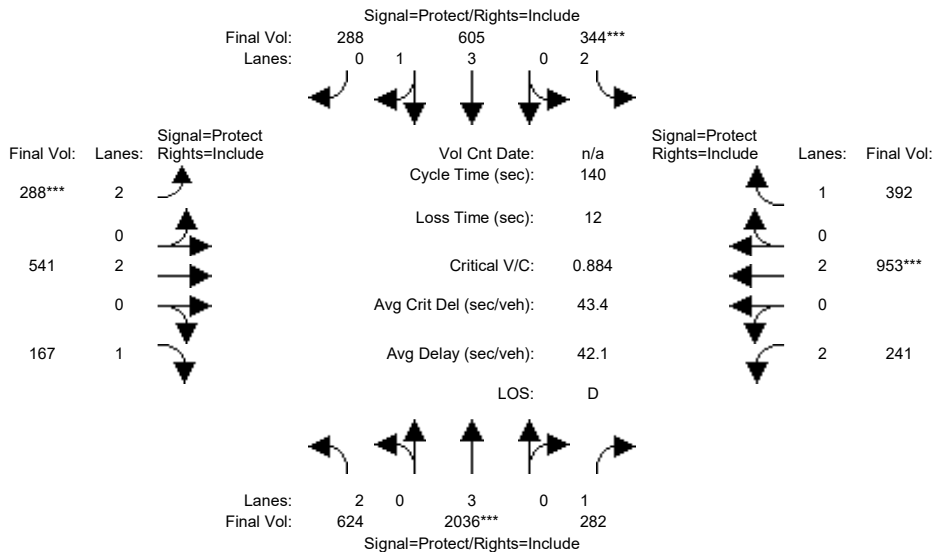
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.25	0.22	0.30	0.00	0.28	0.00	0.32	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	39.8	39.8	35.3	75.1	0.0	50.9	0.0	50.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.84	0.84	0.54	0.00	0.76	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	43.9	43.8	3.3	0.0	38.3	0.0	41.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	43.9	43.8	3.3	0.0	38.3	0.0	41.9	0.0	0.0	0.0
LOS by Move:	A	C-	D	D	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	26	31	28	8	0	35	0	41	0	0	0

Note: Queue reported is the number of cars per lane.

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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	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:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	46	361	14	18	74	88	75	91	36	4	156	70
PasserByVol:	0	11	75	22	4	0	0	77	0	12	100	24
Initial Fut:	624	2036	282	344	605	288	288	541	167	241	953	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	624	2036	282	344	605	288	288	541	167	241	953	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2036	282	344	605	288	288	541	167	241	953	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	624	2036	282	344	605	288	288	541	167	241	953	392

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

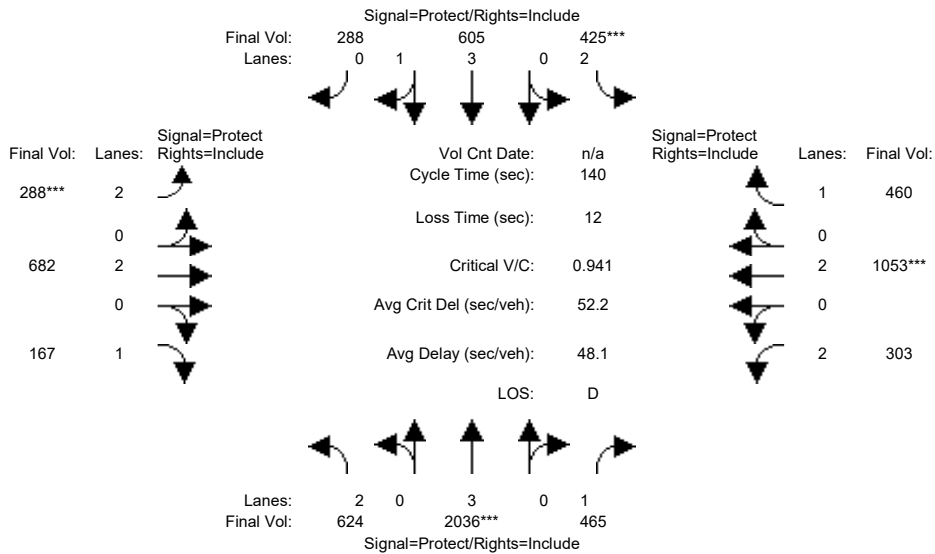
Vol/Sat:	0.20	0.36	0.16	0.11	0.11	0.16	0.09	0.14	0.10	0.08	0.25	0.22
Crit Moves:	****			****			****			****		
Green Time:	40.3	56.5	56.5	17.3	33.5	33.5	14.5	35.2	35.2	18.9	39.7	39.7
Volume/Cap:	0.69	0.88	0.40	0.88	0.44	0.69	0.88	0.57	0.38	0.57	0.88	0.79
Delay/Veh:	34.5	25.7	16.6	75.4	36.0	39.9	85.6	46.5	43.9	58.5	56.9	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	25.7	16.6	75.4	36.0	39.9	85.6	46.5	43.9	58.5	56.9	54.6
LOS by Move:	C-	C	B	E-	D+	D	F	D	D	E+	E+	D-
HCM2k95thQ:	22	39	11	18	12	20	15	17	11	11	34	29

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	De Anza NB			De Anza SB			Stevens EC			Stevens WC		
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	46	361	197	99	74	88	75	232	36	66	256	138
PasserByVol:	0	11	75	22	4	0	0	77	0	12	100	24
Initial Fut:	624	2036	465	425	605	288	288	682	167	303	1053	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	624	2036	465	425	605	288	288	682	167	303	1053	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2036	465	425	605	288	288	682	167	303	1053	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	624	2036	465	425	605	288	288	682	167	303	1053	460

Saturation Flow Module:	De Anza NB			De Anza SB			Stevens EC			Stevens WC		
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

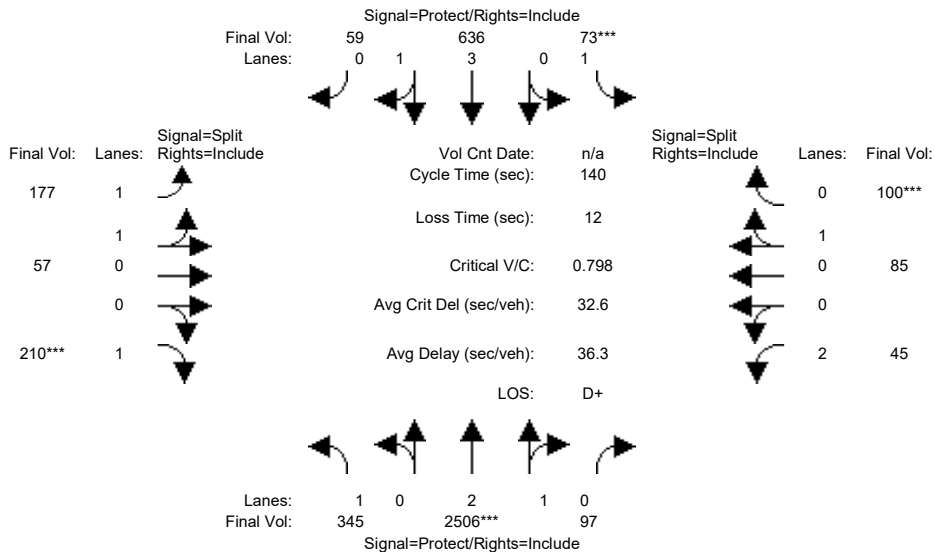
Capacity Analysis Module:	De Anza NB			De Anza SB			Stevens EC			Stevens WC		
Vol/Sat:	0.20	0.36	0.27	0.13	0.11	0.16	0.09	0.18	0.10	0.10	0.28	0.26
Crit Moves:	****			****			****			****		
Green Time:	40.0	53.1	53.1	20.1	33.2	33.2	13.6	35.7	35.7	19.1	41.2	41.2
Volume/Cap:	0.69	0.94	0.70	0.94	0.45	0.69	0.94	0.70	0.37	0.70	0.94	0.89
Delay/Veh:	35.0	33.9	25.1	80.8	36.3	40.3	98.9	49.7	43.5	63.0	63.2	65.0
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:	35.0	33.9	25.1	80.8	36.3	40.3	98.9	49.7	43.5	63.0	63.2	65.0
LOS by Move:	D+	C-	C	F	D+	D	F	D	D	E	E	E
HCM2k95thQ:	22	44	24	23	12	21	15	22	11	14	40	36

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative 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:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	422	0	0	115	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2506	97	73	636	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2506	97	73	636	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2506	97	73	636	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2506	97	73	636	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	3.65	0.35	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5391	209	1750	6862	637	2685	865	1750	3150	827	973

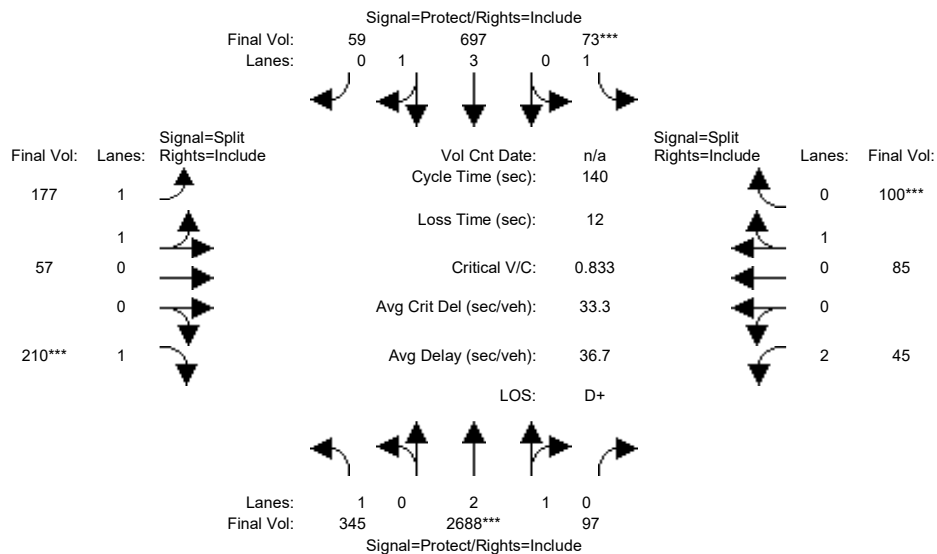
Capacity Analysis Module:												
Vol/Sat:	0.20	0.46	0.46	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****					****			****
Green Time:	60.5	81.6	81.6	7.3	28.4	28.4	21.1	21.1	21.1	18.0	18.0	18.0
Volume/Cap:	0.46	0.80	0.80	0.80	0.46	0.46	0.44	0.44	0.80	0.11	0.80	0.80
Delay/Veh:	28.6	24.2	24.2	102.9	49.2	49.2	54.7	54.7	73.0	54.0	76.6	76.6
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:	28.6	24.2	24.2	102.9	49.2	49.2	54.7	54.7	73.0	54.0	76.6	76.6
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E-	E-
HCM2k95thQ:	19	45	45	7	12	12	10	10	21	2	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	604	0	0	176	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2688	97	73	697	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2688	97	73	697	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2688	97	73	697	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2688	97	73	697	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.67	0.33	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5405	195	1750	6914	585	2685	865	1750	3150	827	973

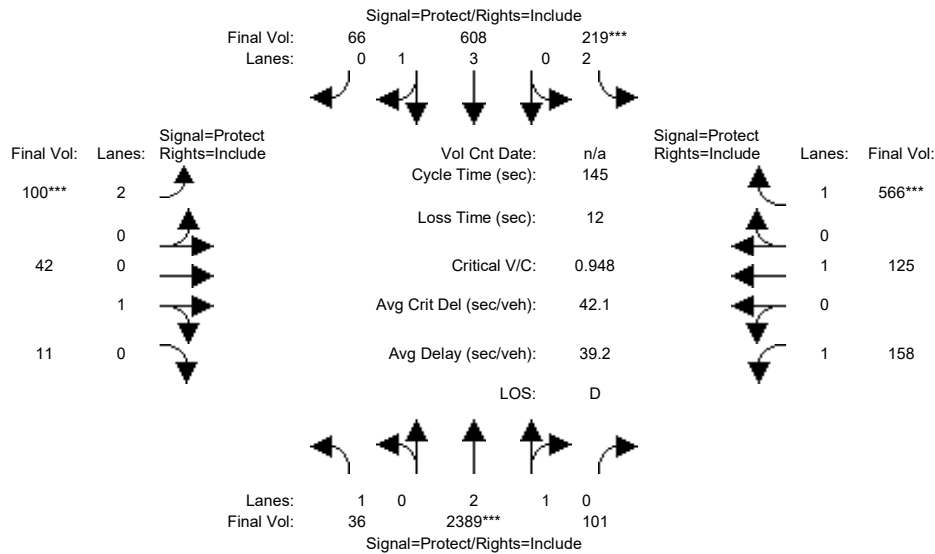
Capacity Analysis Module:												
Vol/Sat:	0.20	0.50	0.50	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	59.9	83.6	83.6	7.0	30.6	30.6	20.2	20.2	20.2	17.3	17.3	17.3
Volume/Cap:	0.46	0.83	0.83	0.83	0.46	0.46	0.46	0.46	0.83	0.12	0.83	0.83
Delay/Veh:	29.0	24.6	24.6	112.4	47.7	47.7	55.6	55.6	78.8	54.7	82.7	82.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	24.6	24.6	112.4	47.7	47.7	55.6	55.6	78.8	54.7	82.7	82.7
LOS by Move:	C	C	C	F	D	D	E+	E+	E-	D-	F	F
HCM2k95thQ:	19	48	48	7	13	13	10	10	21	2	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	390	0	5	110	0	0	0	0	0	0	32
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2389	101	219	608	66	100	42	11	158	125	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2389	101	219	608	66	100	42	11	158	125	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2389	101	219	608	66	100	42	11	158	125	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2389	101	219	608	66	100	42	11	158	125	566

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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	3.59	0.41	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5373	227	3150	6764	734	3150	1426	374	1750	1900	1750

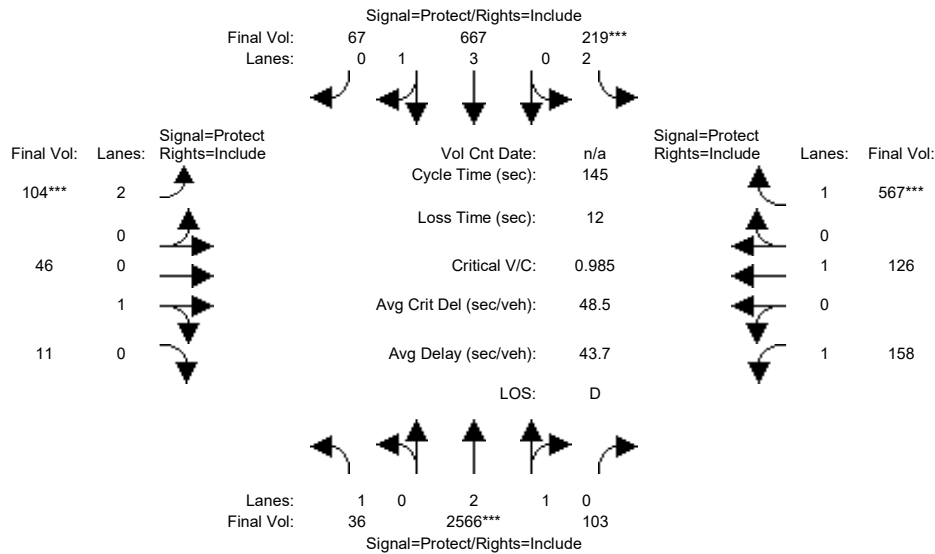
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	27.0	66.9	66.9	10.5	50.3	50.3	7.0	24.1	24.1	31.6	48.7	48.7
Volume/Cap:	0.11	0.96	0.96	0.96	0.26	0.26	0.66	0.18	0.18	0.41	0.20	0.96
Delay/Veh:	41.7	26.9	26.9	113.0	22.0	22.0	77.9	52.2	52.2	49.5	34.4	75.5
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:	41.7	26.9	26.9	113.0	22.0	22.0	77.9	52.2	52.2	49.5	34.4	75.5
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	C-	E-
HCM2k95thQ:	2	58	58	13	7	7	8	4	4	12	7	49

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	567	2	5	169	1	4	4	0	0	1	33
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2566	103	219	667	67	104	46	11	158	126	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2566	103	219	667	67	104	46	11	158	126	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2566	103	219	667	67	104	46	11	158	126	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2566	103	219	667	67	104	46	11	158	126	567

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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	2.00	3.62	0.38	2.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	5384	216	3150	6814	684	3150	1453	347	1750	1900	1750

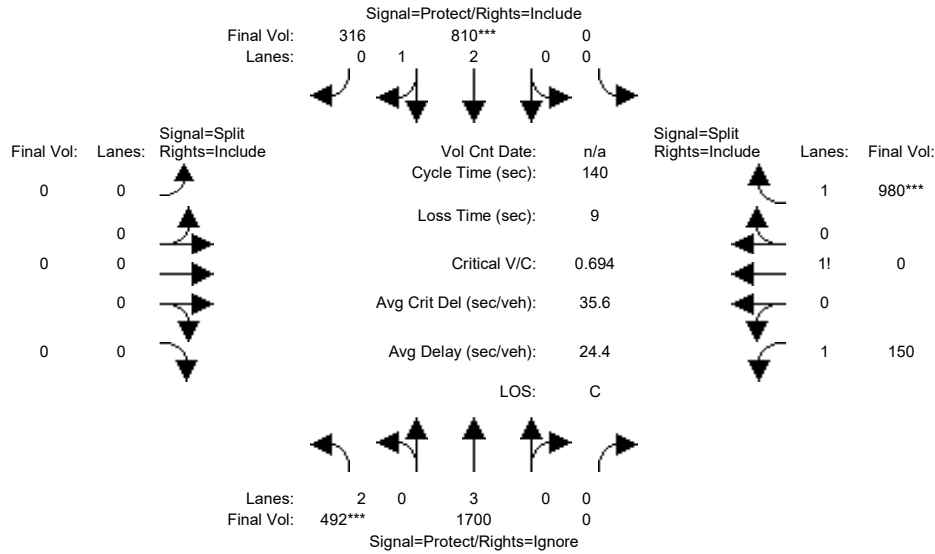
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.07	0.10	0.10	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.1	69.0	69.0	10.1	53.0	53.0	7.0	23.3	23.3	30.6	46.9	46.9
Volume/Cap:	0.11	1.00	1.00	1.00	0.27	0.27	0.68	0.20	0.20	0.43	0.20	1.00
Delay/Veh:	42.6	32.7	32.7	125.3	20.0	20.0	80.0	53.0	53.0	50.4	35.7	87.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	32.7	32.7	125.3	20.0	20.0	80.0	53.0	53.0	50.4	35.7	87.2
LOS by Move:	D	C-	C-	F	C+	C+	F	D-	D-	D	D+	F
HCM2k95thQ:	2	70	70	14	7	7	8	5	5	12	8	51

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative 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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	231	0	0	87	22	0	0	0	0	0	159
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1700	0	0	810	316	0	0	0	150	0	980
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:	492	1700	0	0	810	316	0	0	0	150	0	980
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1700	0	0	810	316	0	0	0	150	0	980
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
Final Volume:	492	1700	0	0	810	316	0	0	0	150	0	980

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	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.13	0.87	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4026	1571	0	0	0	1988	0	3355

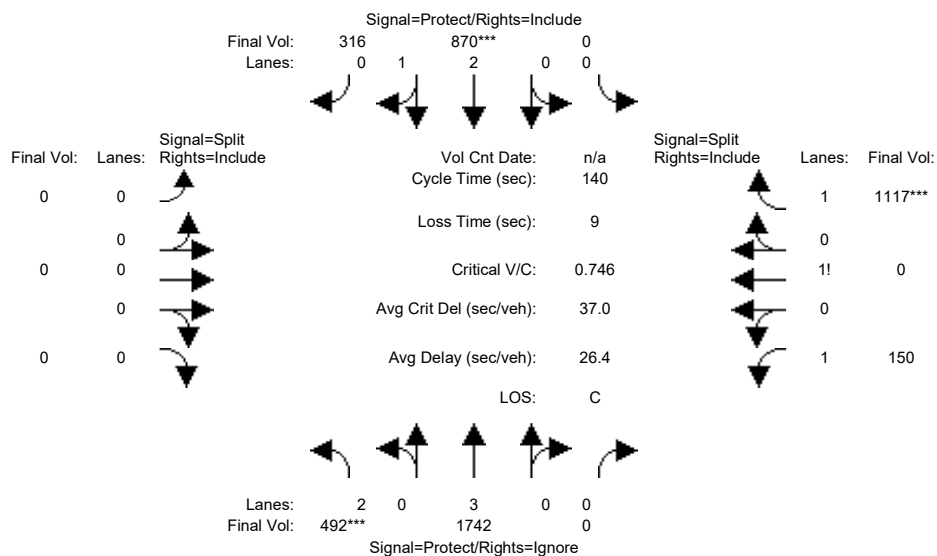
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	****			****								****
Green Time:	31.5	72.1	0.0	0.0	40.6	40.6	0.0	0.0	0.0	58.9	0.0	58.9
Volume/Cap:	0.69	0.58	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.18	0.00	0.69
Delay/Veh:	43.2	7.2	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.4	0.0	34.5
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:	43.2	7.2	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.4	0.0	34.5
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2k95thQ:	19	13	0	0	23	23	0	0	0	7	0	34

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

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	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	273	0	0	147	22	0	0	0	0	0	296
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1742	0	0	870	316	0	0	0	150	0	1117
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:	492	1742	0	0	870	316	0	0	0	150	0	1117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1742	0	0	870	316	0	0	0	150	0	1117
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
Final Volume:	492	1742	0	0	870	316	0	0	0	150	0	1117

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	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	1.12	0.00	1.88
Final Sat.:	3150	5700	0	0	4106	1491	0	0	0	1962	0	3382

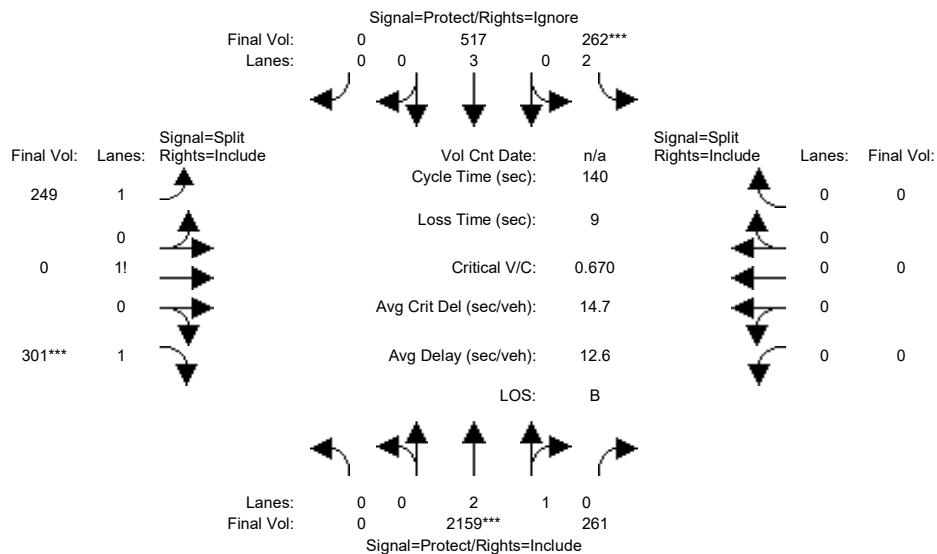
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.33
Crit Moves:	***				****							****
Green Time:	29.3	69.0	0.0	0.0	39.7	39.7	0.0	0.0	0.0	62.0	0.0	62.0
Volume/Cap:	0.75	0.62	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.17	0.00	0.75
Delay/Veh:	47.4	9.5	0.0	0.0	35.5	35.5	0.0	0.0	0.0	23.6	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	9.5	0.0	0.0	35.5	35.5	0.0	0.0	0.0	23.6	0.0	34.3
LOS by Move:	D	A	A	A	D+	D+	A	A	A	C	A	C-
HCM2k95thQ:	20	17	0	0	25	25	0	0	0	7	0	38

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	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	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	231	0	16	71	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2159	261	262	517	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2159	261	262	517	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2159	261	262	517	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2159	261	262	517	0	249	0	301	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	0.92	0.92	1.00	0.92
Lanes:	0.00	2.66	0.34	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4995	604	3150	5700	0	2542	0	2708	0	0	0

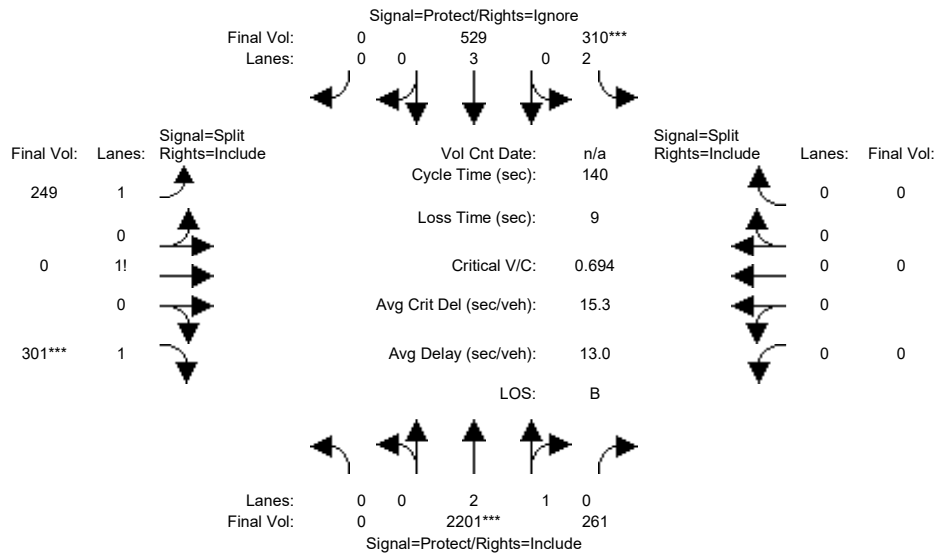
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.08	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	90.4	90.4	17.4	108	0.0	23.2	0.0	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.12	0.00	0.59	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	57.5	0.0	0.0	55.0	0.0	56.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	57.5	0.0	0.0	55.0	0.0	56.9	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	D-	A	E+	A	A	A
HCM2k95thQ:	0	2	2	12	0	0	15	0	18	0	0	0

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	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	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	273	0	64	83	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2201	261	310	529	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2201	261	310	529	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2201	261	310	529	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2201	261	310	529	0	249	0	301	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	0.92	0.92	1.00	0.92
Lanes:	0.00	2.67	0.33	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	5006	594	3150	5700	0	2542	0	2708	0	0	0

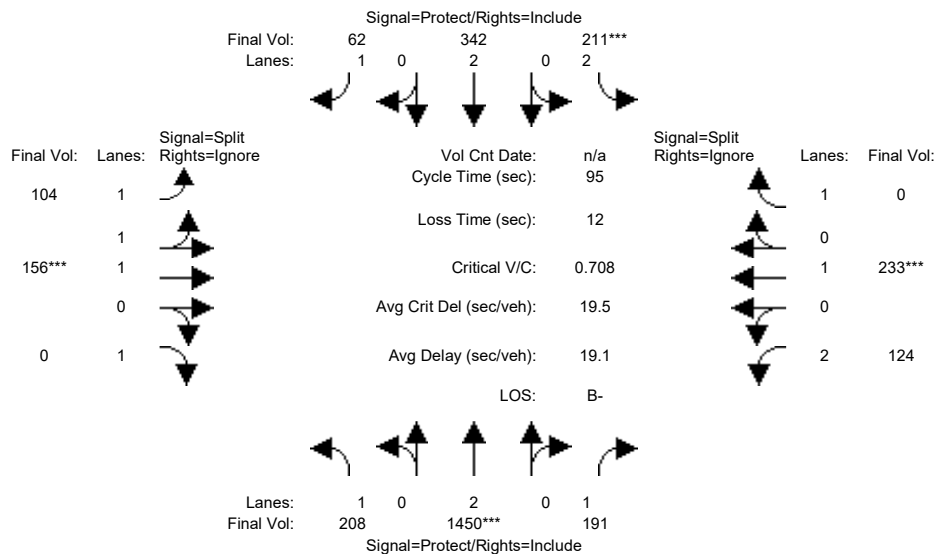
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.10	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.7	88.7	19.9	109	0.0	22.4	0.0	22.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.12	0.00	0.61	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.6	55.6	0.0	0.0	56.0	0.0	58.2	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	0.6	0.6	55.6	0.0	0.0	56.0	0.0	58.2	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	E+	A	E+	A	A	A
HCM2k95thQ:	0	3	3	14	0	0	15	0	18	0	0	0

Note: Queue reported is the number of cars per lane.

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound		South Bound		East Bound		West Bound					
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	231	0	0	71	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1450	191	211	342	62	104	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1450	191	211	342	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1450	191	211	342	62	104	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1450	191	211	342	62	104	156	0	124	233	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	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.24	1.76	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2178	3268	1750	3150	1900	1750

Capacity Analysis Module:

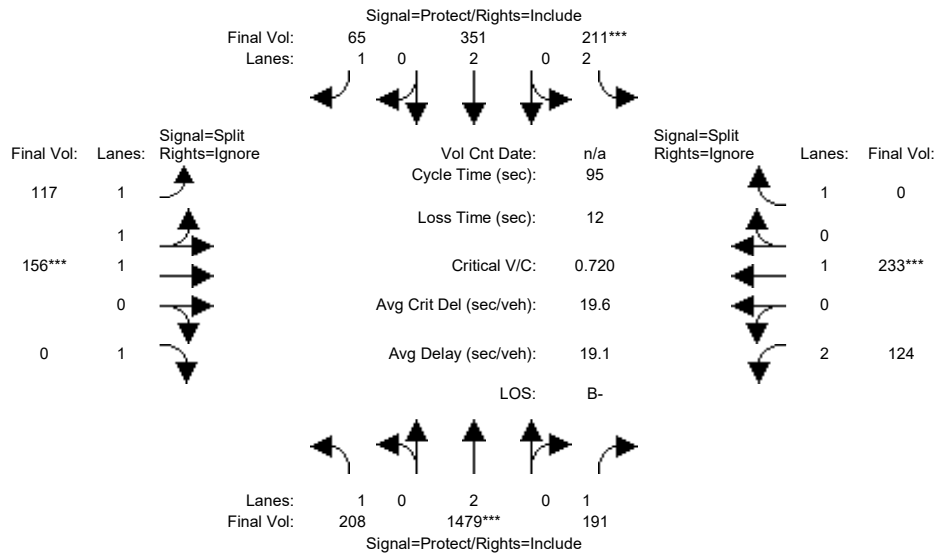
Vol/Sat:	0.12	0.38	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****		****		****		****		****		****	
Green Time:	30.4	48.8	48.8	8.6	26.9	26.9	10.0	10.0	0.0	15.7	15.7	0.0
Volume/Cap:	0.37	0.74	0.21	0.74	0.32	0.13	0.45	0.45	0.00	0.24	0.74	0.00
Delay/Veh:	17.5	7.0	3.9	49.5	19.9	18.7	40.5	40.5	0.0	34.7	47.0	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:	17.5	7.0	3.9	49.5	19.9	18.7	40.5	40.5	0.0	34.7	47.0	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	19	3	8	6	2	6	6	0	4	13	0

Note: Queue reported is the number of cars per lane.

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Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	260	0	0	80	3	13	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1479	191	211	351	65	117	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1479	191	211	351	65	117	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1479	191	211	351	65	117	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1479	191	211	351	65	117	156	0	124	233	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	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.33	1.67	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2334	3112	1750	3150	1900	1750

Capacity Analysis Module:

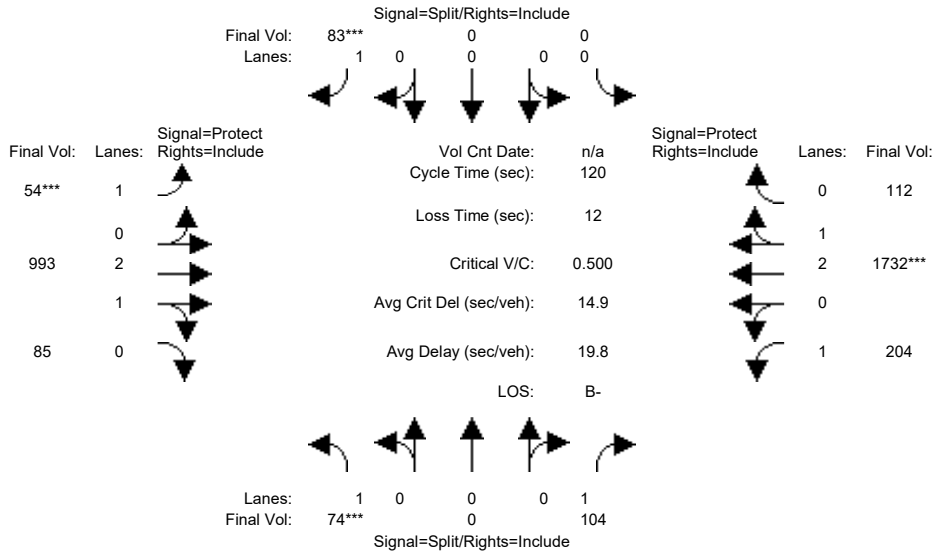
Vol/Sat:	0.12	0.39	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.5	49.1	49.1	8.4	27.0	27.0	10.0	10.0	0.0	15.5	15.5	0.0
Volume/Cap:	0.37	0.75	0.21	0.75	0.32	0.13	0.48	0.48	0.00	0.24	0.75	0.00
Delay/Veh:	17.4	6.9	3.7	50.5	19.9	18.7	40.7	40.7	0.0	34.9	48.0	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:	17.4	6.9	3.7	50.5	19.9	18.7	40.7	40.7	0.0	34.9	48.0	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	19	2	8	6	2	6	6	0	4	13	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	123	0	0	231	0
PasserByVol:	0	0	0	0	0	0	0	215	0	0	175	0
Initial Fut:	74	0	104	0	0	83	54	993	85	204	1732	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	993	85	204	1732	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	993	85	204	1732	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	993	85	204	1732	112

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	2.75	0.25	1.00	2.81	0.19
Final Sat.:	1750	0	1750	0	0	1750	1750	5158	442	1750	5259	340

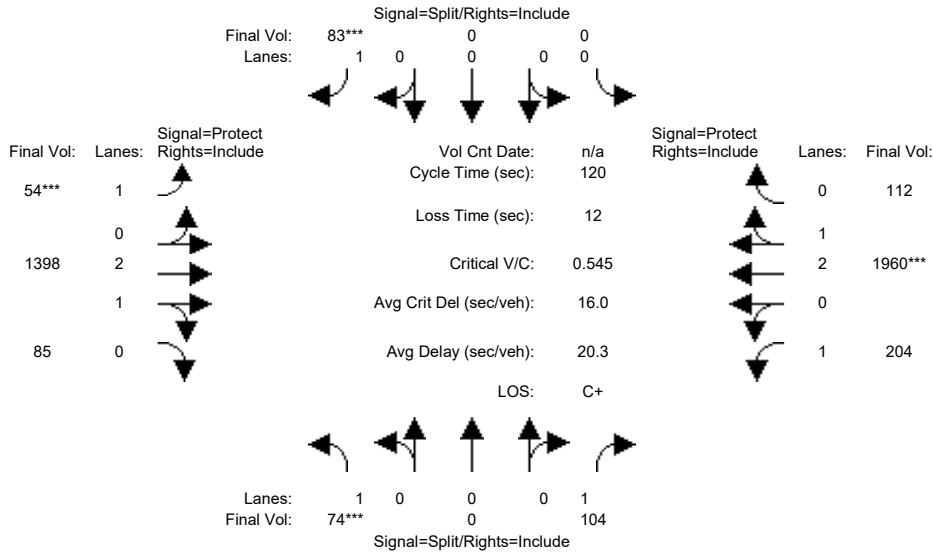
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.19	0.19	0.12	0.33	0.33
Crit Moves:	***					***	***				***	
Green Time:	14.3	0.0	14.3	0.0	0.0	11.4	7.4	53.9	53.9	32.6	79.1	79.1
Volume/Cap:	0.36	0.00	0.50	0.00	0.00	0.50	0.50	0.43	0.43	0.43	0.50	0.50
Delay/Veh:	49.7	0.0	51.4	0.0	0.0	54.0	58.1	22.7	22.7	36.6	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	51.4	0.0	0.0	54.0	58.1	22.7	22.7	36.6	10.5	10.5
LOS by Move:	D	A	D-	A	A	D-	E+	C+	C+	D+	B+	B+
HCM2k95thQ:	6	0	9	0	0	8	4	16	16	12	20	20

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	528	0	0	459	0
PasserByVol:	0	0	0	0	0	0	0	215	0	0	175	0
Initial Fut:	74	0	104	0	0	83	54	1398	85	204	1960	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	1398	85	204	1960	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1398	85	204	1960	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	1398	85	204	1960	112

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	2.82	0.18	1.00	2.83	0.17
Final Sat.:	1750	0	1750	0	0	1750	1750	5279	321	1750	5297	303

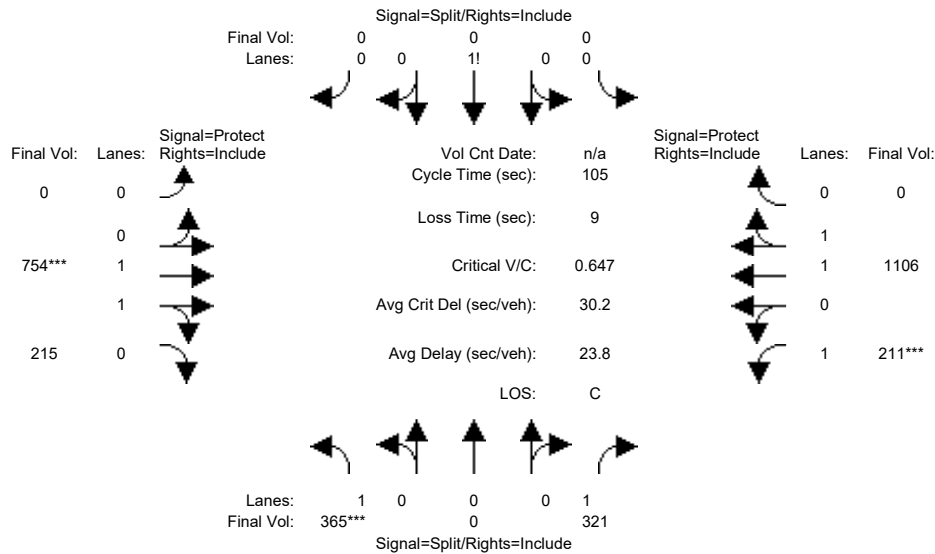
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.26	0.26	0.12	0.37	0.37
Crit Moves:	***					***	***				***	
Green Time:	13.1	0.0	13.1	0.0	0.0	10.0	7.0	59.0	59.0	26.0	77.9	77.9
Volume/Cap:	0.39	0.00	0.55	0.00	0.00	0.57	0.53	0.54	0.54	0.54	0.57	0.57
Delay/Veh:	51.0	0.0	53.9	0.0	0.0	58.2	60.0	21.3	21.3	43.3	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	0.0	53.9	0.0	0.0	58.2	60.0	21.3	21.3	43.3	11.9	11.9
LOS by Move:	D-	A	D-	A	A	E+	E	C+	C+	D	B+	B+
HCM2k95thQ:	6	0	9	0	0	8	4	22	22	13	24	24

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	0	0	0	0	0	0	0	106	1	1	125	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	21	0
Initial Fut:	365	0	321	0	0	0	0	754	215	211	1106	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:	365	0	321	0	0	0	0	754	215	211	1106	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	321	0	0	0	0	754	215	211	1106	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
Final Volume:	365	0	321	0	0	0	0	754	215	211	1106	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.54	0.46	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2878	821	1750	3700	0

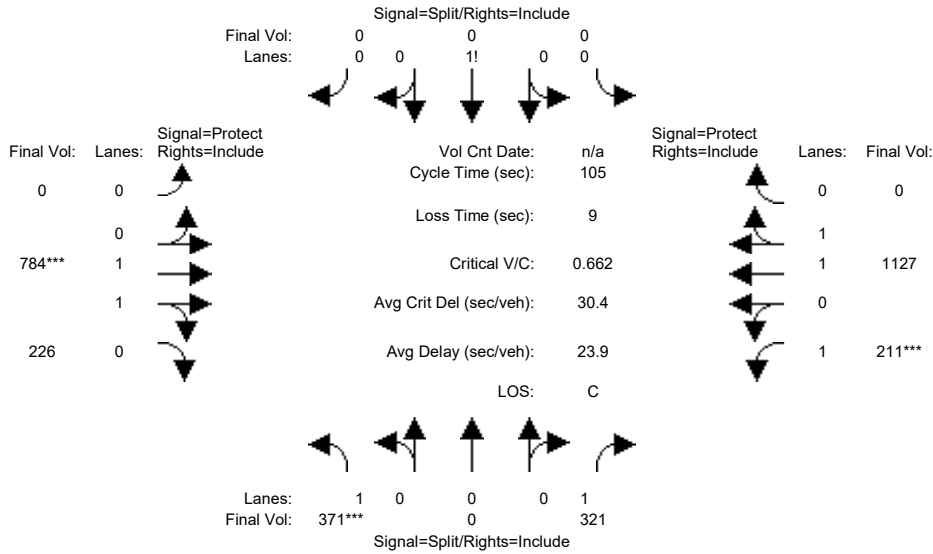
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	33.9	0.0	33.9	0.0	0.0	0.0	0.0	42.5	42.5	19.6	62.1	0.0
Volume/Cap:	0.65	0.00	0.57	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.51	0.00
Delay/Veh:	33.0	0.0	30.9	0.0	0.0	0.0	0.0	26.2	26.2	44.0	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	30.9	0.0	0.0	0.0	0.0	26.2	26.2	44.0	12.7	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	21	0	18	0	0	0	0	23	23	13	19	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	365	0	279	0	0	0	0	462	214	205	960	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:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	6	0	0	0	0	0	0	136	12	1	146	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	21	0
Initial Fut:	371	0	321	0	0	0	0	784	226	211	1127	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:	371	0	321	0	0	0	0	784	226	211	1127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	321	0	0	0	0	784	226	211	1127	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
Final Volume:	371	0	321	0	0	0	0	784	226	211	1127	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.54	0.46	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2871	828	1750	3700	0

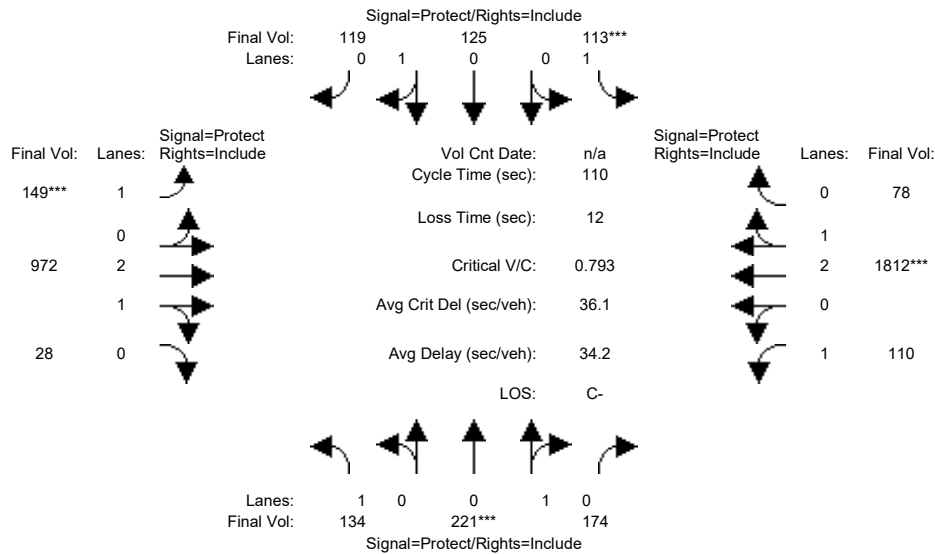
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.27	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	33.6	0.0	33.6	0.0	0.0	0.0	0.0	43.3	43.3	19.1	62.4	0.0
Volume/Cap:	0.66	0.00	0.57	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.51	0.00
Delay/Veh:	33.8	0.0	31.2	0.0	0.0	0.0	0.0	26.1	26.1	45.1	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	0.0	31.2	0.0	0.0	0.0	0.0	26.1	26.1	45.1	12.6	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	22	0	18	0	0	0	0	24	24	13	19	0

Note: Queue reported is the number of cars per lane.

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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	0	1	0	1	0	123	0	0	230	0
PasserByVol:	0	0	0	0	0	0	0	218	0	0	180	0
Initial Fut:	134	221	174	113	125	119	149	972	28	110	1812	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:	134	221	174	113	125	119	149	972	28	110	1812	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	113	125	119	149	972	28	110	1812	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
Final Volume:	134	221	174	113	125	119	149	972	28	110	1812	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	0.56	0.44	1.00	0.51	0.49	1.00	2.91	0.09	1.00	2.87	0.13
Final Sat.:	1750	1007	793	1750	922	878	1750	5443	157	1750	5369	231

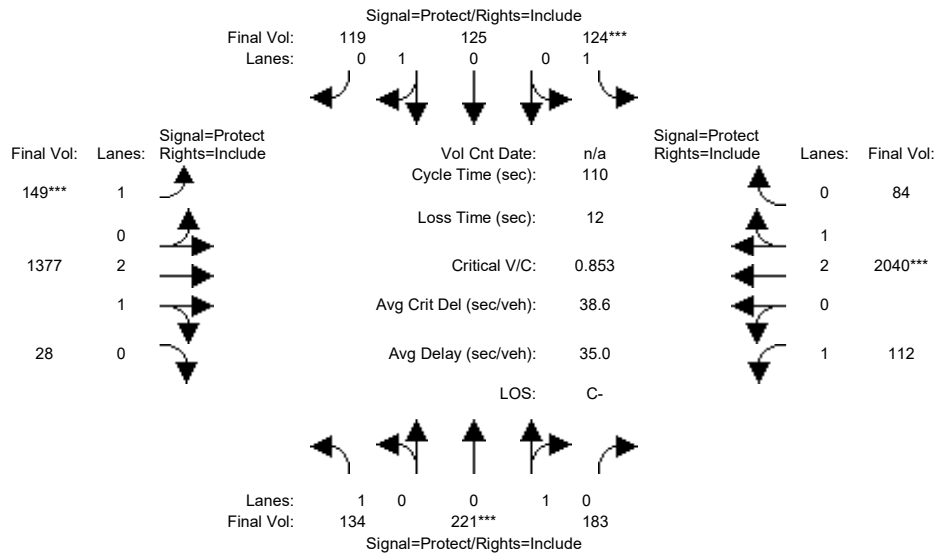
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.06	0.14	0.14	0.09	0.18	0.18	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	14.2	30.4	30.4	9.0	25.2	25.2	11.8	43.2	43.2	15.4	46.8	46.8
Volume/Cap:	0.59	0.79	0.79	0.79	0.59	0.59	0.79	0.45	0.45	0.45	0.79	0.79
Delay/Veh:	49.3	45.4	45.4	75.1	40.1	40.1	68.1	24.8	24.8	44.7	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	45.4	45.4	75.1	40.1	40.1	68.1	24.8	24.8	44.7	29.3	29.3
LOS by Move:	D	D	D	E-	D	D	E	C	C	D	C	C
HCM2k95thQ:	9	24	24	12	16	16	11	15	15	7	32	32

Note: Queue reported is the number of cars per lane.

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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	134	221	174	112	125	118	149	631	28	110	1402	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:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	9	12	0	1	0	528	0	2	458	6
PasserByVol:	0	0	0	0	0	0	0	218	0	0	180	0
Initial Fut:	134	221	183	124	125	119	149	1377	28	112	2040	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	183	124	125	119	149	1377	28	112	2040	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	183	124	125	119	149	1377	28	112	2040	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	183	124	125	119	149	1377	28	112	2040	84

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	0.55	0.45	1.00	0.51	0.49	1.00	2.94	0.06	1.00	2.88	0.12
Final Sat.:	1750	985	815	1750	922	878	1750	5488	112	1750	5378	221

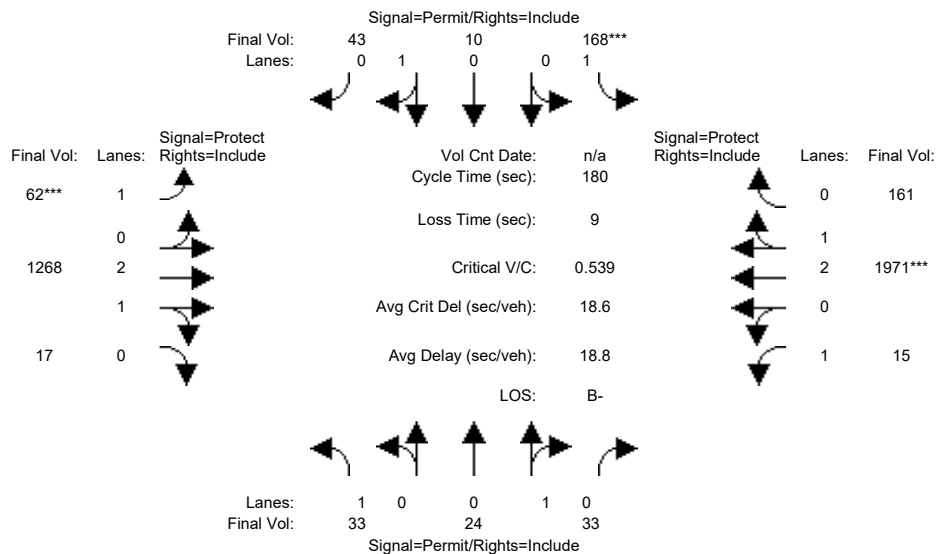
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.25	0.25	0.06	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	13.7	29.0	29.0	9.1	24.3	24.3	11.0	47.7	47.7	12.2	48.9	48.9
Volume/Cap:	0.61	0.85	0.85	0.85	0.61	0.61	0.85	0.58	0.58	0.58	0.85	0.85
Delay/Veh:	50.7	52.4	52.4	85.4	41.4	41.4	79.8	23.9	23.9	50.8	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	52.4	52.4	85.4	41.4	41.4	79.8	23.9	23.9	50.8	30.4	30.4
LOS by Move:	D	D-	D-	F	D	D	E-	C	C	D	C	C
HCM2k95thQ:	9	26	26	13	16	16	11	21	21	8	38	38

Note: Queue reported is the number of cars per lane.

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	123	0	0	230	0
PasserByVol:	0	0	0	0	0	0	0	257	0	0	164	0
Initial Fut:	33	24	33	168	10	43	62	1268	17	15	1971	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	24	33	168	10	43	62	1268	17	15	1971	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1268	17	15	1971	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1268	17	15	1971	161

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	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.96	0.04	1.00	2.77	0.23
Final Sat.:	1750	758	1042	1750	340	1460	1750	5526	74	1750	5177	423

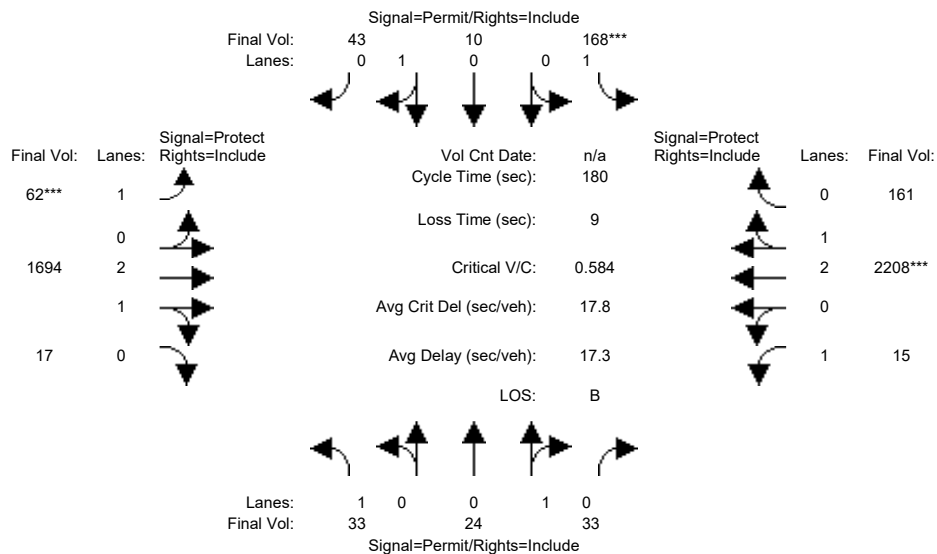
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.23	0.23	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	32.1	32.1	32.1	32.1	32.1	32.1	11.8	119	118.8	20.1	127	127.1
Volume/Cap:	0.11	0.18	0.18	0.54	0.17	0.17	0.54	0.35	0.35	0.08	0.54	0.54
Delay/Veh:	62.1	63.1	63.1	69.2	62.9	62.9	86.5	13.6	13.6	71.8	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	63.1	63.1	69.2	62.9	62.9	86.5	13.6	13.6	71.8	12.7	12.7
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B
HCM2k95thQ:	3	6	6	17	5	5	7	19	19	2	32	32

Note: Queue reported is the number of cars per lane.

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	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	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	549	0	0	467	0
PasserByVol:	0	0	0	0	0	0	0	257	0	0	164	0
Initial Fut:	33	24	33	168	10	43	62	1694	17	15	2208	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	24	33	168	10	43	62	1694	17	15	2208	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1694	17	15	2208	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1694	17	15	2208	161

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	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.97	0.03	1.00	2.79	0.21
Final Sat.:	1750	758	1042	1750	340	1460	1750	5544	56	1750	5219	381

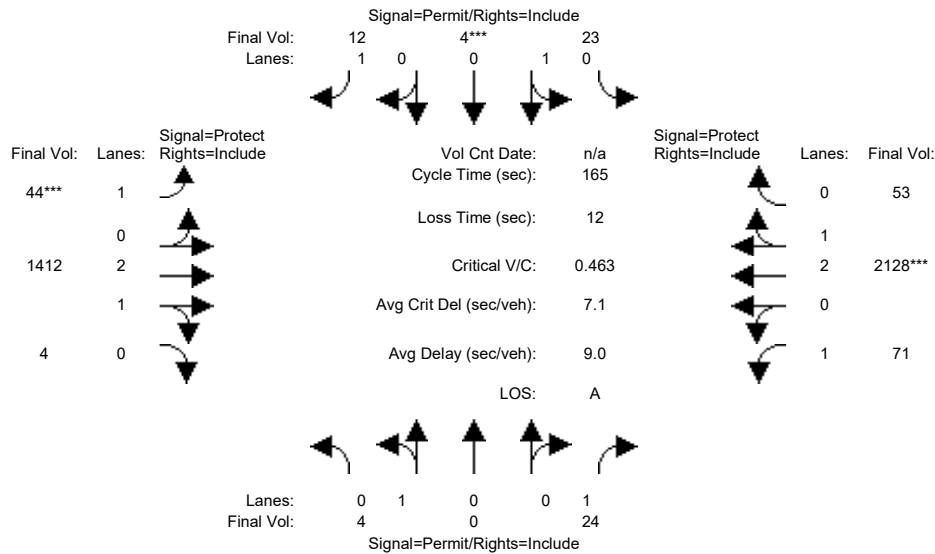
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.31	0.31	0.01	0.42	0.42	
Crit Moves:				****				****					
Green Time:	29.6	29.6	29.6	29.6	29.6	29.6	10.9	125	125.4	16.0	130	130.5	
Volume/Cap:	0.11	0.19	0.19	0.58	0.18	0.18	0.58	0.44	0.44	0.10	0.58	0.58	
Delay/Veh:	64.2	65.2	65.2	72.6	65.0	65.0	90.4	12.0	12.0	75.7	12.0	12.0	
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:	64.2	65.2	65.2	72.6	65.0	65.0	90.4	12.0	12.0	75.7	12.0	12.0	
LOS by Move:	E	E	E	E	E	E	F	B+	B+	E-	B	B	
HCM2k95thQ:	3	6	6	18	5	5	7	24	24	2	34	34	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	0	0	1	2	122	0	0	229	0
PasserByVol:	0	0	0	0	0	0	0	223	0	0	193	0
Initial Fut:	4	0	24	23	4	12	44	1412	4	71	2128	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:	4	0	24	23	4	12	44	1412	4	71	2128	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	23	4	12	44	1412	4	71	2128	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
Final Volume:	4	0	24	23	4	12	44	1412	4	71	2128	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.85	0.15	1.00	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1800	0	1750	1533	267	1750	1750	5584	16	1750	5464	136

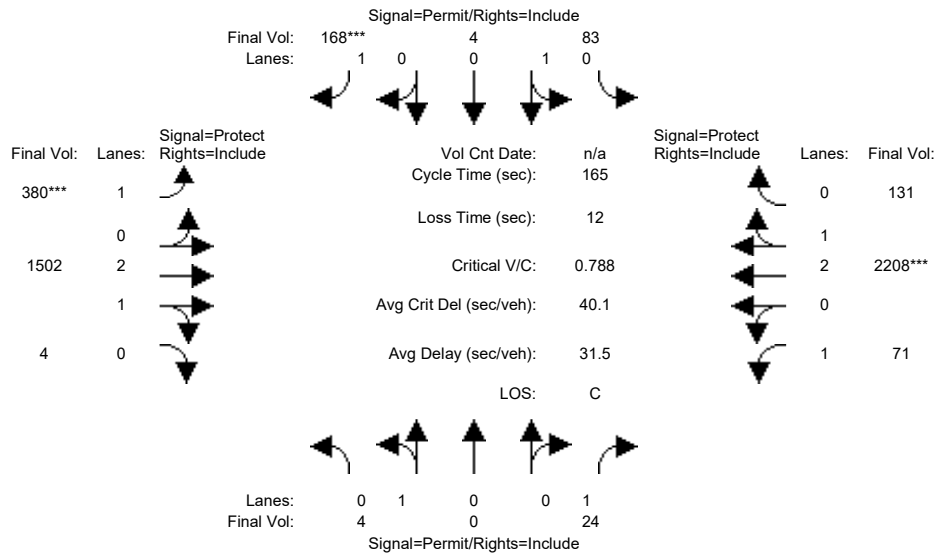
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.01	0.03	0.25	0.25	0.04	0.39	0.39
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	8.7	122	122.5	20.5	134	134.3
Volume/Cap:	0.04	0.00	0.23	0.25	0.25	0.11	0.48	0.34	0.34	0.33	0.48	0.48
Delay/Veh:	73.1	0.0	74.9	75.1	75.1	73.8	79.9	7.4	7.4	66.8	4.7	4.7
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:	73.1	0.0	74.9	75.1	75.1	73.8	79.9	7.4	7.4	66.8	4.7	4.7
LOS by Move:	E	A	E	E-	E-	E	E-	A	A	E	A	A
HCM2k95thQ:	0	0	3	3	3	3	1	5	15	15	6	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4	0	24	23	4	11	42	1067	4	71	1706	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:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	60	0	157	338	212	0	0	309	78
PasserByVol:	0	0	0	0	0	0	0	223	0	0	193	0
Initial Fut:	4	0	24	83	4	168	380	1502	4	71	2208	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	83	4	168	380	1502	4	71	2208	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	83	4	168	380	1502	4	71	2208	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	83	4	168	380	1502	4	71	2208	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	2.83	0.17
Final Sat.:	1800	0	1750	1717	83	1750	1750	5585	15	1750	5286	314

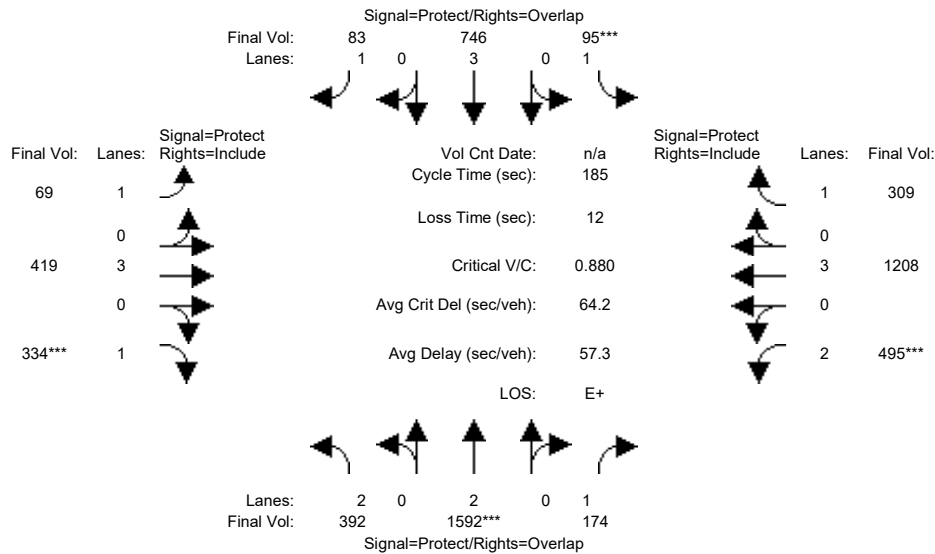
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.10	0.22	0.27	0.27	0.04	0.42	0.42
Crit Moves:						****	****				****	
Green Time:	20.1	0.0	20.1	20.1	20.1	20.1	45.5	115	114.8	18.1	87.4	87.4
Volume/Cap:	0.02	0.00	0.11	0.40	0.40	0.79	0.79	0.39	0.39	0.37	0.79	0.79
Delay/Veh:	63.8	0.0	64.7	68.0	68.0	88.0	63.8	10.5	10.5	69.4	32.8	32.8
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:	63.8	0.0	64.7	68.0	68.0	88.0	63.8	10.5	10.5	69.4	32.8	32.8
LOS by Move:	E	A	E	E	E	F	E	B+	B+	E	C-	C-
HCM2k95thQ:	0	0	2	9	9	20	33	19	19	7	48	48

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #22: 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	322	1492	33	91	632	83	69	358	240	404	1060	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1492	33	91	632	83	69	358	240	404	1060	299
Added Vol:	27	60	141	4	26	0	0	61	6	81	139	10
PasserByVol:	43	40	0	0	88	0	0	0	88	10	9	0
Initial Fut:	392	1592	174	95	746	83	69	419	334	495	1208	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1592	174	95	746	83	69	419	334	495	1208	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1592	174	95	746	83	69	419	334	495	1208	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	1592	174	95	746	83	69	419	334	495	1208	309

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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

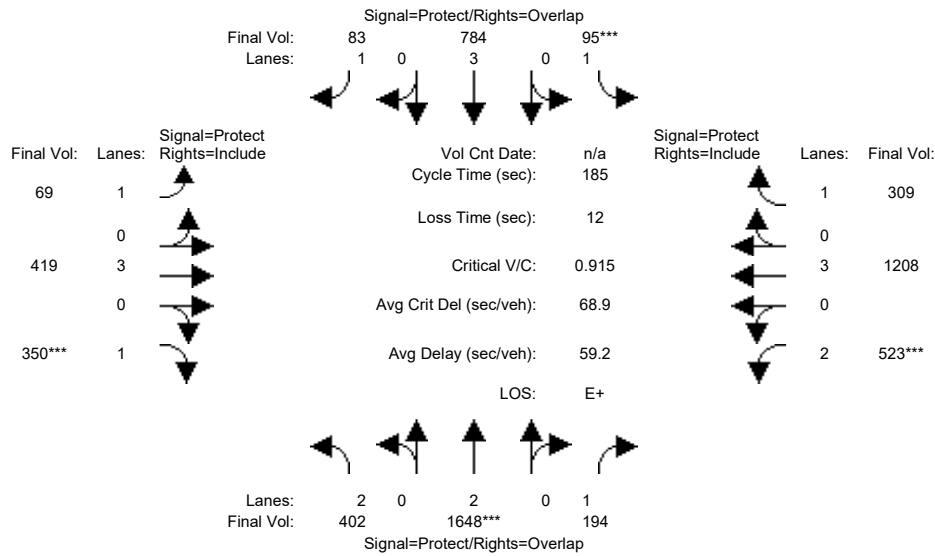
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.42	0.10	0.05	0.13	0.05	0.04	0.07	0.19	0.16	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.5	88.1	121.1	11.4	51.0	62.5	11.5	40.1	40.1	33.0	61.7	61.7
Volume/Cap:	0.47	0.88	0.15	0.88	0.47	0.14	0.64	0.34	0.88	0.88	0.64	0.53
Delay/Veh:	56.4	47.9	12.0	134.6	54.6	41.5	94.2	59.7	88.6	86.9	51.5	49.5
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:	56.4	47.9	12.0	134.6	54.6	41.5	94.2	59.7	88.6	86.9	51.5	49.5
LOS by Move:	E+	D	B+	F	D-	D	F	E+	F	F	D-	D
HCM2k95thQ:	19	60	7	15	20	7	10	12	37	29	31	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	322	1492	33	91	632	83	69	358	240	404	1060	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1492	33	91	632	83	69	358	240	404	1060	299
Added Vol:	37	116	161	4	64	0	0	61	22	109	139	10
PasserByVol:	43	40	0	0	88	0	0	0	88	10	9	0
Initial Fut:	402	1648	194	95	784	83	69	419	350	523	1208	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	1648	194	95	784	83	69	419	350	523	1208	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	1648	194	95	784	83	69	419	350	523	1208	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	402	1648	194	95	784	83	69	419	350	523	1208	309

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

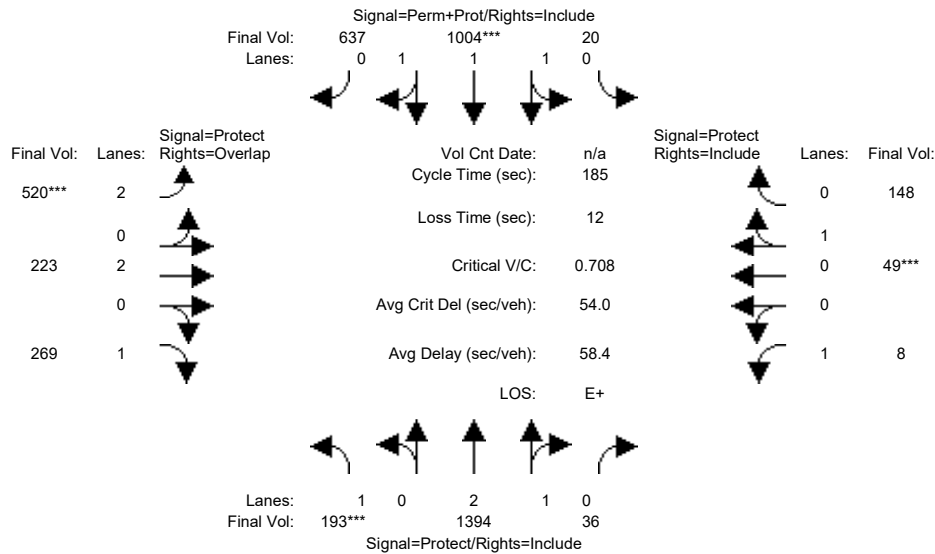
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.11	0.05	0.14	0.05	0.04	0.07	0.20	0.17	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	47.5	87.7	121.3	11.0	51.2	62.8	11.6	40.4	40.4	33.6	62.4	62.4
Volume/Cap:	0.50	0.92	0.17	0.92	0.50	0.14	0.63	0.34	0.92	0.92	0.63	0.52
Delay/Veh:	57.5	51.7	12.1	145.9	54.9	41.3	93.4	59.5	94.7	91.7	50.8	48.9
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:	57.5	51.7	12.1	145.9	54.9	41.3	93.4	59.5	94.7	91.7	50.8	48.9
LOS by Move:	E+	D-	B	F	D-	D	F	E+	F	F	D	D
HCM2k95thQ:	19	64	8	15	22	7	10	12	39	30	31	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	133	1191	35	20	771	571	411	213	172	7	49	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:	133	1191	35	20	771	571	411	213	172	7	49	148
Added Vol:	20	119	0	0	49	64	109	0	19	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	193	1394	36	20	1004	637	520	223	269	8	49	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:	193	1394	36	20	1004	637	520	223	269	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1394	36	20	1004	637	520	223	269	8	49	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
Final Volume:	193	1394	36	20	1004	637	520	223	269	8	49	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	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.04	1.96	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5459	141	72	3636	1800	3150	3800	1750	1750	448	1352

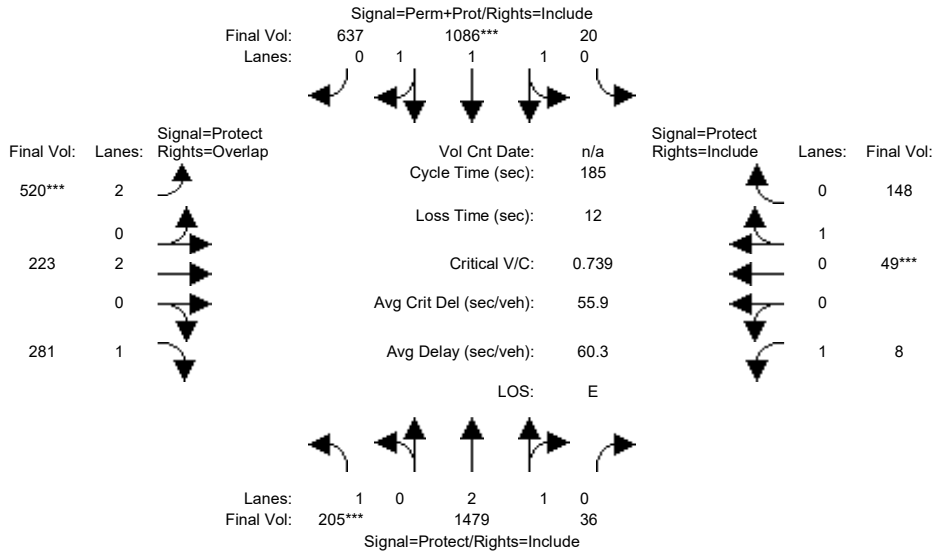
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.00	0.28	0.35	0.17	0.06	0.15	0.00	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	27.1	54.7	54.7	62.2	86.8	86.8	35.4	35.4	62.4	23.4	23.4	23.4
Volume/Cap:	0.75	0.86	0.86	0.82	0.59	0.75	0.86	0.31	0.46	0.04	0.86	0.86
Delay/Veh:	85.7	64.9	64.9	57.6	35.4	40.8	82.8	62.8	47.2	69.0	104	104.2
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:	85.7	64.9	64.9	57.6	35.4	40.8	82.8	62.8	47.2	69.0	104	104.2
LOS by Move:	F	E	E	E+	D+	D	F	E	D	E	F	F
HCM2k95thQ:	20	42	42	44	35	48	29	10	21	1	24	24

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	133	1191	35	20	771	571	411	213	172	7	49	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:	133	1191	35	20	771	571	411	213	172	7	49	148
Added Vol:	32	204	0	0	131	64	109	0	31	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	205	1479	36	20	1086	637	520	223	281	8	49	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:	205	1479	36	20	1086	637	520	223	281	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1479	36	20	1086	637	520	223	281	8	49	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
Final Volume:	205	1479	36	20	1086	637	520	223	281	8	49	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	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	0.04	1.96	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5467	133	67	3638	1800	3150	3800	1750	1750	448	1352

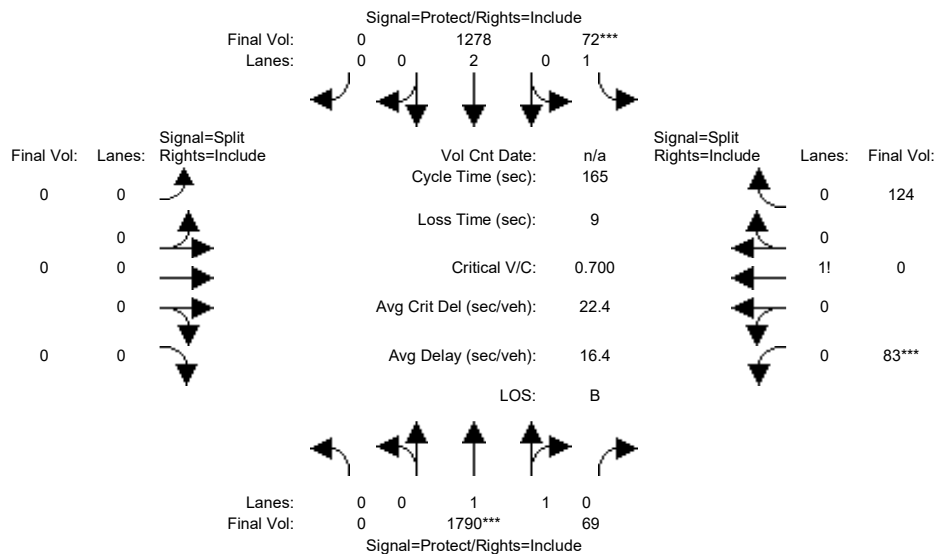
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.00	0.30	0.35	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***				***		***			***		
Green Time:	29.0	55.4	55.4	64.2	87.5	87.5	33.8	33.8	62.8	22.4	22.4	22.4
Volume/Cap:	0.75	0.90	0.90	0.86	0.63	0.75	0.90	0.32	0.47	0.04	0.90	0.90
Delay/Veh:	83.3	67.9	67.9	58.7	36.1	40.1	89.7	64.1	47.4	69.9	114	114.0
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:	83.3	67.9	67.9	58.7	36.1	40.1	89.7	64.1	47.4	69.9	114	114.0
LOS by Move:	F	E	E	E+	D+	D	F	E	D	E	F	F
HCM2k95thQ:	21	45	45	48	38	48	30	10	22	1	25	25

Note: Queue reported is the number of cars per lane.

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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	1528	69	72	930	0	0	0	0	83	0	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:	0	1528	69	72	930	0	0	0	0	83	0	124
Added Vol:	0	139	0	0	68	0	0	0	0	0	0	0
PasserByVol:	0	123	0	0	280	0	0	0	0	0	0	0
Initial Fut:	0	1790	69	72	1278	0	0	0	0	83	0	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:	0	1790	69	72	1278	0	0	0	0	83	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1790	69	72	1278	0	0	0	0	83	0	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
Final Volume:	0	1790	69	72	1278	0	0	0	0	83	0	124

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	0.40	0.00	0.60
Final Sat.:	0	3563	137	1750	3800	0	0	0	0	702	0	1048

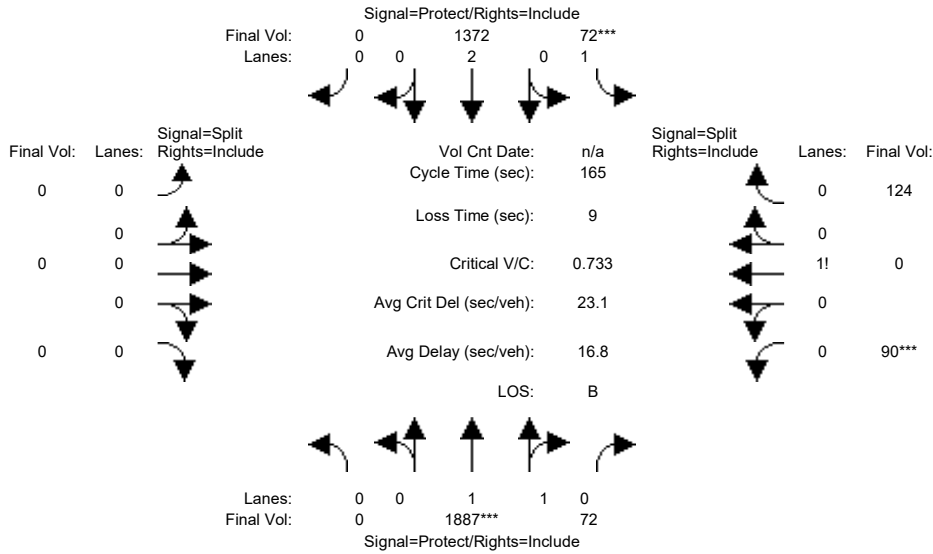
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.04	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	118	118.4	9.7	128	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.70	0.70	0.70	0.43	0.00	0.00	0.00	0.00	0.70	0.00	0.70
Delay/Veh:	0.0	14.1	14.1	95.5	6.3	0.0	0.0	0.0	0.0	71.9	0.0	71.9
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	14.1	14.1	95.5	6.3	0.0	0.0	0.0	0.0	71.9	0.0	71.9
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	44	44	8	19	0	0	0	0	21	0	21

Note: Queue reported is the number of cars per lane.

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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	1528	69	72	930	0	0	0	0	83	0	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:	0	1528	69	72	930	0	0	0	0	83	0	124
Added Vol:	0	236	3	0	162	0	0	0	0	7	0	0
PasserByVol:	0	123	0	0	280	0	0	0	0	0	0	0
Initial Fut:	0	1887	72	72	1372	0	0	0	0	90	0	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:	0	1887	72	72	1372	0	0	0	0	90	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1887	72	72	1372	0	0	0	0	90	0	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
Final Volume:	0	1887	72	72	1372	0	0	0	0	90	0	124

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	0.42	0.00	0.58
Final Sat.:	0	3564	136	1750	3800	0	0	0	0	736	0	1014

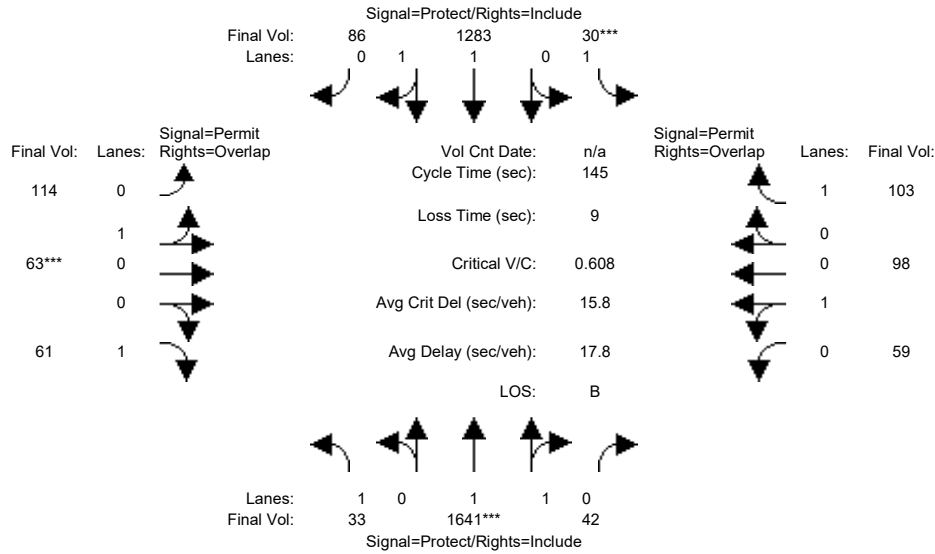
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	119	119.2	9.3	128	0.0	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.00	0.73	0.73	0.73	0.46	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	14.6	14.6	101.1	6.4	0.0	0.0	0.0	0.0	74.5	0.0	74.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	14.6	101.1	6.4	0.0	0.0	0.0	0.0	74.5	0.0	74.5
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	48	48	8	21	0	0	0	0	22	0	22

Note: Queue reported is the number of cars per lane.

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	31	1379	42	30	935	86	114	63	46	57	98	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1379	42	30	935	86	114	63	46	57	98	103
Added Vol:	0	139	0	0	68	0	0	0	0	0	0	0
PasserByVol:	2	123	0	0	280	0	0	0	15	2	0	0
Initial Fut:	33	1641	42	30	1283	86	114	63	61	59	98	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1641	42	30	1283	86	114	63	61	59	98	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1641	42	30	1283	86	114	63	61	59	98	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1641	42	30	1283	86	114	63	61	59	98	103

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	1.95	0.05	1.00	1.87	0.13	0.64	0.36	1.00	0.38	0.62	1.00
Final Sat.:	1750	3608	92	1750	3467	232	1159	641	1750	676	1124	1750

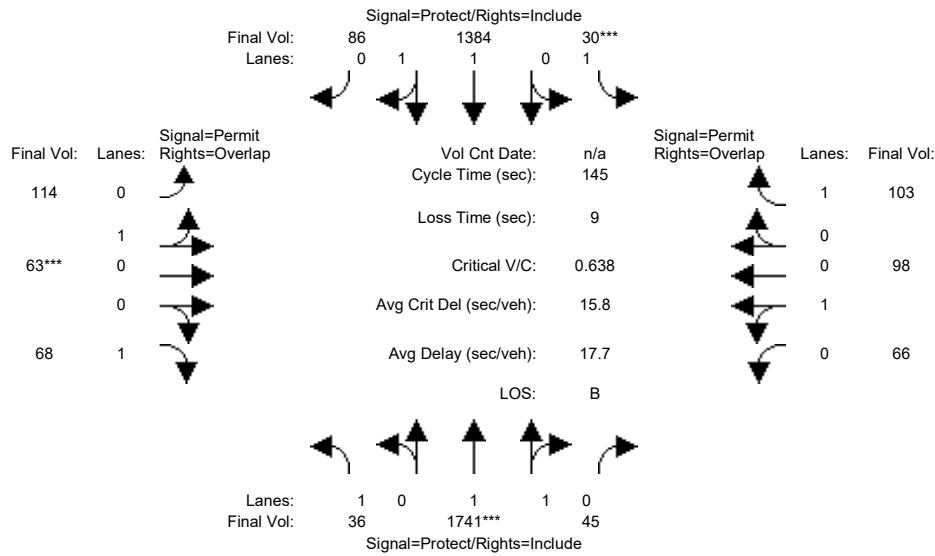
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.02	0.37	0.37	0.10	0.10	0.03	0.09	0.09	0.06
Crit Moves:	****			****			****					
Green Time:	13.0	106	106.1	7.0	100	100.0	22.9	22.9	36.0	22.9	22.9	29.9
Volume/Cap:	0.21	0.62	0.62	0.36	0.54	0.54	0.62	0.62	0.14	0.55	0.55	0.29
Delay/Veh:	61.9	10.0	10.0	69.4	11.3	11.3	61.2	61.2	42.6	58.6	58.6	49.0
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:	61.9	10.0	10.0	69.4	11.3	11.3	61.2	61.2	42.6	58.6	58.6	49.0
LOS by Move:	E	B+	B+	E	B+	B+	E	E	D	E+	E+	D
HCM2k95thQ:	3	31	31	3	26	26	16	16	5	14	14	8

Note: Queue reported is the number of cars per lane.

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	31	1379	42	30	935	86	114	63	46	57	98	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1379	42	30	935	86	114	63	46	57	98	103
Added Vol:	3	239	3	0	169	0	0	0	7	7	0	0
PasserByVol:	2	123	0	0	280	0	0	0	15	2	0	0
Initial Fut:	36	1741	45	30	1384	86	114	63	68	66	98	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1741	45	30	1384	86	114	63	68	66	98	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1741	45	30	1384	86	114	63	68	66	98	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	1741	45	30	1384	86	114	63	68	66	98	103

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	1.95	0.05	1.00	1.88	0.12	0.64	0.36	1.00	0.40	0.60	1.00
Final Sat.:	1750	3607	93	1750	3483	216	1159	641	1750	724	1076	1750

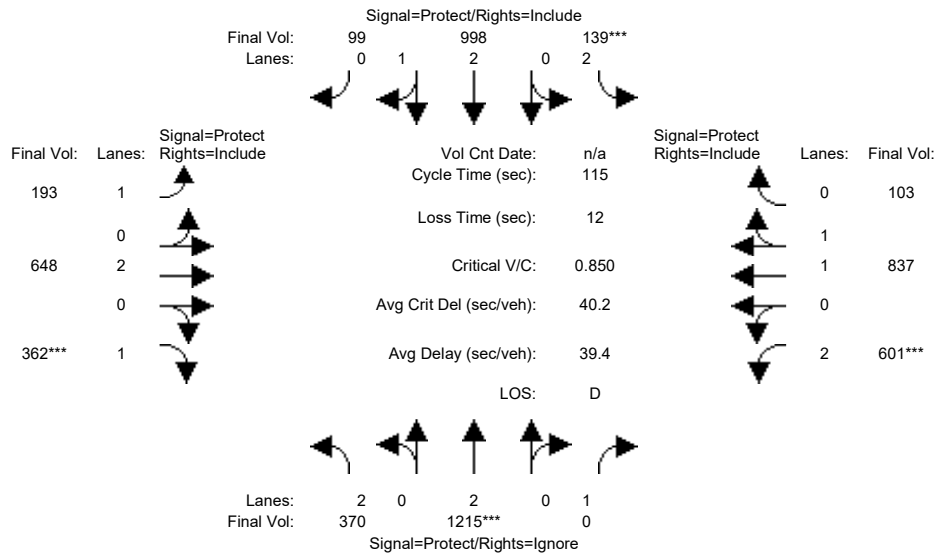
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.02	0.40	0.40	0.10	0.10	0.04	0.09	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.4	107	107.2	7.0	102	101.8	21.8	21.8	34.2	21.8	21.8	28.8
Volume/Cap:	0.24	0.65	0.65	0.36	0.57	0.57	0.65	0.65	0.16	0.61	0.61	0.30
Delay/Veh:	62.8	10.1	10.1	69.4	11.0	11.0	63.6	63.6	44.2	61.4	61.4	49.9
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:	62.8	10.1	10.1	69.4	11.0	11.0	63.6	63.6	44.2	61.4	61.4	49.9
LOS by Move:	E	B+	B+	E	B+	B+	E	E	D	E	E	D
HCM2k95thQ:	3	33	33	3	28	28	16	16	5	15	15	8

Note: Queue reported is the number of cars per lane.

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	36	114	41	4	53	11	17	78	11	19	78	9
PasserByVol:	52	121	77	40	259	0	0	129	166	208	17	10
Initial Fut:	370	1215	536	139	998	99	193	648	362	601	837	103
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:	370	1215	0	139	998	99	193	648	362	601	837	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1215	0	139	998	99	193	648	362	601	837	103
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
Final Volume:	370	1215	0	139	998	99	193	648	362	601	837	103

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	2.72	0.28	1.00	2.00	1.00	2.00	1.77	0.23
Final Sat.:	3150	3800	1750	3150	5094	505	1750	3800	1750	3150	3294	405

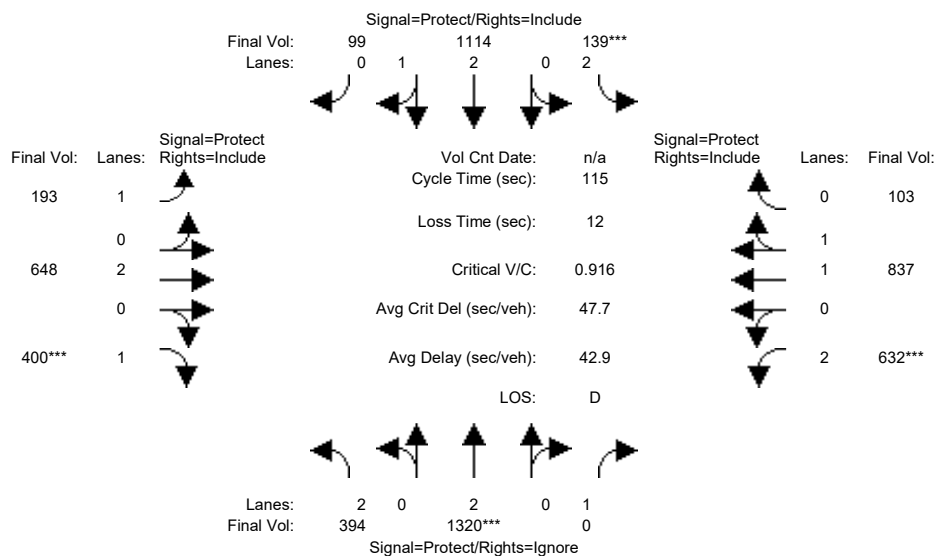
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.04	0.20	0.20	0.11	0.17	0.21	0.19	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.7	42.8	0.0	7.0	31.1	31.1	16.1	27.7	27.7	25.5	37.1	37.1
Volume/Cap:	0.72	0.86	0.00	0.72	0.72	0.72	0.79	0.71	0.86	0.86	0.79	0.79
Delay/Veh:	44.9	25.7	0.0	63.6	30.4	30.4	63.3	42.6	57.9	53.5	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:	44.9	25.7	0.0	63.6	30.4	30.4	63.3	42.6	57.9	53.5	38.9	38.9
LOS by Move:	D	C	A	E	C	C	E	D	E+	D-	D+	D+
HCM2k95thQ:	14	31	0	6	20	20	14	18	24	22	26	26

Note: Queue reported is the number of cars per lane.

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	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:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	60	219	61	4	169	11	17	78	49	50	78	9
PasserByVol:	52	121	77	40	259	0	0	129	166	208	17	10
Initial Fut:	394	1320	556	139	1114	99	193	648	400	632	837	103
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:	394	1320	0	139	1114	99	193	648	400	632	837	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1320	0	139	1114	99	193	648	400	632	837	103
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
Final Volume:	394	1320	0	139	1114	99	193	648	400	632	837	103

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	1.77	0.23
Final Sat.:	3150	3800	1750	3150	5142	457	1750	3800	1750	3150	3294	405

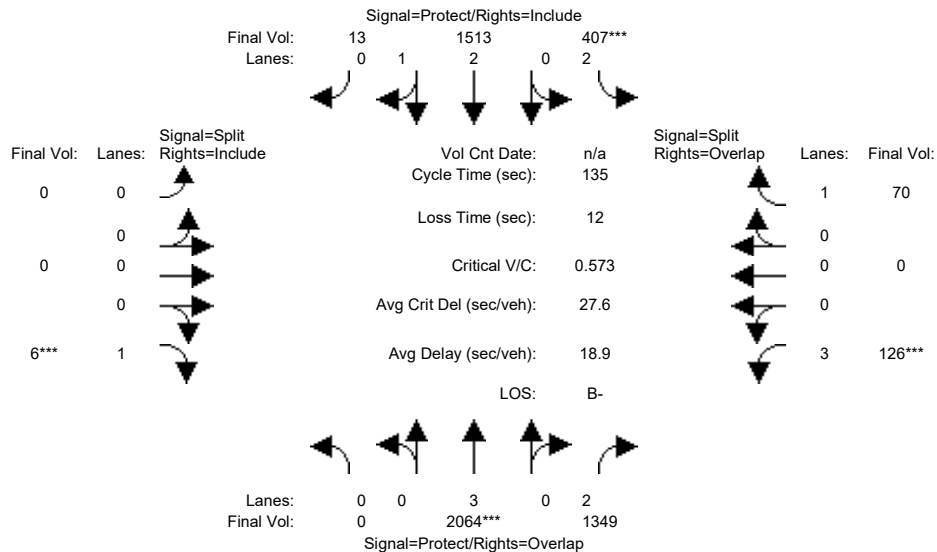
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.00	0.04	0.22	0.22	0.11	0.17	0.23	0.20	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.3	42.9	0.0	7.0	31.7	31.7	16.1	28.3	28.3	24.8	37.0	37.0
Volume/Cap:	0.79	0.93	0.00	0.72	0.79	0.79	0.79	0.69	0.93	0.93	0.79	0.79
Delay/Veh:	48.7	32.0	0.0	63.6	31.6	31.6	63.6	41.7	69.2	63.7	39.1	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:	48.7	32.0	0.0	63.6	31.6	31.6	63.6	41.7	69.2	63.7	39.1	39.1
LOS by Move:	D	C	A	E	C	C	E	D	E	E	D	D
HCM2k95thQ:	15	38	0	6	23	23	14	18	28	25	26	26

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	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	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	191	0	0	72	10	0	0	0	0	0	0
PasserByVol:	0	189	1091	294	335	0	0	0	0	116	0	60
Initial Fut:	0	2064	1349	407	1513	13	0	0	6	126	0	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:	0	2064	1349	407	1513	13	0	0	6	126	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2064	1349	407	1513	13	0	0	6	126	0	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
Final Volume:	0	2064	1349	407	1513	13	0	0	6	126	0	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5552	48	0	0	1750	4551	0	1750

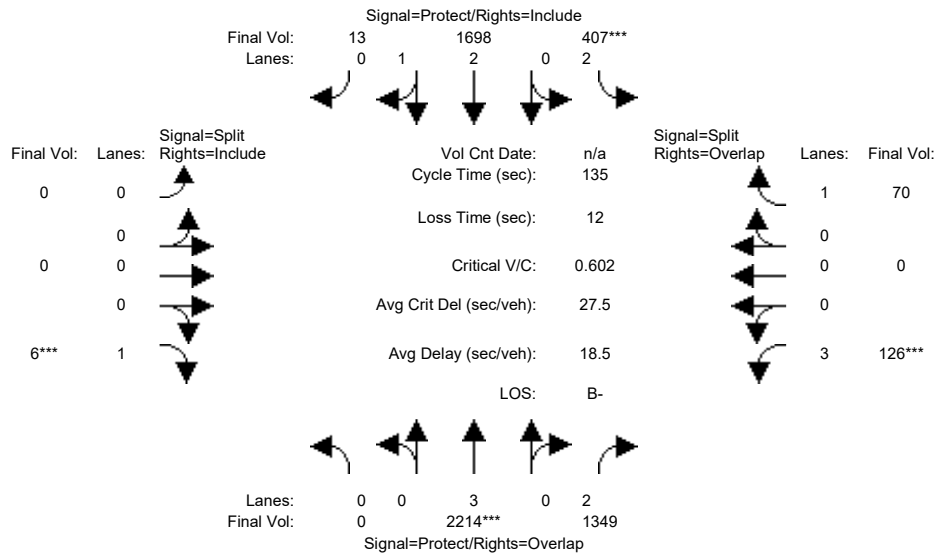
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.43	0.13	0.27	0.27	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****		****				****		****			
Green Time:	0.0	75.9	85.9	27.1	103	103.0	0.0	0.0	10.0	10.0	0.0	37.1
Volume/Cap:	0.00	0.64	0.67	0.64	0.36	0.36	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	20.7	16.5	51.8	5.3	5.3	0.0	0.0	58.2	60.2	0.0	37.1
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	20.7	16.5	51.8	5.3	5.3	0.0	0.0	58.2	60.2	0.0	37.1
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	32	35	17	13	13	0	0	1	5	0	5

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	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	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	341	0	0	257	10	0	0	0	0	0	0
PasserByVol:	0	189	1091	294	335	0	0	0	0	116	0	60
Initial Fut:	0	2214	1349	407	1698	13	0	0	6	126	0	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:	0	2214	1349	407	1698	13	0	0	6	126	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2214	1349	407	1698	13	0	0	6	126	0	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
Final Volume:	0	2214	1349	407	1698	13	0	0	6	126	0	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.98	0.02	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5557	43	0	0	1750	4551	0	1750

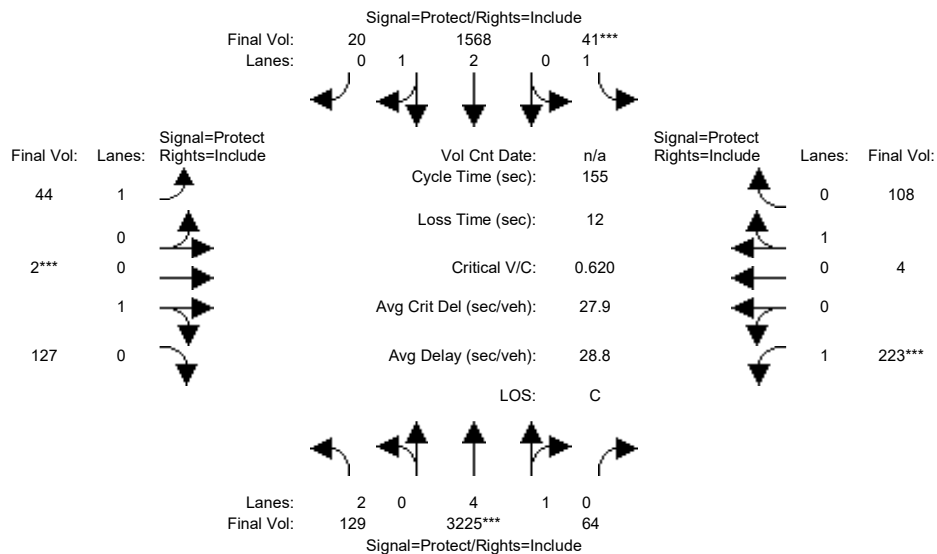
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.43	0.13	0.31	0.31	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	77.3	87.3	25.7	103	103.0	0.0	0.0	10.0	10.0	0.0	35.7
Volume/Cap:	0.00	0.68	0.66	0.68	0.40	0.40	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	20.8	15.6	53.9	5.5	5.5	0.0	0.0	58.2	60.2	0.0	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	15.6	53.9	5.5	5.5	0.0	0.0	58.2	60.2	0.0	38.2
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	35	34	17	15	15	0	0	1	5	0	5

Note: Queue reported is the number of cars per lane.

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
	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:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	37	108	32	16	53	3	9	0	26	151	0	73
PasserByVol:	0	1279	0	0	452	0	0	0	0	0	0	0
Initial Fut:	129	3225	64	41	1568	20	44	2	127	223	4	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:	129	3225	64	41	1568	20	44	2	127	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3225	64	41	1568	20	44	2	127	223	4	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
Final Volume:	129	3225	64	41	1568	20	44	2	127	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.90	0.10	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9217	183	1750	5529	71	1750	28	1772	1750	64	1736

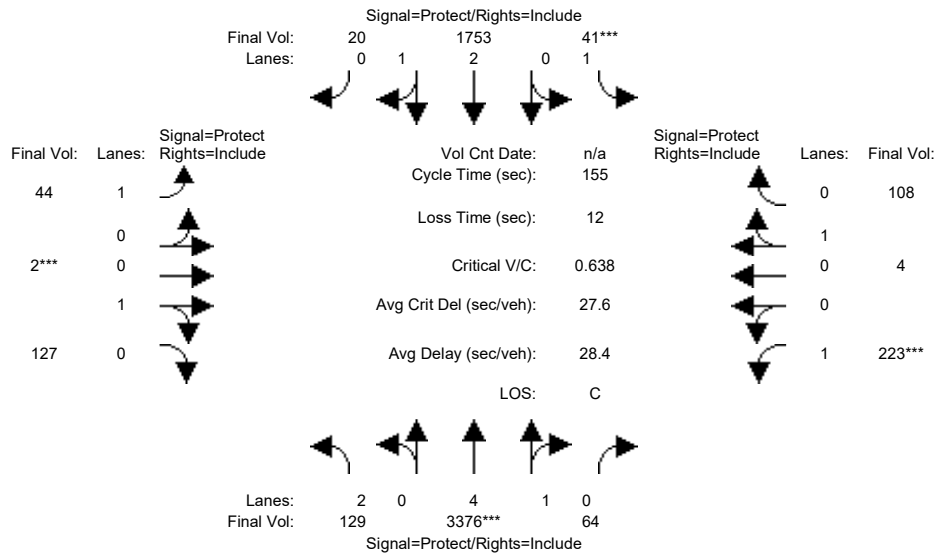
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.02	0.28	0.28	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.9	86.7	86.7	7.0	80.8	80.8	20.3	17.8	17.8	31.6	29.0	29.0
Volume/Cap:	0.49	0.63	0.63	0.52	0.54	0.54	0.19	0.63	0.63	0.63	0.33	0.33
Delay/Veh:	69.4	23.4	23.4	78.3	25.0	25.0	60.4	71.4	71.4	59.8	55.2	55.2
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:	69.4	23.4	23.4	78.3	25.0	25.0	60.4	71.4	71.4	59.8	55.2	55.2
LOS by Move:	E	C	C	E-	C	C	E	E	E	E+	E+	E+
HCM2k95thQ:	7	34	34	4	29	29	4	13	13	20	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	37	259	32	16	238	3	9	0	26	151	0	73
PasserByVol:	0	1279	0	0	452	0	0	0	0	0	0	0
Initial Fut:	129	3376	64	41	1753	20	44	2	127	223	4	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:	129	3376	64	41	1753	20	44	2	127	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3376	64	41	1753	20	44	2	127	223	4	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
Final Volume:	129	3376	64	41	1753	20	44	2	127	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.90	0.10	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9225	175	1750	5537	63	1750	28	1772	1750	64	1736

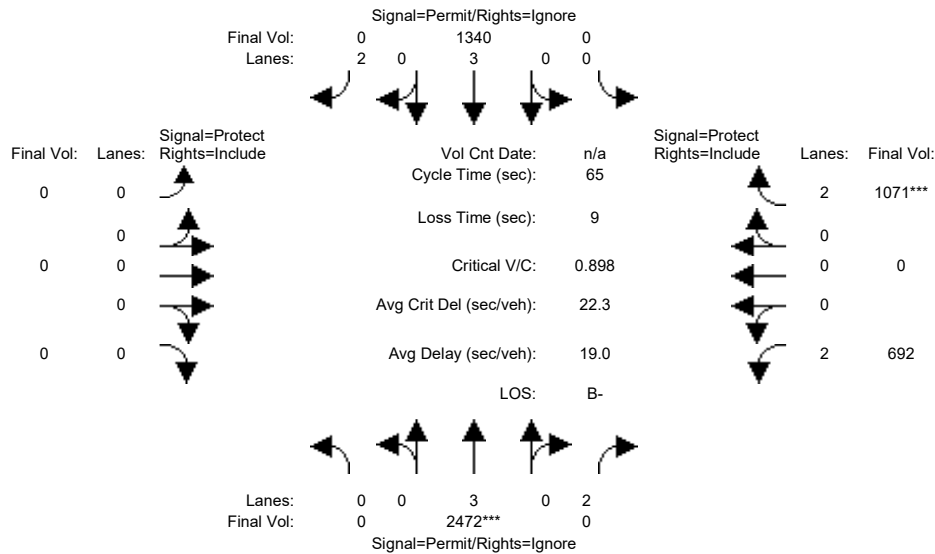
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.02	0.32	0.32	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	11.9	88.1	88.1	7.0	83.2	83.2	19.7	17.2	17.2	30.7	28.2	28.2
Volume/Cap:	0.53	0.64	0.64	0.52	0.59	0.59	0.20	0.64	0.64	0.64	0.34	0.34
Delay/Veh:	71.2	23.1	23.1	78.3	24.6	24.6	61.0	73.0	73.0	61.3	55.9	55.9
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:	71.2	23.1	23.1	78.3	24.6	24.6	61.0	73.0	73.0	61.3	55.9	55.9
LOS by Move:	E	C	C	E-	C	C	E	E	E	E	E+	E+
HCM2k95thQ:	7	35	35	4	32	32	4	14	14	20	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (North)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	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	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	147	12	0	173	57	0	0	0	11	0	30
PasserByVol:	0	881	131	0	260	192	0	0	0	126	0	398
Initial Fut:	0	2472	549	0	1340	678	0	0	0	692	0	1071
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2472	0	0	1340	0	0	0	0	692	0	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2472	0	0	1340	0	0	0	0	692	0	1071
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2472	0	0	1340	0	0	0	0	692	0	1071

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	3150	0	5700	3150	0	0	0	3150	0	3150

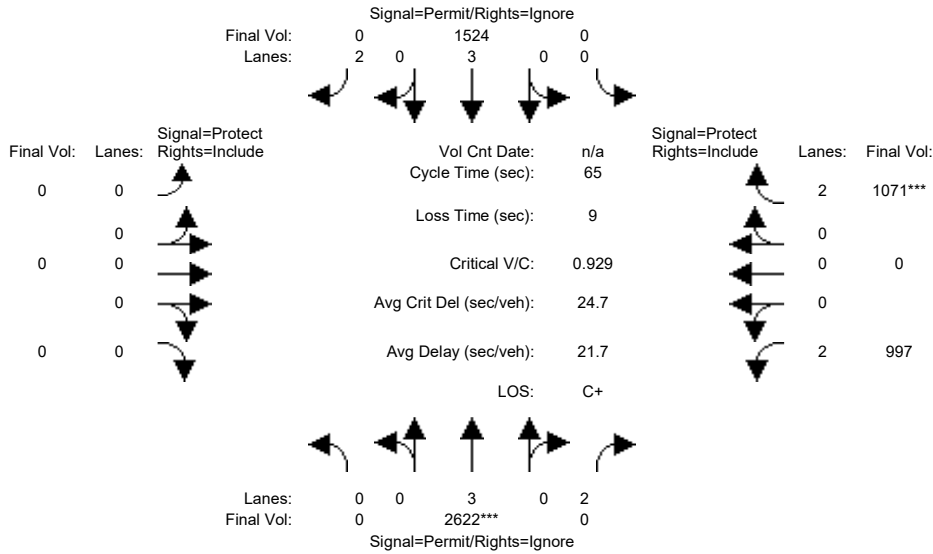
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.22	0.00	0.34
Crit Moves:	****											
Green Time:	0.0	31.4	0.0	0.0	31.4	0.0	0.0	0.0	0.0	24.6	0.0	24.6
Volume/Cap:	0.00	0.90	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.58	0.00	0.90
Delay/Veh:	0.0	19.7	0.0	0.0	11.5	0.0	0.0	0.0	0.0	16.8	0.0	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	0.0	0.0	11.5	0.0	0.0	0.0	0.0	16.8	0.0	28.3
LOS by Move:	A	B-	A	A	B+	A	A	A	A	B	A	C
HCM2k95thQ:	0	23	0	0	6	0	0	0	0	14	0	29

Note: Queue reported is the number of cars per lane.

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Intersection #29: Wolfe Road / I-280 Ramp (North)



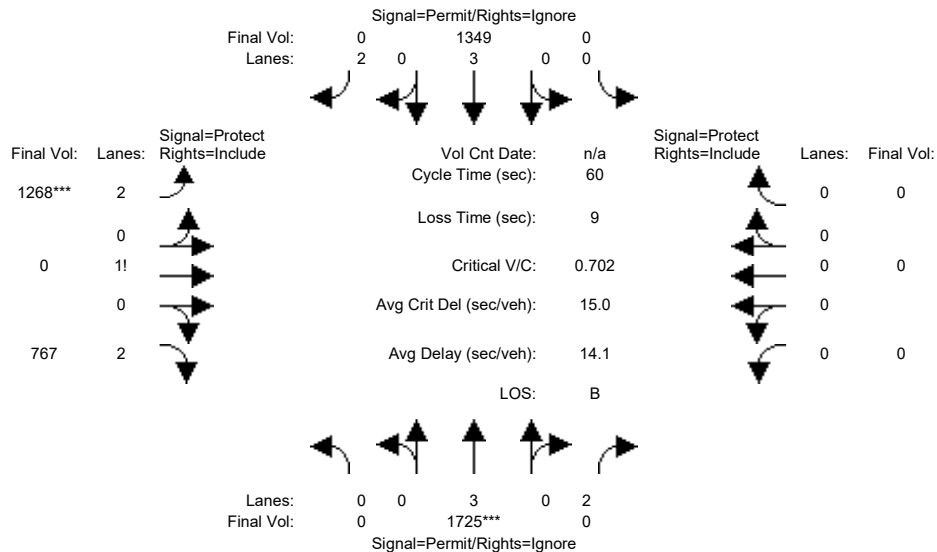
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	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	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	297	173	0	357	57	0	0	0	316	0	30
PasserByVol:	0	881	131	0	260	192	0	0	0	126	0	398
Initial Fut:	0	2622	710	0	1524	678	0	0	0	997	0	1071
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2622	0	0	1524	0	0	0	0	997	0	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2622	0	0	1524	0	0	0	0	997	0	1071
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2622	0	0	1524	0	0	0	0	997	0	1071
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	3150	0	5700	3150	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.32	0.00	0.34
Crit Moves:	****											
Green Time:	0.0	32.2	0.0	0.0	32.2	0.0	0.0	0.0	0.0	23.8	0.0	23.8
Volume/Cap:	0.00	0.93	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.86	0.00	0.93
Delay/Veh:	0.0	21.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	26.1	0.0	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	26.1	0.0	32.6
LOS by Move:	A	C+	A	A	B+	A	A	A	A	C	A	C-
HCM2k95thQ:	0	26	0	0	7	0	0	0	0	26	0	30

Note: Queue reported is the number of cars per lane.

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Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1141	475	0	1027	394	673	0	409	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	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	131	7	0	106	77	28	0	17	0	0	0
PasserByVol:	0	453	96	0	216	172	567	0	341	0	0	0
Initial Fut:	0	1725	578	0	1349	643	1268	0	767	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1725	0	0	1349	0	1268	0	767	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1725	0	0	1349	0	1268	0	767	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1725	0	0	1349	0	1268	0	767	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	0.83	0.92	1.00	0.83	0.87	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.61	0.00	2.39	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4310	0	3761	0	0	0

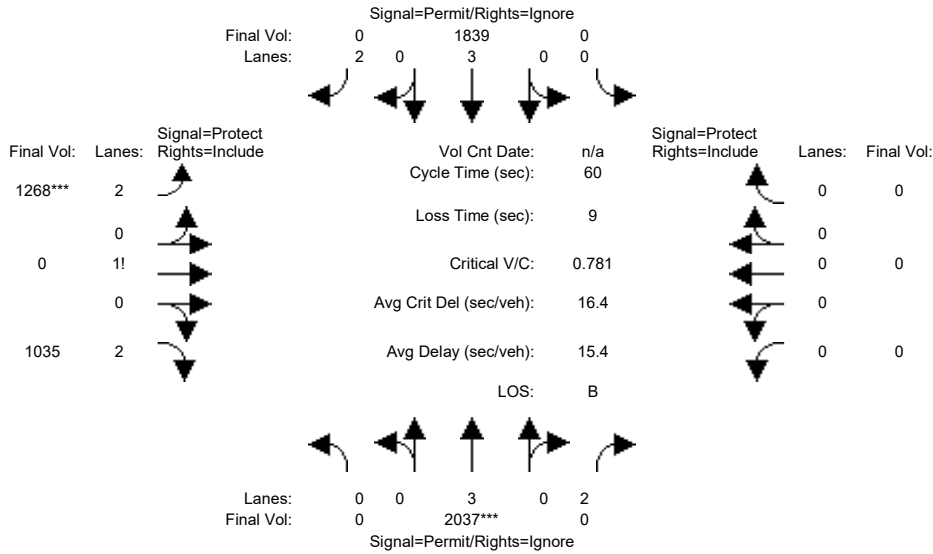
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.24	0.00	0.29	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	25.9	0.0	0.0	25.9	0.0	25.1	0.0	25.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.55	0.00	0.70	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	14.9	0.0	0.0	13.0	0.0	15.1	0.0	12.8	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	14.9	0.0	0.0	13.0	0.0	15.1	0.0	12.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	14	0	0	8	0	18	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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 Cumulative AM Housing Rich Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



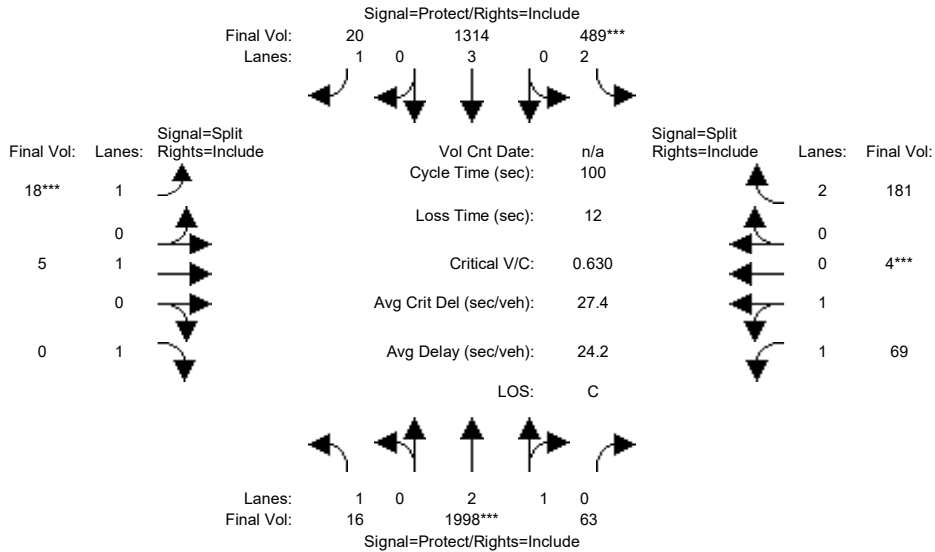
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	394	673	0	409	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	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	443	161	0	596	77	28	0	285	0	0	0
PasserByVol:	0	453	96	0	216	172	567	0	341	0	0	0
Initial Fut:	0	2037	732	0	1839	643	1268	0	1035	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2037	0	0	1839	0	1268	0	1035	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2037	0	0	1839	0	1268	0	1035	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2037	0	0	1839	0	1268	0	1035	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	0.83	0.92	1.00	0.83	0.85	1.00	0.84	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.55	0.00	2.45	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4132	0	3912	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.32	0.00	0.31	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	27.4	0.0	0.0	27.4	0.0	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.78	0.00	0.00	0.71	0.00	0.78	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	15.3	0.0	0.0	13.9	0.0	17.4	0.0	15.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	0.0	13.9	0.0	17.4	0.0	15.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	18	0	0	12	0	21	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	0	117	1	33	90	0	0	0	0	2	0	0
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	16	1998	63	489	1314	20	18	5	0	69	4	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1998	63	489	1314	20	18	5	0	69	4	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1998	63	489	1314	20	18	5	0	69	4	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1998	63	489	1314	20	18	5	0	69	4	181

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	0.93	0.95	0.83
Lanes:	1.00	2.90	0.10	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5429	171	3150	5700	1750	1750	1900	1750	3355	195	3150

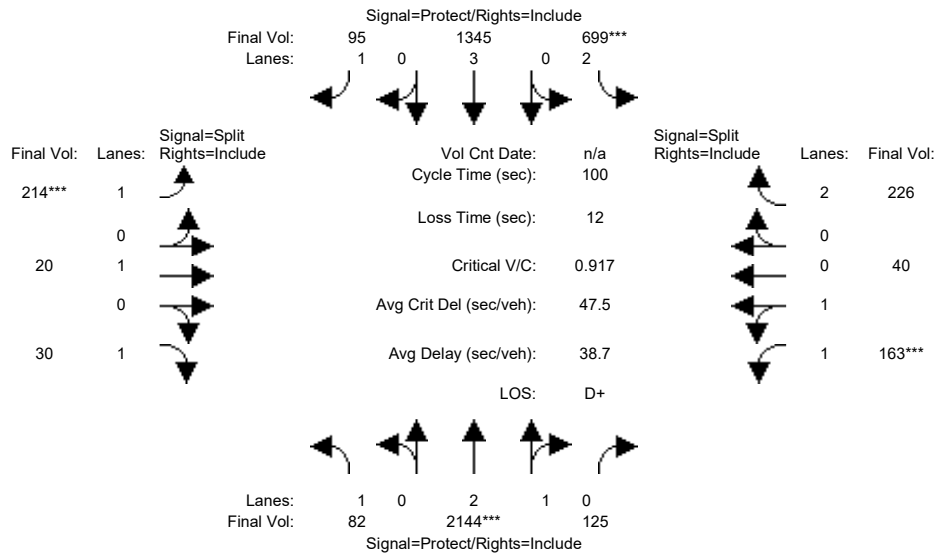
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.16	0.23	0.01	0.01	0.00	0.00	0.02	0.02	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	47.8	47.8	20.2	52.2	52.2	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.77	0.77	0.77	0.44	0.02	0.10	0.03	0.00	0.21	0.21	0.57
Delay/Veh:	35.8	22.9	22.9	43.4	15.0	11.6	41.2	40.7	0.0	41.6	41.6	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:	35.8	22.9	22.9	43.4	15.0	11.6	41.2	40.7	0.0	41.6	41.6	45.6
LOS by Move:	D+	C+	C+	D	B	B+	D	D	A	D	D	D
HCM2k95thQ:	1	33	33	17	15	1	1	0	0	2	2	6

Note: Queue reported is the number of cars per lane.

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Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
	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:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	66	263	63	243	121	75	196	15	30	96	36	45
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	82	2144	125	699	1345	95	214	20	30	163	40	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	2144	125	699	1345	95	214	20	30	163	40	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	2144	125	699	1345	95	214	20	30	163	40	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	2144	125	699	1345	95	214	20	30	163	40	226

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	0.93	0.95	0.83
Lanes:	1.00	2.83	0.17	2.00	3.00	1.00	1.00	1.00	1.00	1.61	0.39	2.00
Final Sat.:	1750	5291	308	3150	5700	1750	1750	1900	1750	2850	699	3150

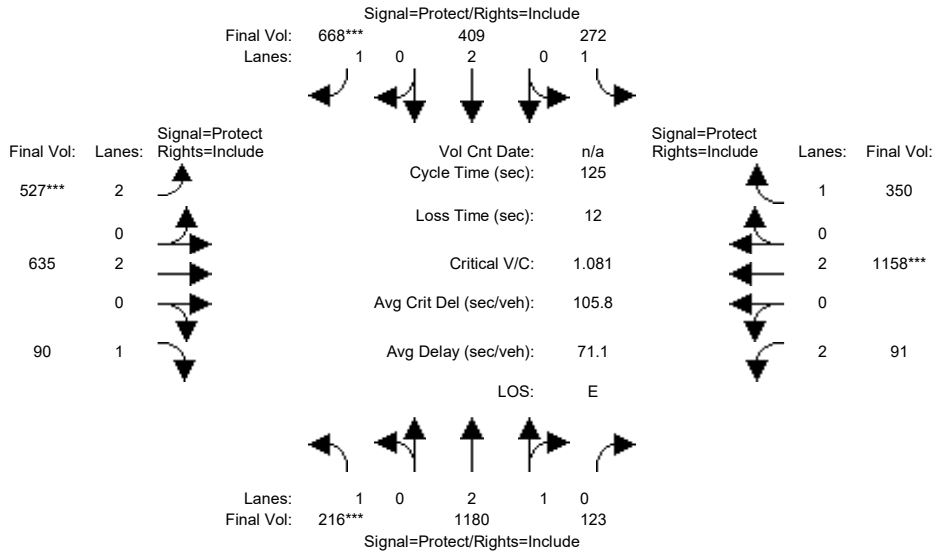
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.22	0.24	0.05	0.12	0.01	0.02	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.9	42.2	42.2	23.1	50.3	50.3	12.7	12.7	12.7	10.0	10.0	10.0
Volume/Cap:	0.31	0.96	0.96	0.96	0.47	0.11	0.96	0.08	0.13	0.57	0.57	0.72
Delay/Veh:	38.7	38.9	38.9	62.0	16.3	13.1	92.5	38.6	39.0	45.2	45.2	51.4
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:	38.7	38.9	38.9	62.0	16.3	13.1	92.5	38.6	39.0	45.2	45.2	51.4
LOS by Move:	D+	D+	D+	E	B	B	F	D+	D	D	D	D-
HCM2k95thQ:	5	47	47	27	16	3	20	1	2	6	6	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	27	77	30	18	40	34	31	82	8	9	167	10
PasserByVol:	0	209	10	75	97	159	120	103	0	9	44	167
Initial Fut:	216	1180	123	272	409	668	527	635	90	91	1158	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1180	123	272	409	668	527	635	90	91	1158	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1180	123	272	409	668	527	635	90	91	1158	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	216	1180	123	272	409	668	527	635	90	91	1158	350

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	1.00	0.92
Lanes:	1.00	2.71	0.29	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5071	529	1750	3800	1750	3150	3800	1750	3150	3800	1750

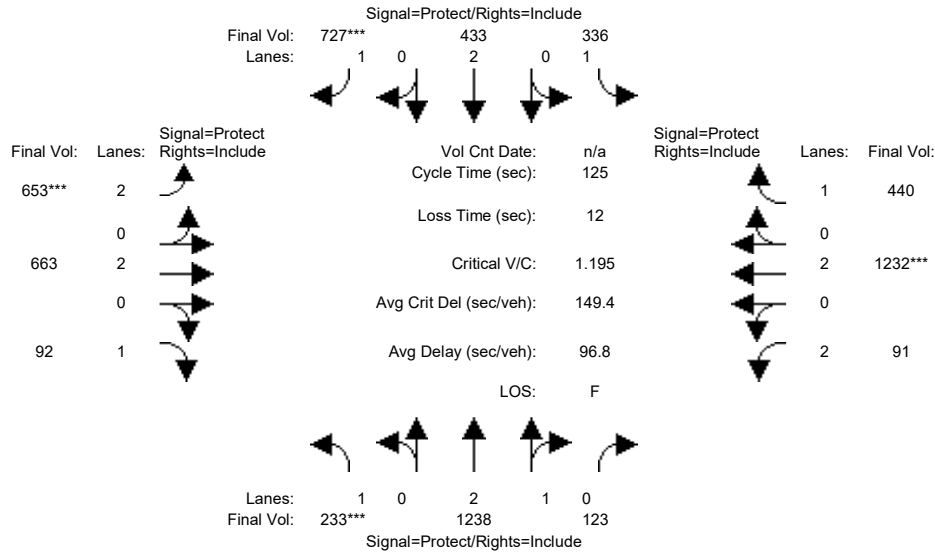
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.16	0.11	0.38	0.17	0.17	0.05	0.03	0.30	0.20
Crit Moves:	***			****			****			****		
Green Time:	14.3	35.0	35.0	23.4	44.1	44.1	19.3	40.9	40.9	13.7	35.2	35.2
Volume/Cap:	1.08	0.83	0.83	0.83	0.30	1.08	1.08	0.51	0.16	0.26	1.08	0.71
Delay/Veh:	142.2	46.1	46.1	65.1	29.4	100.5	117.2	34.3	30.0	51.4	97.0	45.0
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:	142.2	46.1	46.1	65.1	29.4	100.5	117.2	34.3	30.0	51.4	97.0	45.0
LOS by Move:	F	D	D	E	C	F	F	C-	C	D-	F	D
HCM2k95thQ:	22	28	28	23	9	61	29	14	4	4	47	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



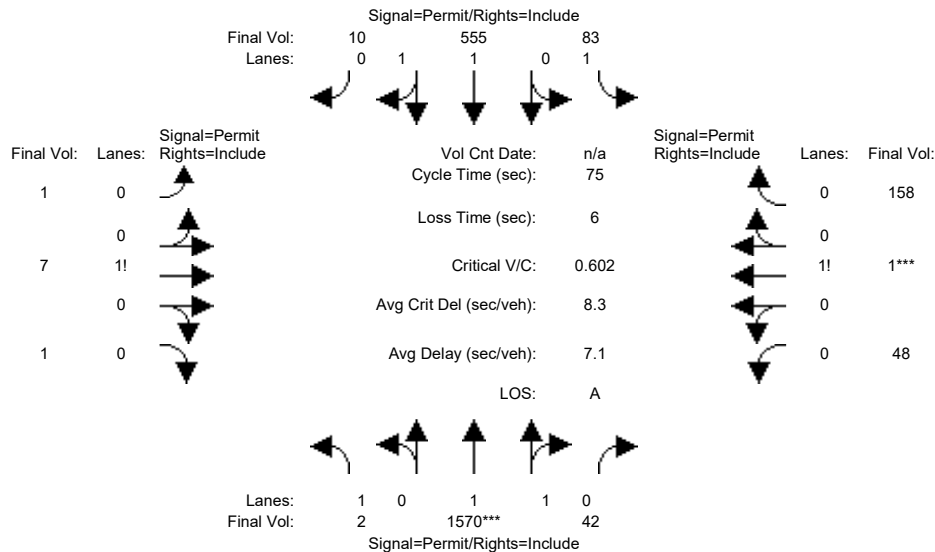
Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	44	135	30	82	64	93	157	110	10	9	241	100
PasserByVol:	0	209	10	75	97	159	120	103	0	9	44	167
Initial Fut:	233	1238	123	336	433	727	653	663	92	91	1232	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1238	123	336	433	727	653	663	92	91	1232	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1238	123	336	433	727	653	663	92	91	1232	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	1238	123	336	433	727	653	663	92	91	1232	440
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	1.00	0.92
Lanes:	1.00	2.72	0.28	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5093	506	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.19	0.11	0.42	0.21	0.17	0.05	0.03	0.32	0.25
Crit Moves:	***			***			***			***		
Green Time:	13.9	32.1	32.1	25.3	43.5	43.5	21.7	42.1	42.1	13.5	33.9	33.9
Volume/Cap:	1.19	0.95	0.95	0.95	0.33	1.19	1.19	0.52	0.16	0.27	1.19	0.93
Delay/Veh:	182.3	58.9	58.9	83.5	30.2	143.9	156.2	33.7	29.1	51.6	143	68.6
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:	182.3	58.9	58.9	83.5	30.2	143.9	156.2	33.7	29.1	51.6	143	68.6
LOS by Move:	F	E+	E+	F	C	F	F	C-	C	D-	F	E
HCM2k95thQ:	27	33	33	31	10	74	39	15	4	4	57	32

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	133	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	174	0	0	84	0	0	0	0	0	0	0
Initial Fut:	2	1570	42	83	555	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1570	42	83	555	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1570	42	83	555	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1570	42	83	555	10	1	7	1	48	1	158

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3604	96	1750	3634	65	194	1361	194	406	8	1336

Capacity Analysis Module:

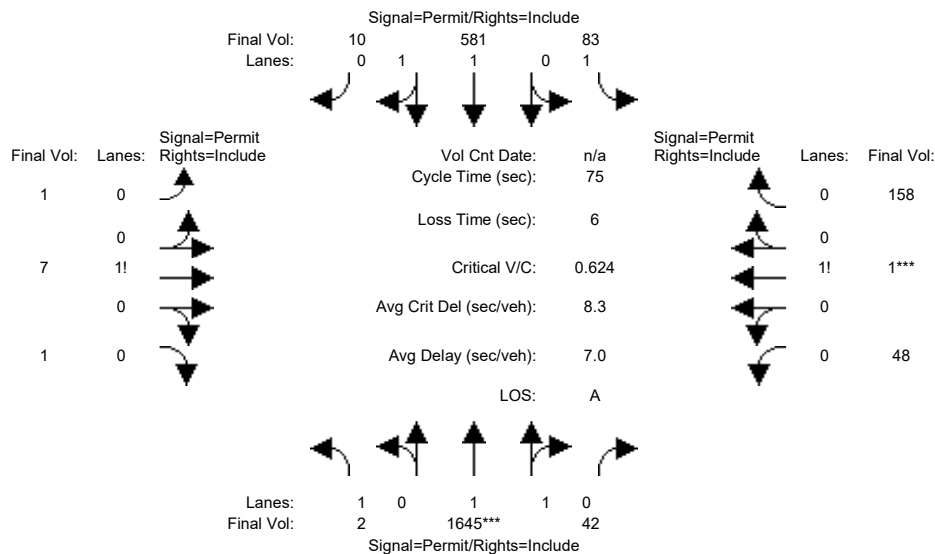
Vol/Sat:	0.00	0.44	0.44	0.05	0.15	0.15	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	54.3	54.3	54.3	54.3	54.3	54.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.00	0.60	0.60	0.07	0.21	0.21	0.03	0.03	0.03	0.60	0.60	0.60
Delay/Veh:	2.9	5.5	5.5	3.0	3.4	3.4	24.4	24.4	24.4	30.5	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.9	5.5	5.5	3.0	3.4	3.4	24.4	24.4	24.4	30.5	30.5	30.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	17	17	1	4	4	0	0	0	11	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	208	0	0	83	0	0	0	0	0	0	0
PasserByVol:	0	174	0	0	84	0	0	0	0	0	0	0
Initial Fut:	2	1645	42	83	581	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1645	42	83	581	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1645	42	83	581	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1645	42	83	581	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3608	92	1750	3637	63	194	1361	194	406	8	1336

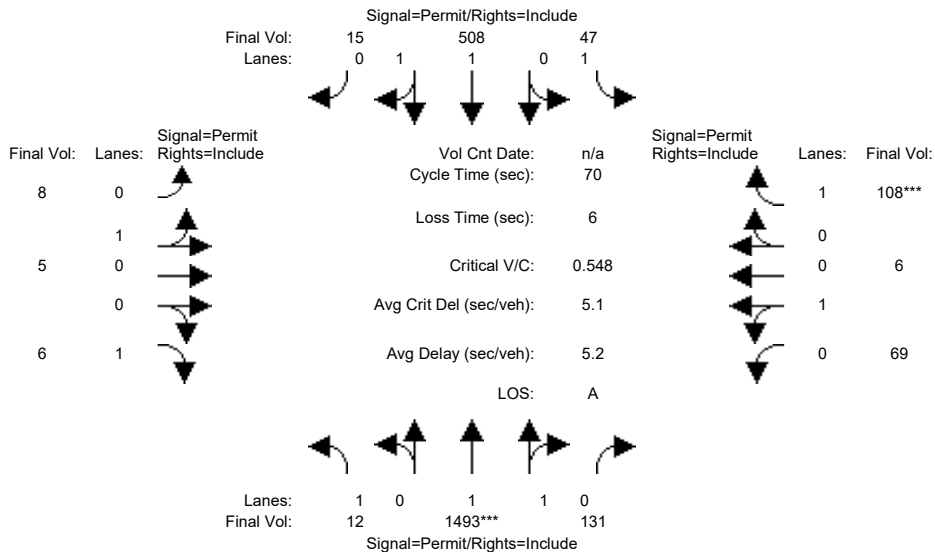
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.05	0.16	0.16	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	54.8	54.8	54.8	54.8	54.8	54.8	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.00	0.62	0.62	0.06	0.22	0.22	0.03	0.03	0.03	0.62	0.62	0.62
Delay/Veh:	2.7	5.5	5.5	2.9	3.3	3.3	24.8	24.8	24.8	31.6	31.6	31.6
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:	2.7	5.5	5.5	2.9	3.3	3.3	24.8	24.8	24.8	31.6	31.6	31.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	18	18	1	5	5	0	0	0	11	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	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	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	133	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	147	0	0	72	0	0	0	0	0	0	0
Initial Fut:	12	1493	131	47	508	15	8	5	6	69	6	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:	12	1493	131	47	508	15	8	5	6	69	6	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1493	131	47	508	15	8	5	6	69	6	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:	12	1493	131	47	508	15	8	5	6	69	6	108

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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3401	298	1750	3594	106	1108	692	1750	1656	144	1750

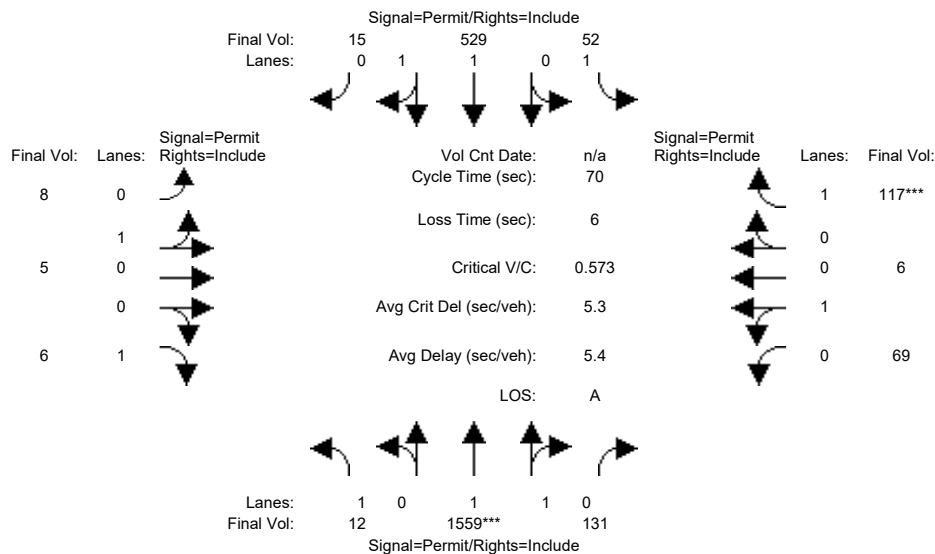
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.03	0.14	0.14	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.57	0.57	0.03	0.18	0.18	0.05	0.05	0.02	0.29	0.29	0.43
Delay/Veh:	1.8	3.5	3.5	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	28.6
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:	1.8	3.5	3.5	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	28.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	14	14	1	3	3	1	1	0	4	4	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	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	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	199	0	5	78	0	0	0	0	0	0	9
PasserByVol:	0	147	0	0	72	0	0	0	0	0	0	0
Initial Fut:	12	1559	131	52	529	15	8	5	6	69	6	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1559	131	52	529	15	8	5	6	69	6	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1559	131	52	529	15	8	5	6	69	6	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1559	131	52	529	15	8	5	6	69	6	117

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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.94	0.06	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3413	287	1750	3598	102	1108	692	1750	1656	144	1750

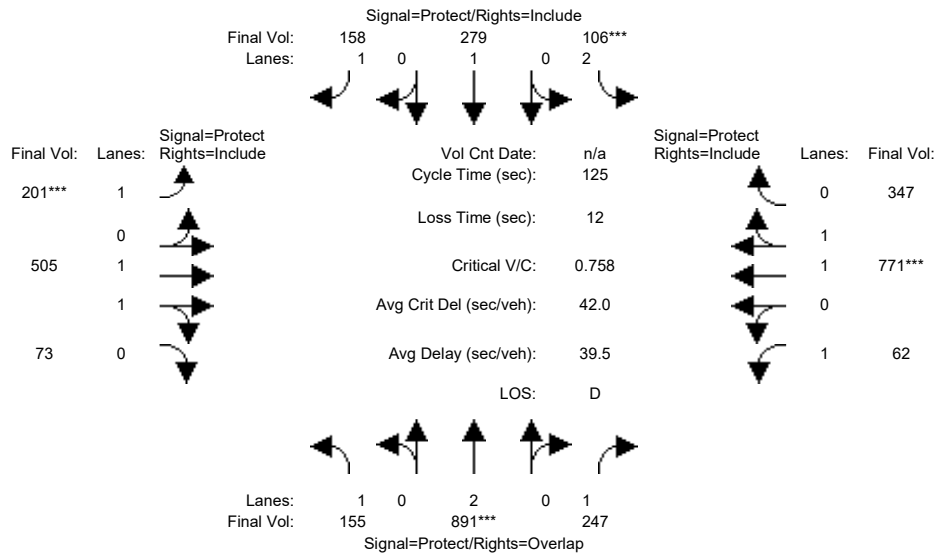
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.46	0.03	0.15	0.15	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.59	0.59	0.04	0.19	0.19	0.05	0.05	0.02	0.29	0.29	0.47
Delay/Veh:	1.8	3.7	3.7	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	28.9
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:	1.8	3.7	3.7	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	14	14	1	3	3	1	1	0	4	4	6

Note: Queue reported is the number of cars per lane.

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Cumulative AM

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Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	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	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	133	25	0	57	0	0	5	0	8	32	0
PasserByVol:	0	106	0	3	53	1	8	0	0	0	0	2
Initial Fut:	155	891	247	106	279	158	201	505	73	62	771	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	891	247	106	279	158	201	505	73	62	771	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	891	247	106	279	158	201	505	73	62	771	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	891	247	106	279	158	201	505	73	62	771	347

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.36	0.64
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	467	1750	2551	1148

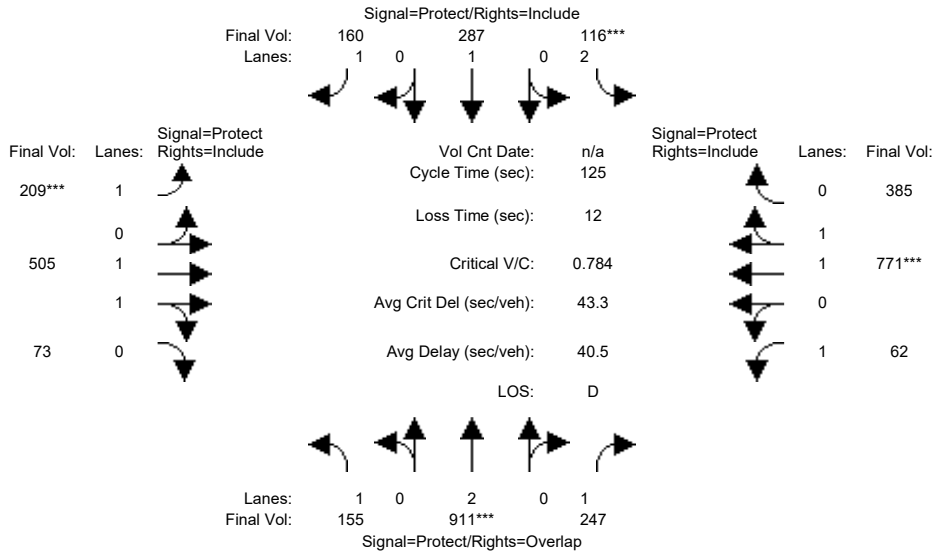
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.14	0.03	0.15	0.09	0.11	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	17.0	38.1	56.0	7.0	28.2	28.2	18.7	50.0	50.0	17.9	49.2	49.2
Volume/Cap:	0.65	0.77	0.31	0.60	0.65	0.40	0.77	0.39	0.39	0.25	0.77	0.77
Delay/Veh:	57.5	42.6	22.4	63.3	47.5	41.9	64.0	26.9	26.9	48.1	35.5	35.5
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:	57.5	42.6	22.4	63.3	47.5	41.9	64.0	26.9	26.9	48.1	35.5	35.5
LOS by Move:	E+	D	C+	E	D	D	E	C	C	D	D+	D+
HCM2k95thQ:	11	25	12	5	18	11	16	15	15	4	33	33

Note: Queue reported is the number of cars per lane.

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Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	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	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	153	25	10	65	2	8	5	0	8	32	38
PasserByVol:	0	106	0	3	53	1	8	0	0	0	0	2
Initial Fut:	155	911	247	116	287	160	209	505	73	62	771	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	911	247	116	287	160	209	505	73	62	771	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	911	247	116	287	160	209	505	73	62	771	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	911	247	116	287	160	209	505	73	62	771	385

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.32	0.68
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	467	1750	2467	1232

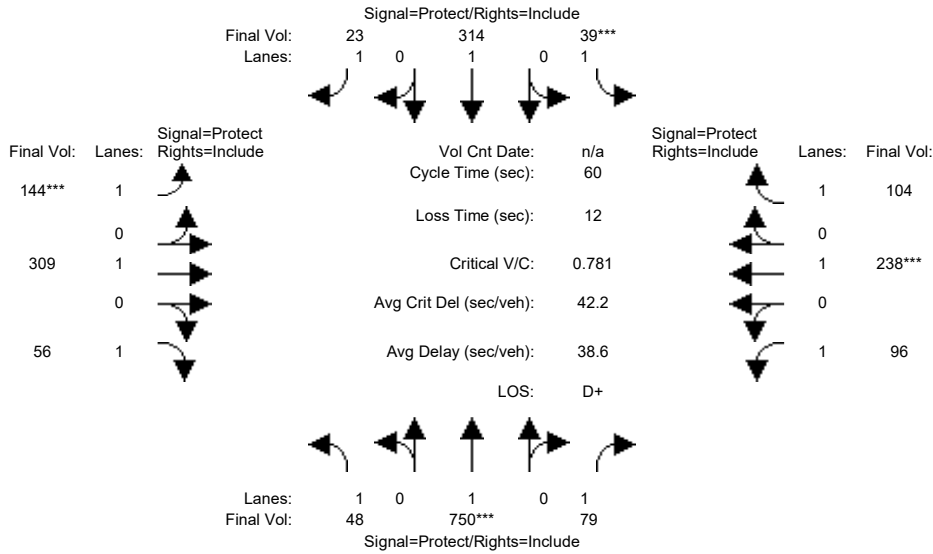
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.14	0.04	0.15	0.09	0.12	0.16	0.16	0.04	0.31	0.31
Crit Moves:	****		****		****		****		****		****	
Green Time:	16.6	37.8	55.8	7.0	28.3	28.3	18.8	50.2	50.2	18.0	49.3	49.3
Volume/Cap:	0.67	0.79	0.32	0.66	0.67	0.40	0.79	0.39	0.39	0.25	0.79	0.79
Delay/Veh:	58.9	43.8	22.5	66.6	48.1	41.9	66.2	26.7	26.7	48.0	36.4	36.4
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:	58.9	43.8	22.5	66.6	48.1	41.9	66.2	26.7	26.7	48.0	36.4	36.4
LOS by Move:	E+	D	C+	E	D	D	E	C	C	D	D+	D+
HCM2k95thQ:	11	26	12	6	19	11	17	15	15	4	35	35

Note: Queue reported is the number of cars per lane.

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Intersection #36: Miller Avenue / Rainbow Drive



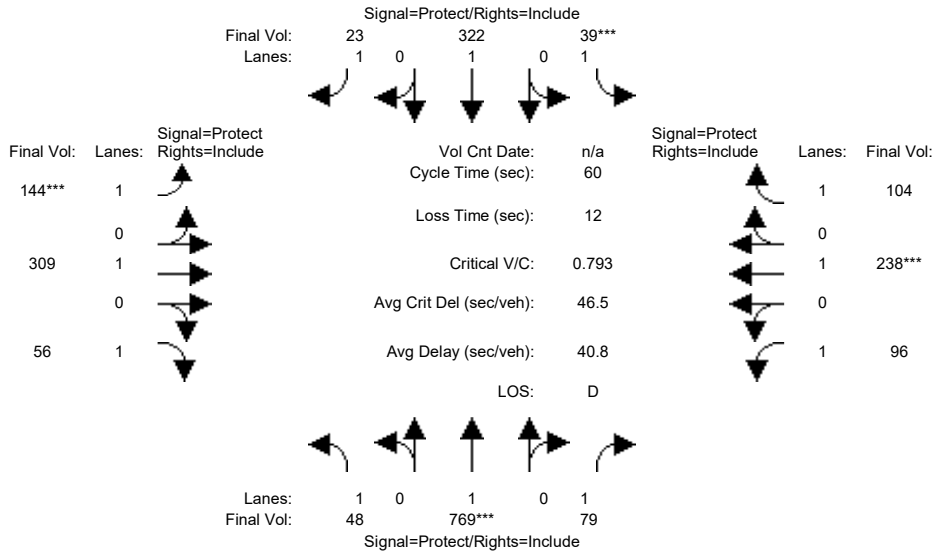
Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	159	0	0	65	0	0	0	0	0	0	0
PasserByVol:	0	81	0	0	39	0	0	60	0	0	45	0
Initial Fut:	48	750	79	39	314	23	144	309	56	96	238	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	750	79	39	314	23	144	309	56	96	238	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	750	79	39	314	23	144	309	56	96	238	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	750	79	39	314	23	144	309	56	96	238	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.99	0.11	0.19	0.54	0.04	0.71	0.98	0.19	0.47	0.75	0.36
Delay/Veh:	19.3	47.1	11.4	24.4	18.5	14.8	36.2	68.7	21.8	26.5	33.5	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	47.1	11.4	24.4	18.5	14.8	36.2	68.7	21.8	26.5	33.5	22.9
LOS by Move:	B-	D	B+	C	B-	B	D+	E	C+	C	C-	C+
HCM2k95thQ:	2	31	2	1	9	1	9	20	2	5	12	4

Note: Queue reported is the number of cars per lane.

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Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:												
	48	510	79	39	210	23	144	249	56	96	193	104
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	178	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	81	0	0	39	0	0	60	0	0	45	0
Initial Fut:	48	769	79	39	322	23	144	309	56	96	238	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	769	79	39	322	23	144	309	56	96	238	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	769	79	39	322	23	144	309	56	96	238	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	769	79	39	322	23	144	309	56	96	238	104

Saturation Flow Module:												
	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

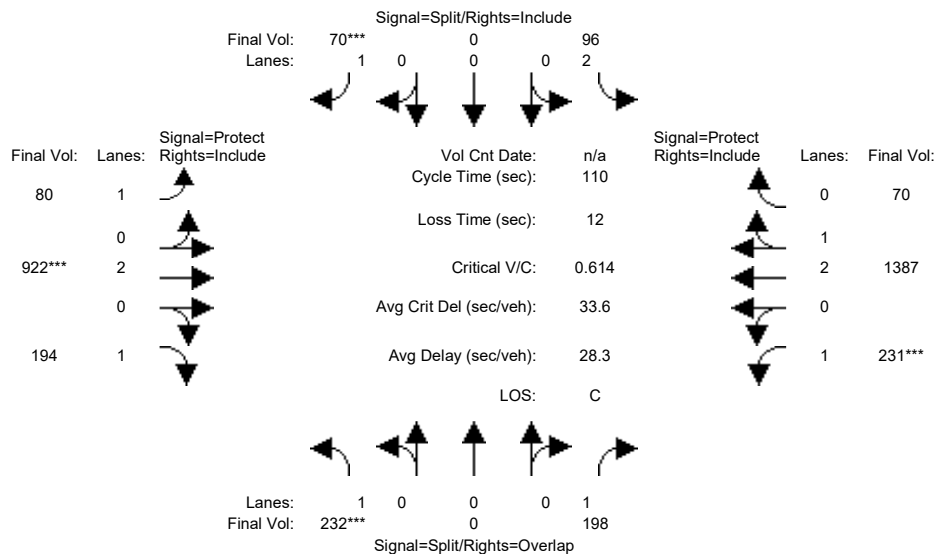
Capacity Analysis Module:												
	0.03	0.40	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Vol/Sat:	0.03	0.40	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.6	24.0	24.0	7.0	18.4	18.4	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	1.01	0.11	0.19	0.55	0.04	0.71	0.98	0.19	0.47	0.75	0.36
Delay/Veh:	19.4	53.6	11.4	24.4	18.6	14.7	36.2	68.7	21.8	26.5	33.5	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	53.6	11.4	24.4	18.6	14.7	36.2	68.7	21.8	26.5	33.5	22.9
LOS by Move:	B-	D-	B+	C	B-	B	D+	E	C+	C	C-	C+
HCM2k95thQ:	2	34	2	1	9	1	9	20	2	5	12	4

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	130	0	0	186	0
PasserByVol:	0	0	0	10	0	5	2	128	0	2	172	3
Initial Fut:	232	0	198	96	0	70	80	922	194	231	1387	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:	232	0	198	96	0	70	80	922	194	231	1387	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	922	194	231	1387	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
Final Volume:	232	0	198	96	0	70	80	922	194	231	1387	70

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	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5331	269

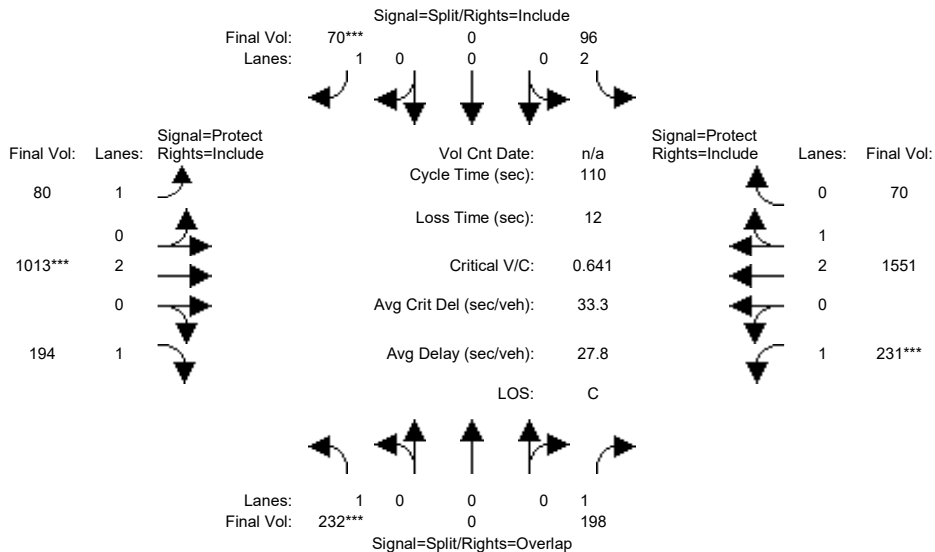
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.24	0.11	0.13	0.26	0.26
Crit Moves:	***					***		***		***		
Green Time:	23.7	0.0	47.4	7.2	0.0	7.2	17.4	43.5	43.5	23.6	49.7	49.7
Volume/Cap:	0.61	0.00	0.26	0.47	0.00	0.61	0.29	0.61	0.28	0.61	0.58	0.58
Delay/Veh:	42.0	0.0	20.3	51.3	0.0	59.7	41.5	27.3	22.9	42.1	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	0.0	20.3	51.3	0.0	59.7	41.5	27.3	22.9	42.1	22.7	22.7
LOS by Move:	D	A	C+	D-	A	E+	D	C	C+	D	C+	C+
HCM2k95thQ:	16	0	9	5	0	7	5	22	9	14	21	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	221	0	0	350	0
PasserByVol:	0	0	0	10	0	5	2	128	0	2	172	3
Initial Fut:	232	0	198	96	0	70	80	1013	194	231	1551	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:	232	0	198	96	0	70	80	1013	194	231	1551	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	1013	194	231	1551	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:	232	0	198	96	0	70	80	1013	194	231	1551	70

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	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.87	0.13
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5358	242

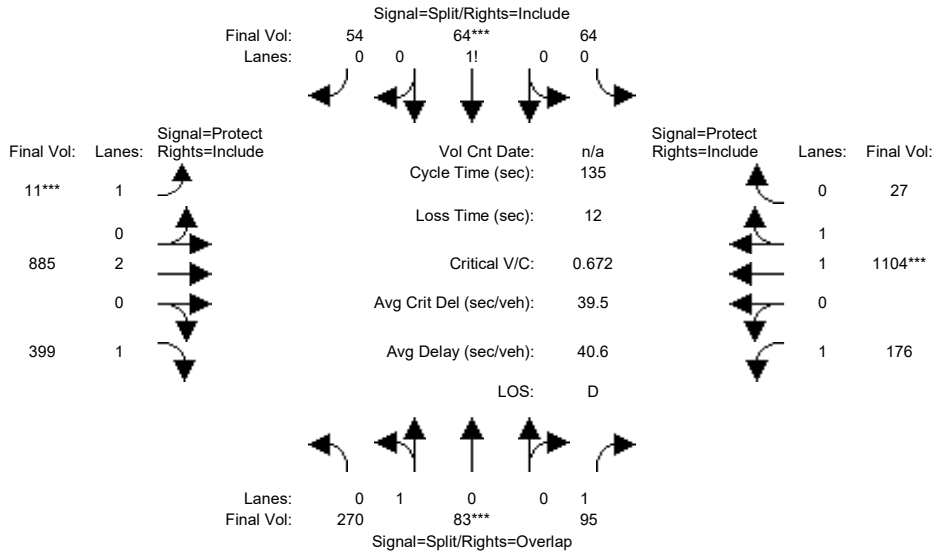
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.27	0.11	0.13	0.29	0.29
Crit Moves:	***					****		***		****		
Green Time:	22.7	0.0	45.4	6.9	0.0	6.9	16.3	45.7	45.7	22.6	52.0	52.0
Volume/Cap:	0.64	0.00	0.27	0.49	0.00	0.64	0.31	0.64	0.27	0.64	0.61	0.61
Delay/Veh:	43.8	0.0	21.6	51.8	0.0	62.6	42.5	26.5	21.3	43.8	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	0.0	21.6	51.8	0.0	62.6	42.5	26.5	21.3	43.8	21.9	21.9
LOS by Move:	D	A	C+	D-	A	E	D	C	C+	D	C+	C+
HCM2k95thQ:	16	0	9	5	0	7	5	24	9	14	24	24

Note: Queue reported is the number of cars per lane.

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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	1	0	0	0	0	123	0	1	106	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	95	64	64	54	11	885	399	176	1104	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:	270	83	95	64	64	54	11	885	399	176	1104	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	95	64	64	54	11	885	399	176	1104	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:	270	83	95	64	64	54	11	885	399	176	1104	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	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.76	0.24	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1377	423	1750	615	615	519	1750	3800	1750	1750	3612	88

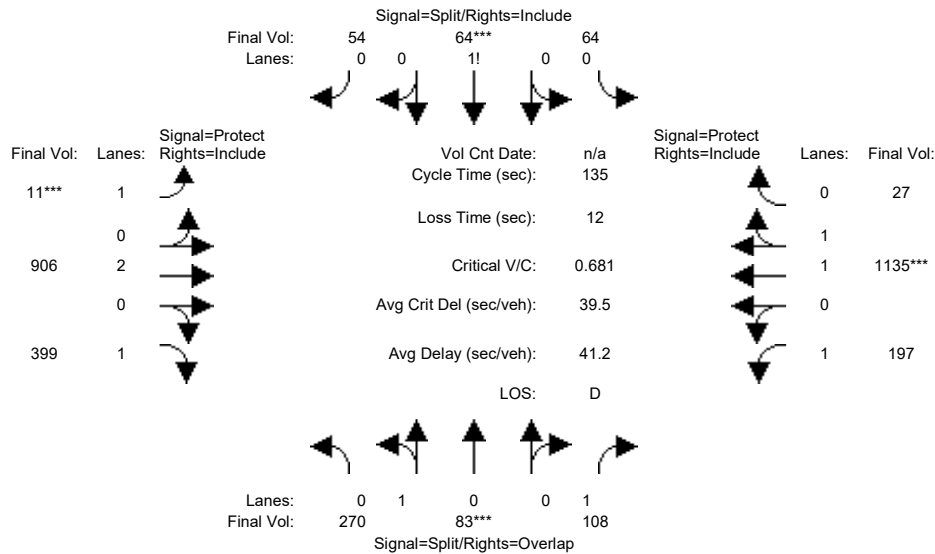
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	37.6	37.6	57.3	19.9	19.9	19.9	7.0	45.8	45.8	19.8	58.5	58.5
Volume/Cap:	0.71	0.71	0.13	0.71	0.71	0.71	0.12	0.69	0.67	0.69	0.71	0.71
Delay/Veh:	48.3	48.3	23.7	63.3	63.3	63.3	61.7	40.0	41.2	62.3	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	48.3	23.7	63.3	63.3	63.3	61.7	40.0	41.2	62.3	32.6	32.6
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C-	C-
HCM2k95thQ:	24	24	5	17	17	17	1	27	26	13	31	31

Note: Queue reported is the number of cars per lane.

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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	14	0	0	0	0	144	0	22	137	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	108	64	64	54	11	906	399	197	1135	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:	270	83	108	64	64	54	11	906	399	197	1135	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	108	64	64	54	11	906	399	197	1135	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
Final Volume:	270	83	108	64	64	54	11	906	399	197	1135	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	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.76	0.24	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1377	423	1750	615	615	519	1750	3800	1750	1750	3614	86

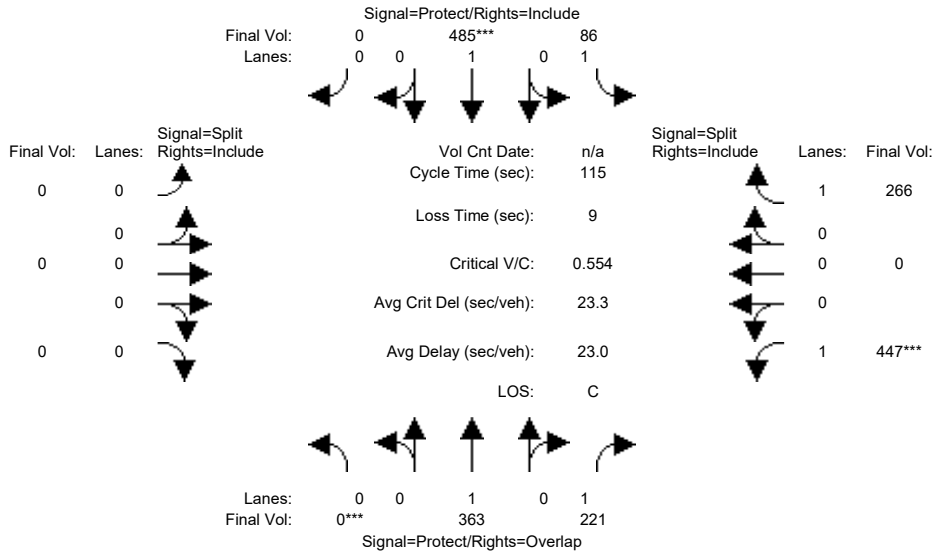
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.10	0.10	0.10	0.01	0.24	0.23	0.11	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	37.0	37.0	58.3	19.6	19.6	19.6	7.0	45.0	45.0	21.3	59.3	59.3
Volume/Cap:	0.71	0.71	0.14	0.71	0.71	0.71	0.12	0.71	0.68	0.71	0.71	0.71
Delay/Veh:	49.1	49.1	23.3	64.3	64.3	64.3	61.7	41.3	42.2	62.6	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	23.3	64.3	64.3	64.3	61.7	41.3	42.2	62.6	32.5	32.5
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C-	C-
HCM2k95thQ:	24	24	6	17	17	17	1	28	26	15	32	32

Note: Queue reported is the number of cars per lane.

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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	1	2	0	1	0	0	0	0	2	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	143	0	82
Initial Fut:	0	363	221	86	485	0	0	0	0	447	0	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	363	221	86	485	0	0	0	0	447	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	363	221	86	485	0	0	0	0	447	0	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	363	221	86	485	0	0	0	0	447	0	266

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

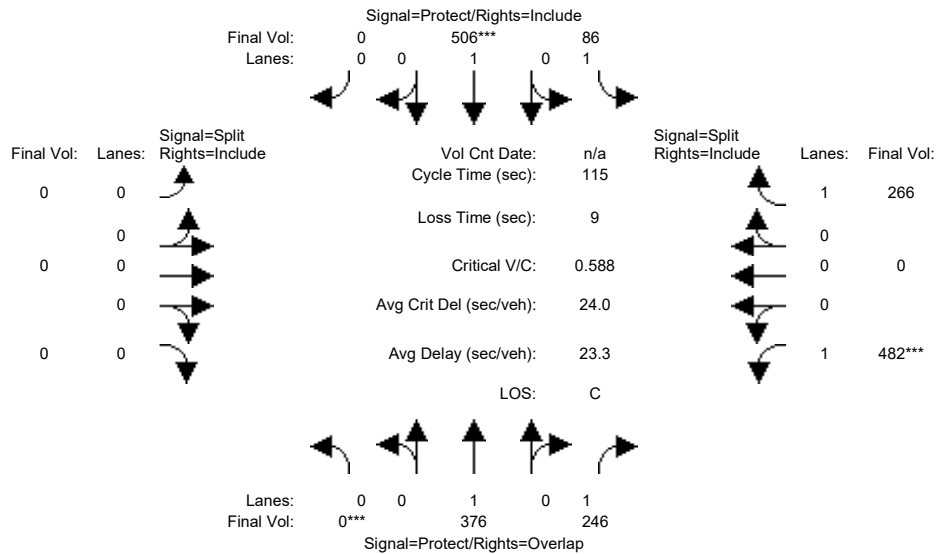
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.13	0.05	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.15
Crit Moves:	***			***						***		
Green Time:	0.0	40.2	93.2	12.8	53.0	0.0	0.0	0.0	0.0	53.0	0.0	53.0
Volume/Cap:	0.00	0.55	0.16	0.44	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.33
Delay/Veh:	0.0	31.0	2.4	49.4	23.2	0.0	0.0	0.0	0.0	23.3	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	2.4	49.4	23.2	0.0	0.0	0.0	0.0	23.3	0.0	19.9
LOS by Move:	A	C	A	D	C	A	A	A	A	C	A	B-
HCM2k95thQ:	0	18	4	6	21	0	0	0	0	22	0	12

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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 Cumulative AM Housing Rich Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	212	186	85	273	0	0	0	0	302	0	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:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	14	27	0	22	0	0	0	0	37	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	143	0	82
Initial Fut:	0	376	246	86	506	0	0	0	0	482	0	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	376	246	86	506	0	0	0	0	482	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	246	86	506	0	0	0	0	482	0	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	376	246	86	506	0	0	0	0	482	0	266

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

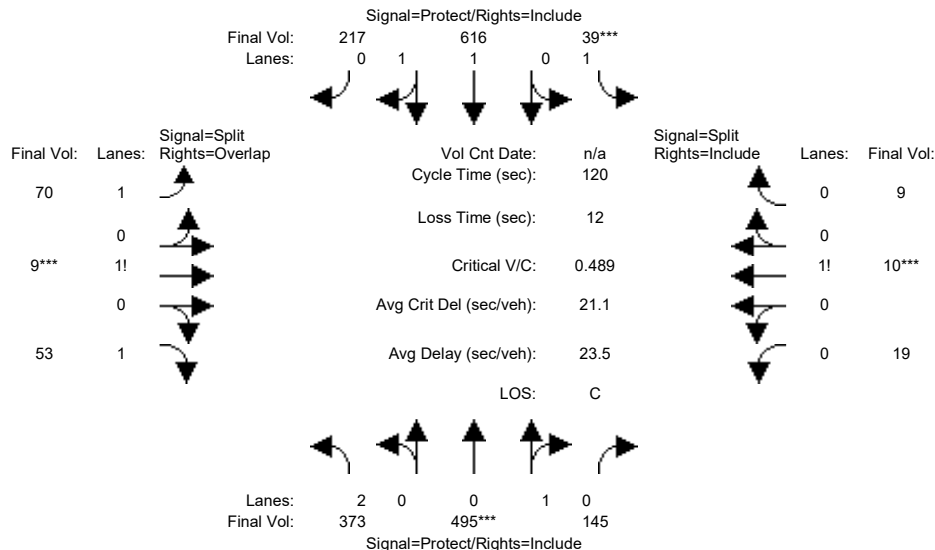
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.14	0.05	0.27	0.00	0.00	0.00	0.00	0.28	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	39.9	93.7	12.3	52.1	0.0	0.0	0.0	0.0	53.9	0.0	53.9
Volume/Cap:	0.00	0.57	0.17	0.46	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.32
Delay/Veh:	0.0	31.8	2.3	50.1	24.5	0.0	0.0	0.0	0.0	23.5	0.0	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	2.3	50.1	24.5	0.0	0.0	0.0	0.0	23.5	0.0	19.4
LOS by Move:	A	C	A	D	C	A	A	A	A	C	A	B-
HCM2k95thQ:	0	19	4	6	23	0	0	0	0	24	0	12

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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 Cumulative AM

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	495	145	39	616	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	495	145	39	616	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	495	145	39	616	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	495	145	39	616	217	70	9	53	19	10	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.77	0.23	1.00	1.46	0.54	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1392	408	1750	2735	964	2619	223	2408	875	461	414

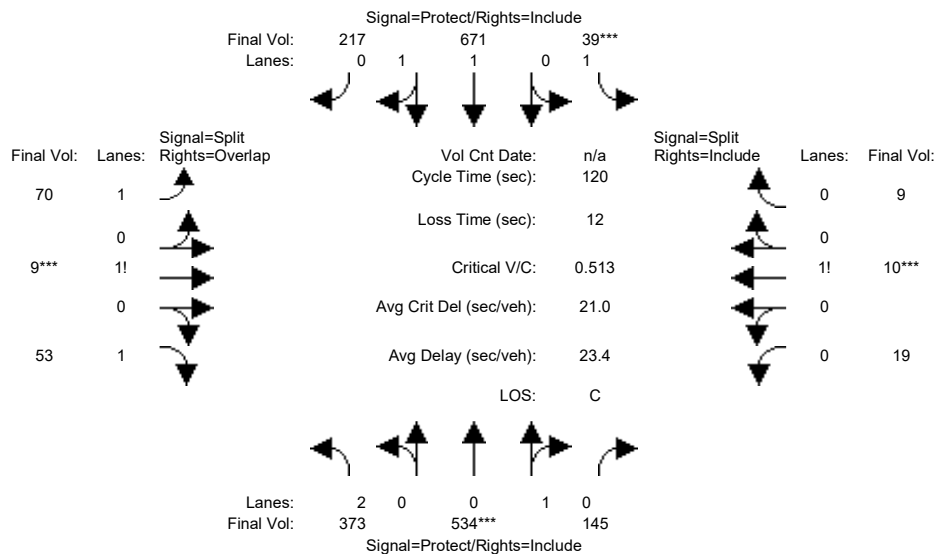
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.36	0.36	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.3	81.0	81.0	7.0	57.7	57.7	10.0	10.0	40.3	10.0	10.0	10.0
Volume/Cap:	0.47	0.53	0.53	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.4	10.3	10.3	56.8	21.1	21.1	52.3	53.9	27.1	52.5	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	10.3	10.3	56.8	21.1	21.1	52.3	53.9	27.1	52.5	52.5	52.5
LOS by Move:	D+	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2k95thQ:	13	22	22	3	19	19	4	7	2	3	3	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue			Apple Parkway/Tantau 14 (private)								
Approach:	North Bound		South Bound		East 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:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	41	0	0	59	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	534	145	39	671	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	534	145	39	671	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	534	145	39	671	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	534	145	39	671	217	70	9	53	19	10	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.79	0.21	1.00	1.50	0.50	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1416	384	1750	2795	904	2619	223	2408	875	461	414

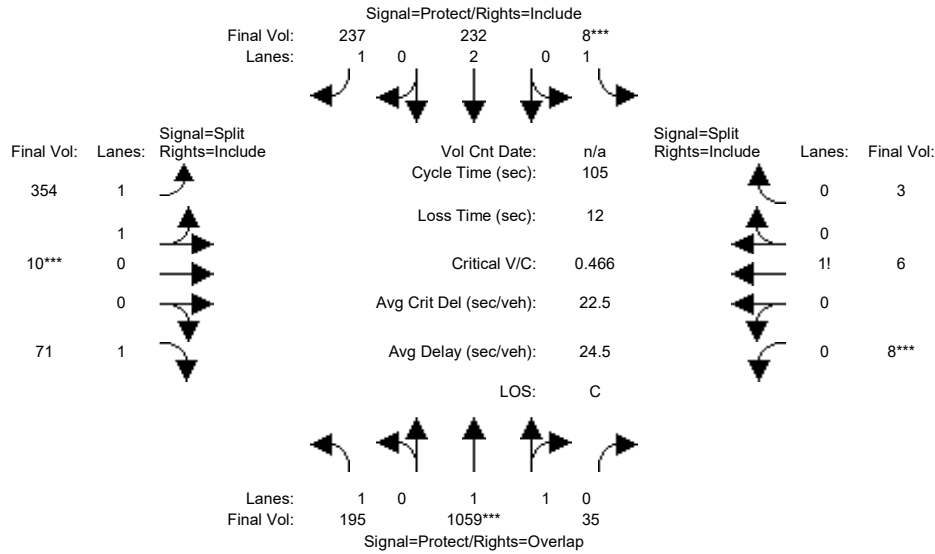
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.02	0.24	0.24	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****		****		****		****		****		****	
Green Time:	29.1	81.0	81.0	7.0	58.9	58.9	10.0	10.0	39.1	10.0	10.0	10.0
Volume/Cap:	0.49	0.56	0.56	0.38	0.49	0.49	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	39.6	10.8	10.8	56.8	20.7	20.7	52.3	53.9	27.9	52.5	52.5	52.5
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:	39.6	10.8	10.8	56.8	20.7	20.7	52.3	53.9	27.9	52.5	52.5	52.5
LOS by Move:	D	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2k95thQ:	13	24	24	3	20	20	4	7	2	3	3	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	5	0	0	0	0	4	2	0	3	0	0	0
PasserByVol:	3	570	0	0	90	46	230	0	18	0	0	0
Initial Fut:	195	1059	35	8	232	237	354	10	71	8	6	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:	195	1059	35	8	232	237	354	10	71	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1059	35	8	232	237	354	10	71	8	6	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
Final Volume:	195	1059	35	8	232	237	354	10	71	8	6	3

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3452	98	1750	824	618	309

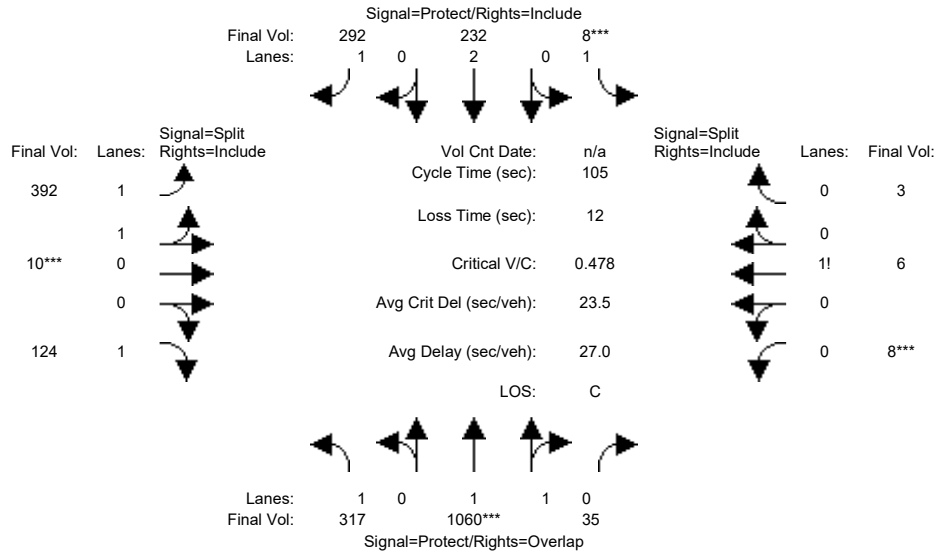
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.00	0.06	0.14	0.10	0.10	0.04	0.01	0.01	0.01
Crit Moves:	****		****		****		****		****		****	
Green Time:	28.6	56.4	66.4	7.0	34.8	34.8	19.6	19.6	19.6	10.0	10.0	10.0
Volume/Cap:	0.41	0.55	0.47	0.07	0.18	0.41	0.55	0.55	0.22	0.10	0.10	0.10
Delay/Veh:	31.8	16.3	10.2	46.2	25.1	27.6	39.7	39.7	36.6	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	16.3	10.2	46.2	25.1	27.6	39.7	39.7	36.6	43.7	43.7	43.7
LOS by Move:	C	B	B+	D	C	C	D	D	D+	D	D	D
HCM2k95thQ:	10	20	16	1	5	12	11	11	4	1	1	1

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	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:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	127	1	0	0	0	59	40	0	56	0	0	0
PasserByVol:	3	570	0	0	90	46	230	0	18	0	0	0
Initial Fut:	317	1060	35	8	232	292	392	10	124	8	6	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:	317	1060	35	8	232	292	392	10	124	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1060	35	8	232	292	392	10	124	8	6	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
Final Volume:	317	1060	35	8	232	292	392	10	124	8	6	3

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3462	88	1750	824	618	309

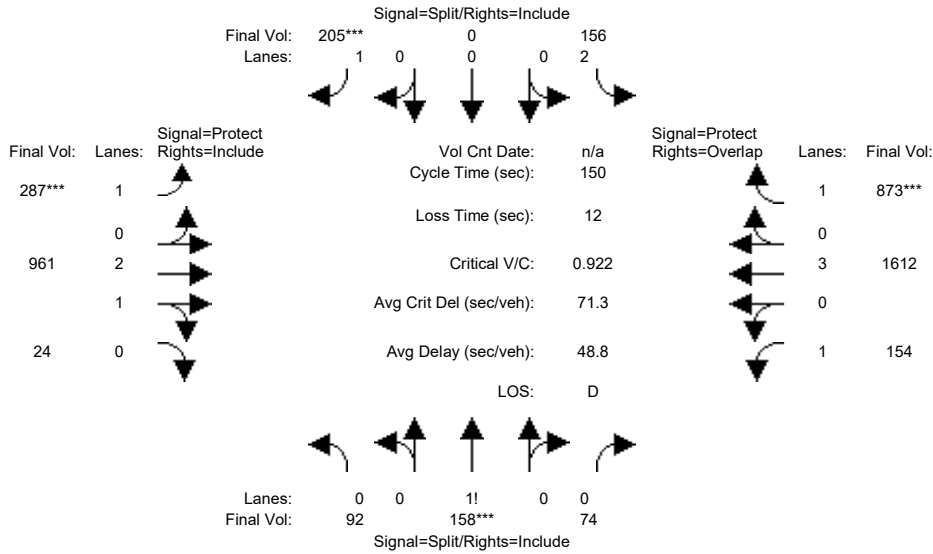
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.30	0.00	0.06	0.17	0.11	0.11	0.07	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	32.3	55.0	65.0	7.0	29.7	29.7	21.0	21.0	21.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.57	0.48	0.07	0.22	0.59	0.57	0.57	0.35	0.10	0.10	0.10
Delay/Veh:	32.5	17.3	11.0	46.2	28.8	34.3	38.9	38.9	36.8	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	17.3	11.0	46.2	28.8	34.3	38.9	38.9	36.8	43.7	43.7	43.7
LOS by Move:	C-	B	B+	D	C	C-	D+	D+	D+	D	D	D
HCM2k95thQ:	16	20	17	1	5	16	12	12	7	1	1	1

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	0	0	0	3	0	0	0	130	0	0	186	5
PasserByVol:	0	26	4	61	0	47	77	114	1	0	184	470
Initial Fut:	92	158	74	156	0	205	287	961	24	154	1612	873
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	158	74	156	0	205	287	961	24	154	1612	873
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	158	74	156	0	205	287	961	24	154	1612	873
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	158	74	156	0	205	287	961	24	154	1612	873

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.28	0.49	0.23	2.00	0.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	497	853	400	3150	0	1750	1750	5463	136	1750	5700	1750

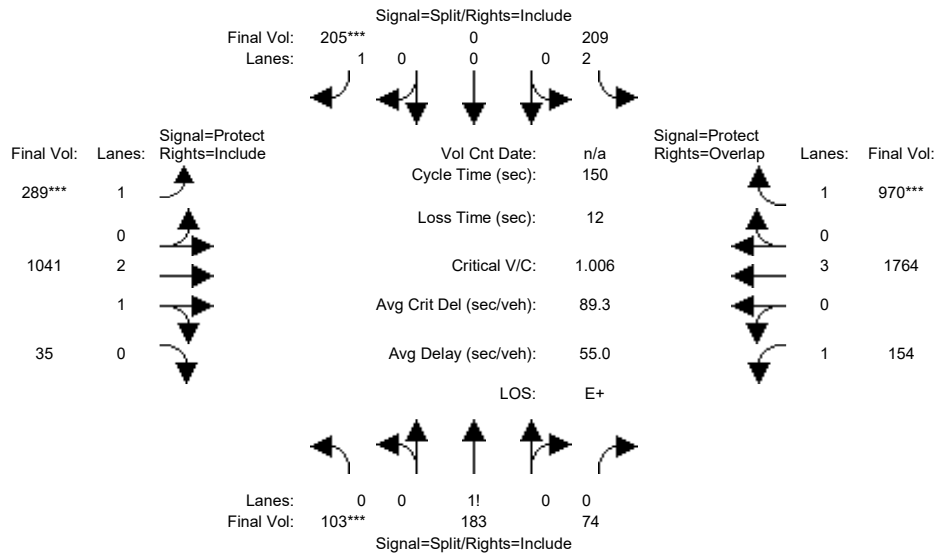
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.12	0.16	0.18	0.18	0.09	0.28	0.50
Crit Moves:	****			****			****			****		
Green Time:	28.2	28.2	28.2	19.1	0.0	19.1	25.0	60.5	60.5	30.3	65.8	84.9
Volume/Cap:	0.99	0.99	0.99	0.39	0.00	0.92	0.99	0.44	0.44	0.44	0.64	0.88
Delay/Veh:	106.2	106	106.2	60.8	0.0	104.1	110.9	32.5	32.5	53.3	33.5	37.6
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:	106.2	106	106.2	60.8	0.0	104.1	110.9	32.5	32.5	53.3	33.5	37.6
LOS by Move:	F	F	F	E	A	F	F	C-	C-	D-	C-	D+
HCM2k95thQ:	35	35	35	8	0	21	29	19	19	12	30	55

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	11	25	0	56	0	0	1	210	11	0	338	102
PasserByVol:	0	26	4	61	0	47	78	114	1	0	184	470
Initial Fut:	103	183	74	209	0	205	289	1041	35	154	1764	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	183	74	209	0	205	289	1041	35	154	1764	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	183	74	209	0	205	289	1041	35	154	1764	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	183	74	209	0	205	289	1041	35	154	1764	970

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.29	0.51	0.20	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	501	890	360	3150	0	1750	1750	5418	182	1750	5700	1750

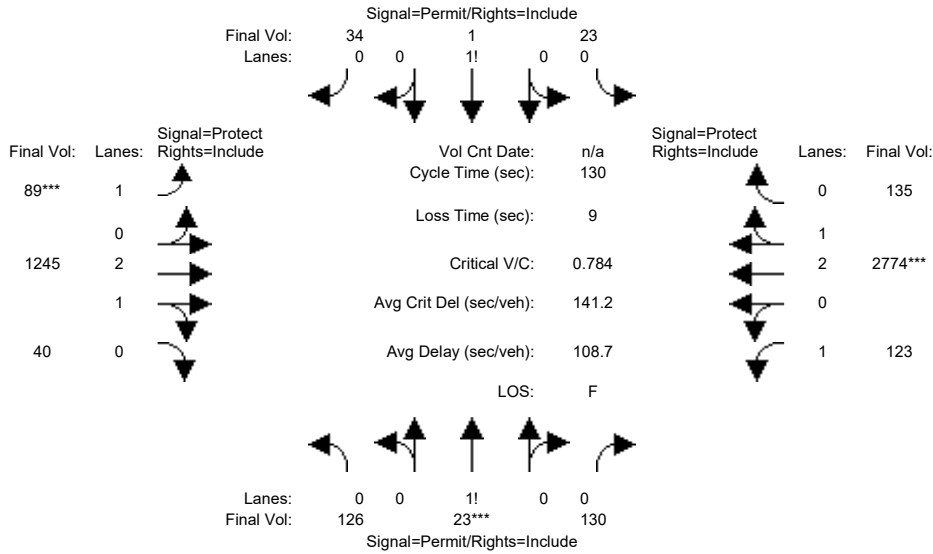
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.00	0.12	0.17	0.19	0.19	0.09	0.31	0.55
Crit Moves:	***					***	***					***
Green Time:	28.9	28.9	28.9	17.5	0.0	17.5	23.2	62.9	62.9	28.8	68.5	85.9
Volume/Cap:	1.07	1.07	1.07	0.57	0.00	1.01	1.07	0.46	0.46	0.46	0.68	0.97
Delay/Veh:	128.9	129	128.9	64.8	0.0	130.7	137.4	31.5	31.5	54.7	32.8	51.6
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:	128.9	129	128.9	64.8	0.0	130.7	137.4	31.5	31.5	54.7	32.8	51.6
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C-	D-
HCM2k95thQ:	41	41	41	11	0	23	31	21	21	12	33	68

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 2000 HCM Operations (Future Volume Alternative)
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Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	133	0	0	191	0
PasserByVol:	0	9	0	5	0	2	34	151	0	12	642	3
Initial Fut:	115	21	118	21	1	31	81	1133	36	112	2524	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1245	40	123	2774	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1245	40	123	2774	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
Final Volume:	126	23	130	23	1	34	89	1245	40	123	2774	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.90	0.10	1.00	2.86	0.14
Final Sat.:	792	145	813	693	33	1024	1750	5427	172	1750	5339	260

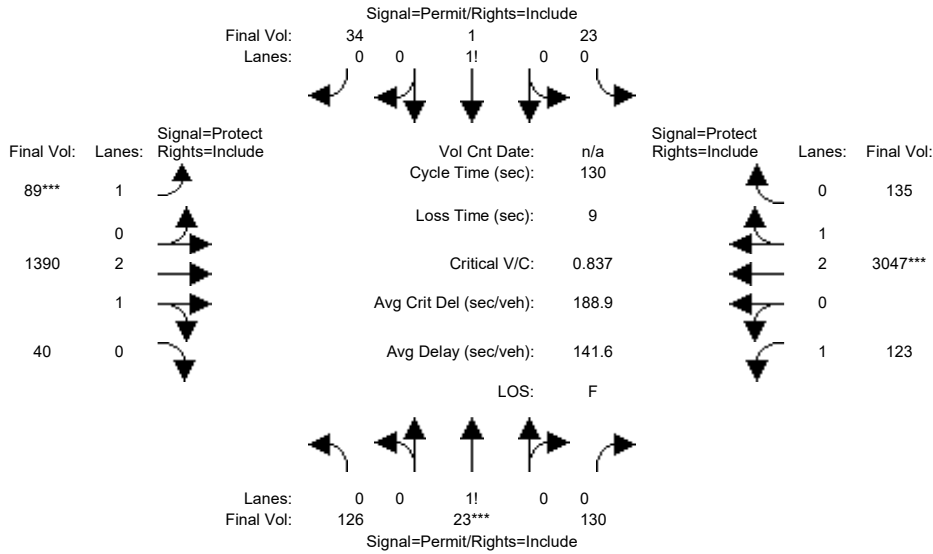
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.52	0.52
Crit Moves:	****			****			****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.64	0.64	0.33	1.25	1.25
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.6	35.6	43.9	154	154.5
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:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.6	35.6	43.9	154	154.5
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2k95thQ:	17	17	17	3	3	3	7	25	25	8	92	92

Note: Queue reported is the number of cars per lane.

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Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	265	0	0	440	0
PasserByVol:	0	9	0	5	0	2	34	151	0	12	642	3
Initial Fut:	115	21	118	21	1	31	81	1265	36	112	2773	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1390	40	123	3047	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1390	40	123	3047	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
Final Volume:	126	23	130	23	1	34	89	1390	40	123	3047	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.91	0.09	1.00	2.87	0.13
Final Sat.:	792	145	813	693	33	1024	1750	5445	155	1750	5362	238

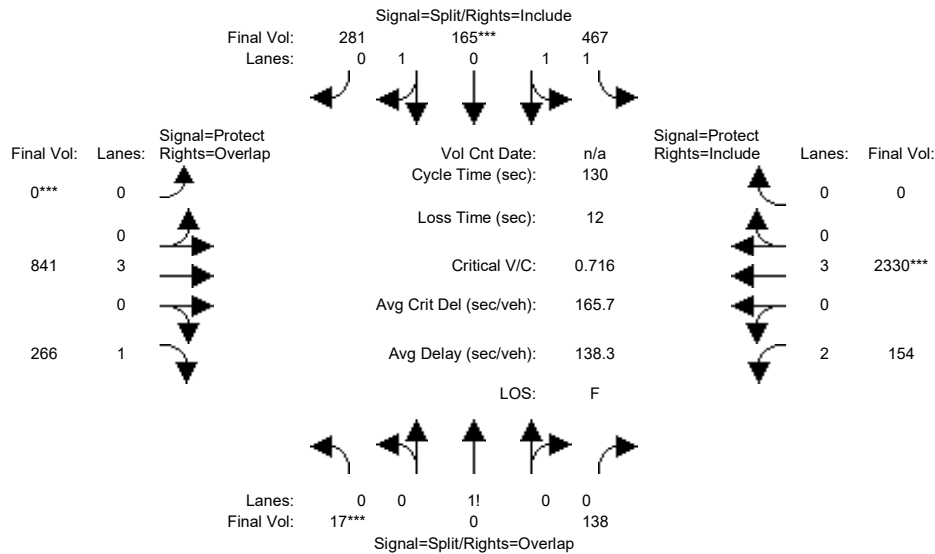
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.26	0.26	0.07	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.72	0.72	0.33	1.37	1.37
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	37.4	37.4	43.9	207	206.5
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:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	37.4	37.4	43.9	207	206.5
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2k95thQ:	17	17	17	3	3	3	7	29	29	8	114	114

Note: Queue reported is the number of cars per lane.

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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						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:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	19	0	0	109	24	43	191	0
PasserByVol:	0	0	0	0	2	27	0	96	62	0	744	0
Initial Fut:	17	0	138	467	165	281	0	841	266	154	2330	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:	17	0	138	467	165	281	0	841	266	154	2330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	165	281	0	841	266	154	2330	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
Final Volume:	17	0	138	467	165	281	0	841	266	154	2330	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.54	0.91	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2736	967	1646	0	5700	1750	3150	5700	0

Capacity Analysis Module:

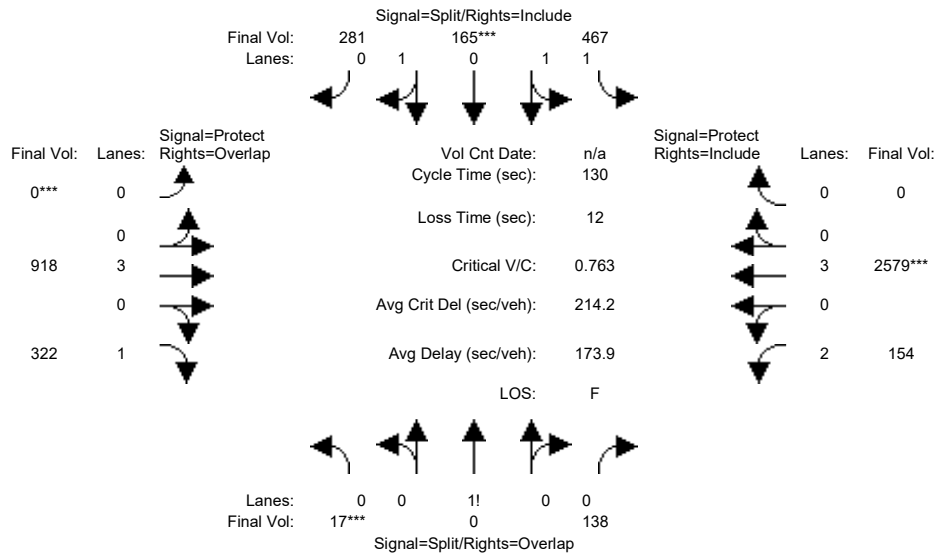
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.15	0.15	0.05	0.41	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.83	0.31	0.38	1.34	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	77.2	27.9	72.6	218	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	77.2	27.9	72.6	218	0.0
LOS by Move:	D	A	C	D-	D-	D-	A	E-	C	E	F	A
HCM2k95thQ:	13	0	11	26	26	26	0	27	17	8	97	0

Note: Queue reported is the number of cars per lane.

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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	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:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	19	0	0	186	80	43	440	0
PasserByVol:	0	0	0	0	2	27	0	96	62	0	744	0
Initial Fut:	17	0	138	467	165	281	0	918	322	154	2579	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:	17	0	138	467	165	281	0	918	322	154	2579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	165	281	0	918	322	154	2579	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
Final Volume:	17	0	138	467	165	281	0	918	322	154	2579	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	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.54	0.91	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2736	967	1646	0	5700	1750	3150	5700	0

Capacity Analysis Module:

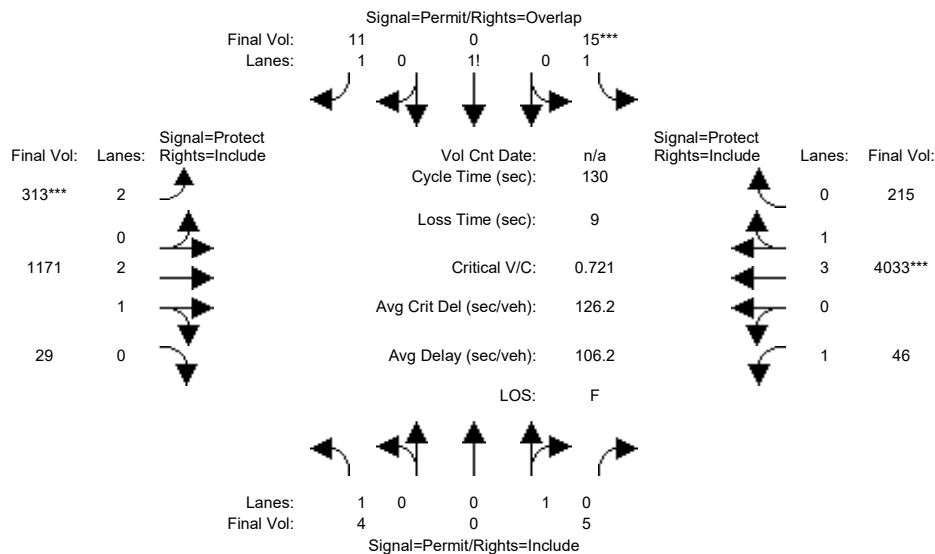
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.16	0.18	0.05	0.45	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.91	0.38	0.38	1.48	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	84.0	29.1	72.6	282	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	84.0	29.1	72.6	282	0.0
LOS by Move:	D	A	C	D-	D-	D-	A	F	C	E	F	A
HCM2k95thQ:	13	0	11	26	26	26	0	30	21	8	118	0

Note: Queue reported is the number of cars per lane.

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Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	110	0	0	245	0
PasserByVol:	0	0	0	0	0	0	3	92	0	0	770	0
Initial Fut:	4	0	5	14	0	10	288	1077	27	42	3710	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1171	29	46	4033	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1171	29	46	4033	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1171	29	46	4033	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.92	0.08	1.00	3.79	0.21
Final Sat.:	1750	0	1800	2771	0	2479	3150	5463	137	1750	7119	380

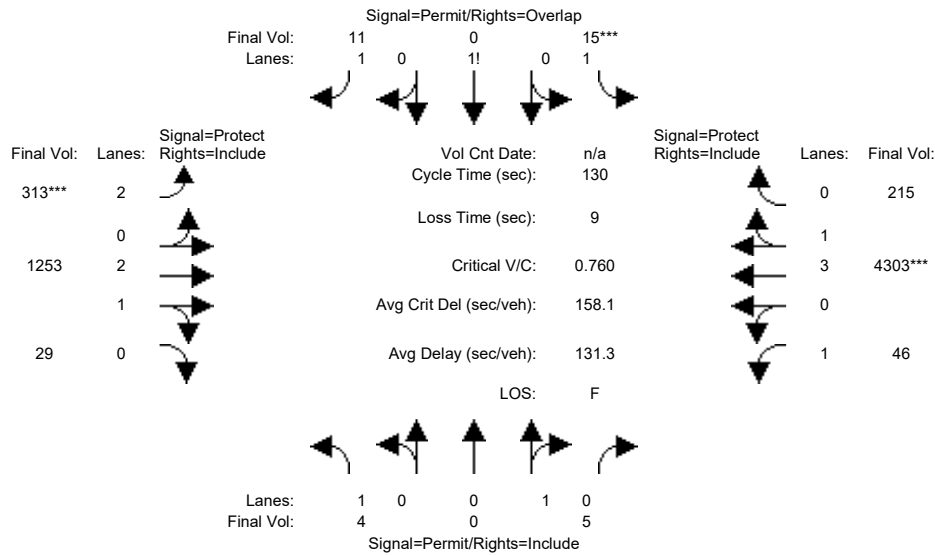
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.21	0.21	0.03	0.57	0.57
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.57	0.57	0.12	1.21	1.21
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.9	32.9	41.6	131	130.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.9	32.9	41.6	131	130.6
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2k95thQ:	0	0	0	1	0	0	14	22	22	3	95	95

Note: Queue reported is the number of cars per lane.

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 Cumulative AM Housing Rich Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	186	0	0	494	0
PasserByVol:	0	0	0	0	0	0	3	92	0	0	770	0
Initial Fut:	4	0	5	14	0	10	288	1153	27	42	3959	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1253	29	46	4303	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1253	29	46	4303	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1253	29	46	4303	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.93	0.07	1.00	3.80	0.20
Final Sat.:	1750	0	1800	2771	0	2479	3150	5472	128	1750	7142	357

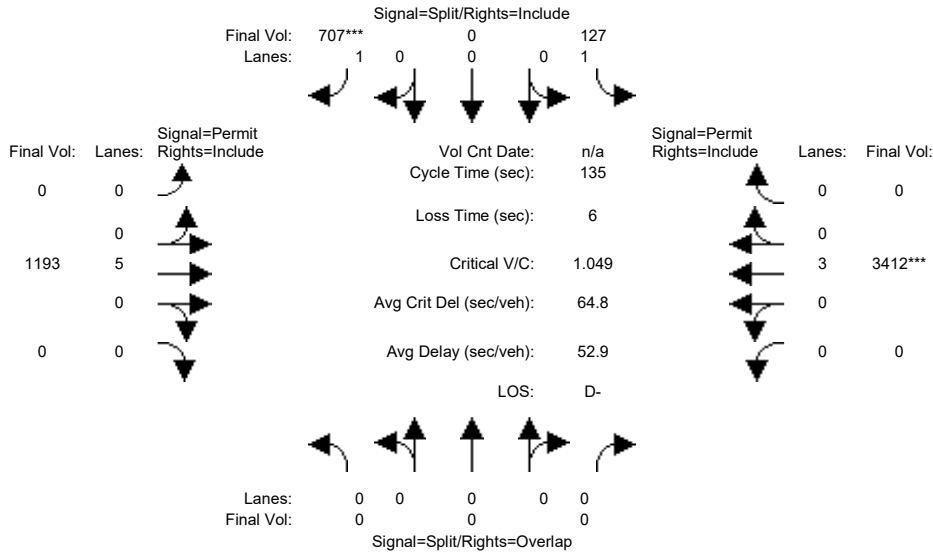
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.23	0.23	0.03	0.60	0.60
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.61	0.61	0.12	1.28	1.28
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	33.7	33.7	41.6	165	164.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	33.7	33.7	41.6	165	164.6
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2k95thQ:	0	0	0	1	0	0	14	23	23	3	111	111

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	19	0	26	0	110	0	0	219	0
PasserByVol:	0	0	0	0	0	34	0	93	0	0	737	0
Initial Fut:	0	0	0	127	0	707	0	1193	0	0	3412	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	127	0	707	0	1193	0	0	3412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	707	0	1193	0	0	3412	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
Final Volume:	0	0	0	127	0	707	0	1193	0	0	3412	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

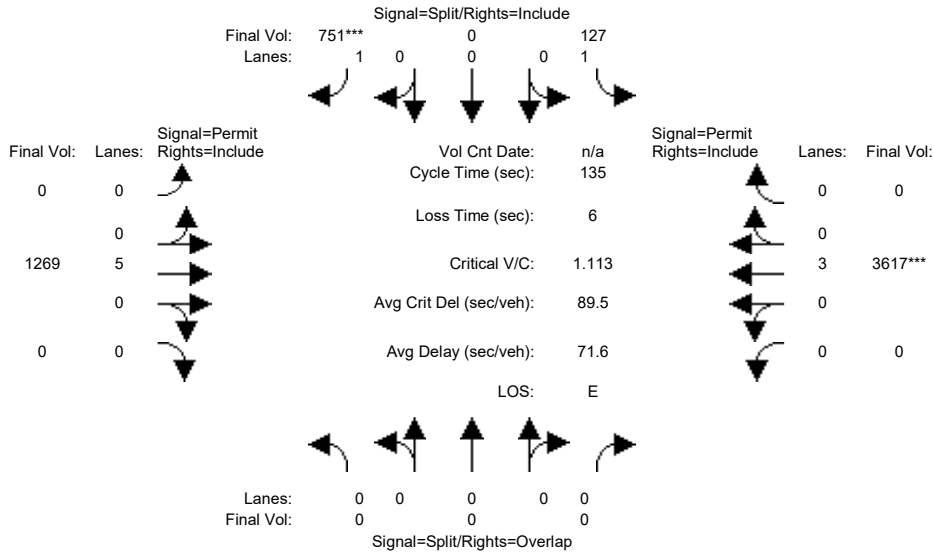
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.40	0.00	0.13	0.00	0.00	0.60	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	52.0	0.0	52.0	0.0	77.0	0.0	0.0	77.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	1.05	0.00	0.22	0.00	0.00	1.05	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	0.0	89.8	0.0	14.3	0.0	0.0	59.7	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	27.7	0.0	89.8	0.0	14.3	0.0	0.0	59.7	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	E+	A
HCM2k95thQ:	0	0	0	7	0	64	0	9	0	0	84	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	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	0	10	0	10	0	0	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	108	0	647	0	990	0	0	2456	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	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	19	0	70	0	186	0	0	424	0
PasserByVol:	0	0	0	0	0	34	0	93	0	0	737	0
Initial Fut:	0	0	0	127	0	751	0	1269	0	0	3617	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	127	0	751	0	1269	0	0	3617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	751	0	1269	0	0	3617	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
Final Volume:	0	0	0	127	0	751	0	1269	0	0	3617	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

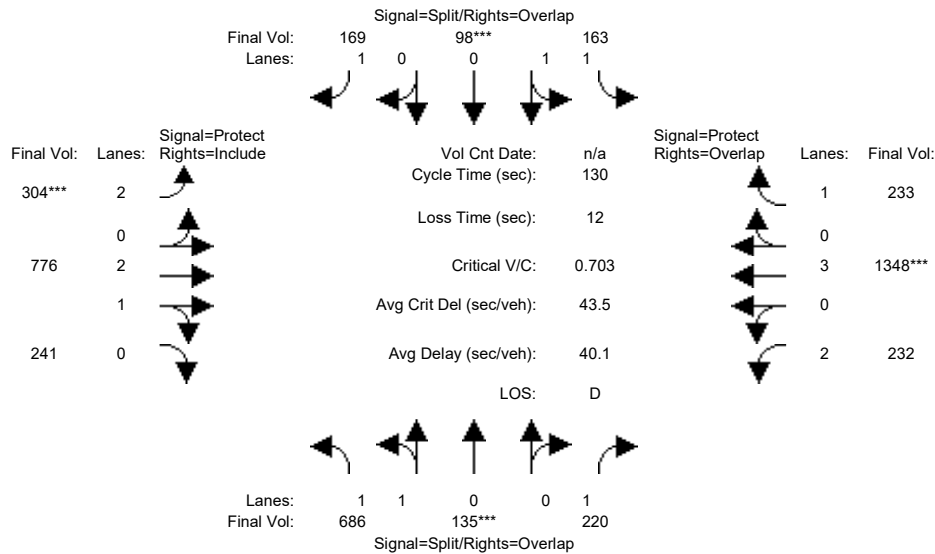
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.43	0.00	0.13	0.00	0.00	0.63	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	52.0	0.0	52.0	0.0	77.0	0.0	0.0	77.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	1.11	0.00	0.23	0.00	0.00	1.11	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	111.5	0.0	14.4	0.0	0.0	84.9	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:	0.0	0.0	0.0	27.6	0.0	111.5	0.0	14.4	0.0	0.0	84.9	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	F	A
HCM2k95thQ:	0	0	0	7	0	73	0	10	0	0	97	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	136	87	0	0	73	50	148	69	57	0	76	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	686	135	220	163	98	169	304	776	241	232	1348	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	135	220	163	98	169	304	776	241	232	1348	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	135	220	163	98	169	304	776	241	232	1348	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	686	135	220	163	98	169	304	776	241	232	1348	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.68	0.32	1.00	1.26	0.74	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	2966	584	1750	2217	1333	1750	3150	4271	1327	3150	5700	1750

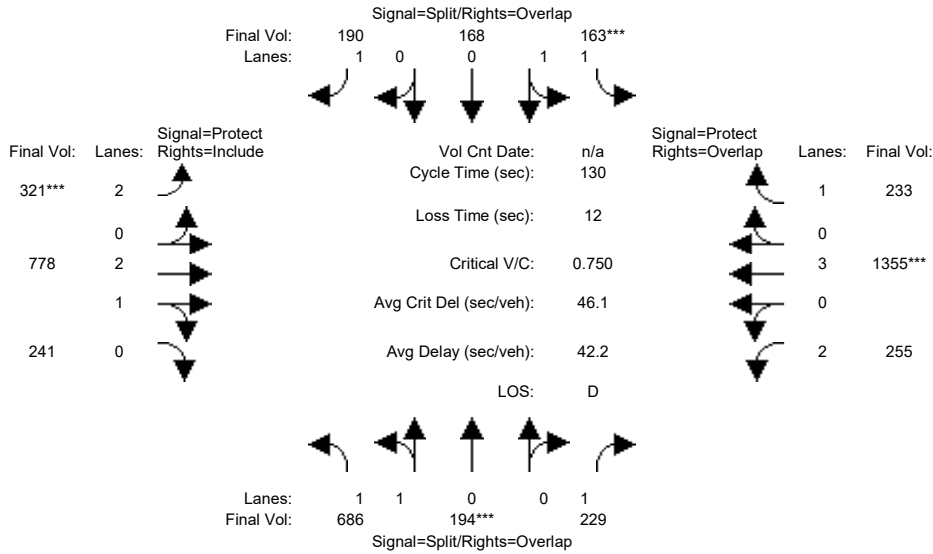
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.13	0.07	0.07	0.10	0.10	0.18	0.18	0.07	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	42.8	42.8	60.6	13.6	13.6	31.5	17.9	43.8	43.8	17.8	43.8	57.4
Volume/Cap:	0.70	0.70	0.27	0.70	0.70	0.40	0.70	0.54	0.54	0.54	0.70	0.30
Delay/Veh:	40.0	40.0	21.4	62.2	62.2	42.0	58.7	35.2	35.2	53.7	38.7	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	40.0	21.4	62.2	62.2	42.0	58.7	35.2	35.2	53.7	38.7	23.6
LOS by Move:	D	D	C+	E	E	D	E+	D+	D+	D-	D+	C
HCM2k95thQ:	28	28	11	11	11	11	14	20	20	11	28	12

Note: Queue reported is the number of cars per lane.

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Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	136	146	9	0	143	71	165	71	57	23	83	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	686	194	229	163	168	190	321	778	241	255	1355	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	194	229	163	168	190	321	778	241	255	1355	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	194	229	163	168	190	321	778	241	255	1355	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	686	194	229	163	168	190	321	778	241	255	1355	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.57	0.43	1.00	1.00	1.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	2767	783	1750	1750	1900	1750	3150	4274	1324	3150	5700	1750

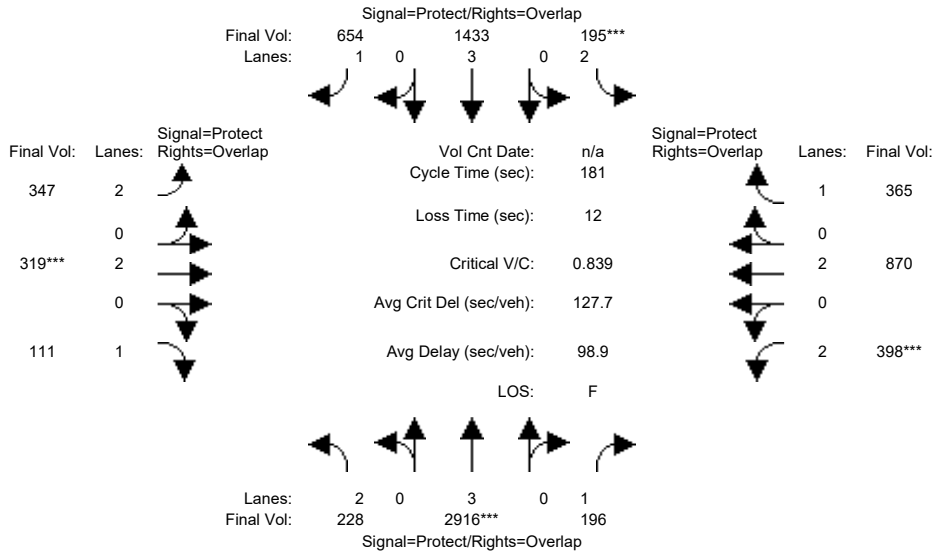
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.13	0.09	0.09	0.11	0.10	0.18	0.18	0.08	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	43.0	43.0	61.1	16.1	16.1	33.8	17.7	40.8	40.8	18.1	41.2	57.4
Volume/Cap:	0.75	0.75	0.28	0.75	0.71	0.42	0.75	0.58	0.58	0.58	0.75	0.30
Delay/Veh:	41.5	41.5	21.2	62.0	59.8	40.5	61.3	37.9	37.9	54.3	41.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	21.2	62.0	59.8	40.5	61.3	37.9	37.9	54.3	41.6	23.6
LOS by Move:	D	D	C+	E	E+	D	E	D+	D+	D-	D	C
HCM2k95thQ:	31	31	11	13	13	13	15	21	21	12	30	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	588	8	48	244	54	94	30	0	15	53	86
PasserByVol:	3	167	12	6	193	35	18	14	4	39	58	36
Initial Fut:	228	3691	196	195	1791	654	347	319	111	398	870	365
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	2916	196	195	1433	654	347	319	111	398	870	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2916	196	195	1433	654	347	319	111	398	870	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	2916	196	195	1433	654	347	319	111	398	870	365

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

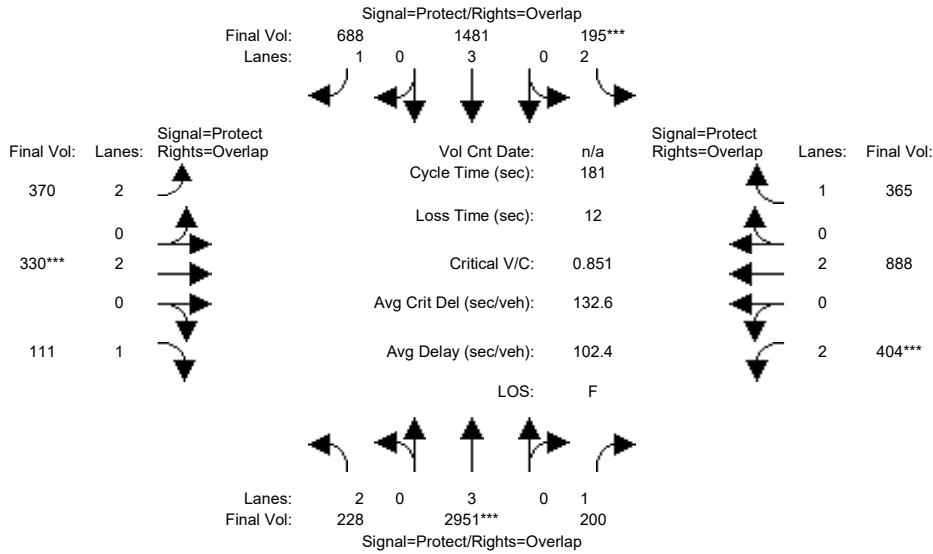
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.11	0.06	0.25	0.37	0.11	0.08	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.09	0.20	0.49	0.49	0.58	0.84	0.35	0.19	1.28	1.10	0.63
Delay/Veh:	105.8	124	36.2	82.7	50.1	42.3	91.8	57.9	44.3	232.9	136	53.5
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:	105.8	124	36.2	82.7	50.1	42.3	91.8	57.9	44.3	232.9	136	53.5
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	92	17	13	38	54	21	13	9	37	52	32

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	633	12	48	304	88	117	41	0	21	71	86
PasserByVol:	3	167	12	6	193	35	18	14	4	39	58	36
Initial Fut:	228	3736	200	195	1851	688	370	330	111	404	888	365
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	2951	200	195	1481	688	370	330	111	404	888	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2951	200	195	1481	688	370	330	111	404	888	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	2951	200	195	1481	688	370	330	111	404	888	365

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

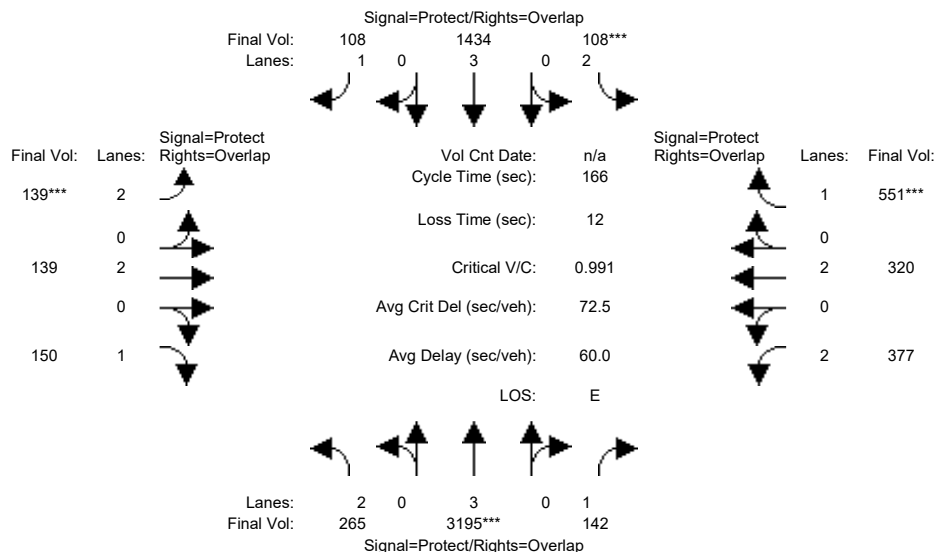
Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.11	0.06	0.26	0.39	0.12	0.09	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.10	0.20	0.49	0.51	0.61	0.90	0.36	0.19	1.30	1.13	0.63
Delay/Veh:	105.8	129	36.2	82.7	50.6	43.8	99.7	58.1	44.3	240.8	145	53.5
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:	105.8	129	36.2	82.7	50.6	43.8	99.7	58.1	44.3	240.8	145	53.5
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	95	17	13	40	57	23	14	9	38	54	32

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	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:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	595	0	0	258	1	1	1	0	0	1	0
PasserByVol:	155	88	3	8	108	55	27	8	33	10	24	24
Initial Fut:	265	4044	142	108	1793	108	139	139	150	377	320	551
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3195	142	108	1434	108	139	139	150	377	320	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3195	142	108	1434	108	139	139	150	377	320	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3195	142	108	1434	108	139	139	150	377	320	551

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

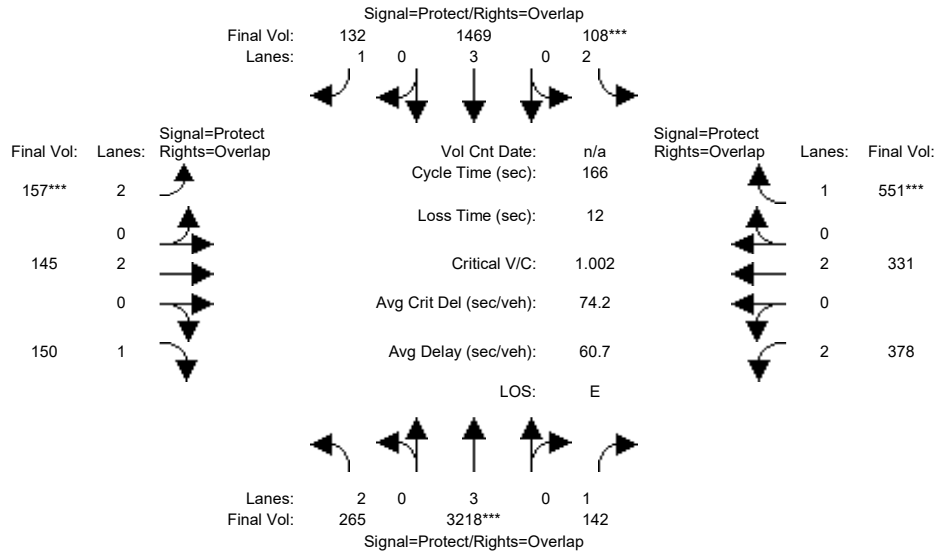
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.08	0.03	0.25	0.06	0.04	0.04	0.09	0.12	0.08	0.31
Crit Moves:	****		****		****		****		****		****	
Green Time:	15.9	89.3	116.8	13.0	86.4	100.4	14.0	24.2	40.1	27.5	37.7	50.7
Volume/Cap:	0.88	1.04	0.12	0.44	0.48	0.10	0.52	0.25	0.35	0.72	0.37	1.03
Delay/Veh:	98.3	66.8	8.0	74.3	25.6	13.9	74.7	63.1	52.7	70.6	54.4	104.8
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:	98.3	66.8	8.0	74.3	25.6	13.9	74.7	63.1	52.7	70.6	54.4	104.8
LOS by Move:	F	E	A	E	C	B	E	E	D-	E	D-	F
HCM2k95thQ:	19	97	5	6	26	5	8	6	13	22	13	59

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						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:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	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:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	625	0	0	301	25	19	7	0	1	12	0
PasserByVol:	155	88	3	8	108	55	27	8	33	10	24	24
Initial Fut:	265	4074	142	108	1836	132	157	145	150	378	331	551
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3218	142	108	1469	132	157	145	150	378	331	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3218	142	108	1469	132	157	145	150	378	331	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3218	142	108	1469	132	157	145	150	378	331	551

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

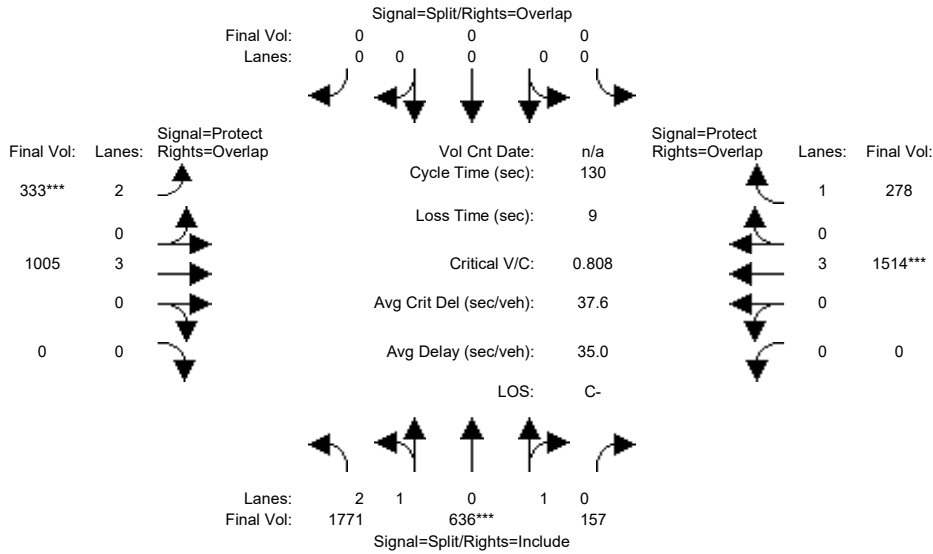
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.08	0.03	0.26	0.08	0.05	0.04	0.09	0.12	0.09	0.31
Crit Moves:	****		****			****						
Green Time:	15.9	89.5	116.9	13.0	86.6	100.6	14.0	24.1	40.0	27.4	37.5	50.5
Volume/Cap:	0.88	1.05	0.12	0.44	0.49	0.12	0.59	0.26	0.36	0.73	0.39	1.04
Delay/Veh:	97.9	68.6	7.9	74.3	25.7	14.0	76.8	63.3	52.8	70.9	54.8	106.1
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:	97.9	68.6	7.9	74.3	25.7	14.0	76.8	63.3	52.8	70.9	54.8	106.1
LOS by Move:	F	E	A	E	C	B	E-	E	D-	E	D-	F
HCM2k95thQ:	19	98	5	6	27	6	9	6	13	22	13	59

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard			Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	73	197	24	0	0	0	42	86	0	0	146	46
PasserByVol:	669	55	0	0	0	0	7	87	0	0	69	0
Initial Fut:	1771	636	157	0	0	0	333	1005	0	0	1514	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1771	636	157	0	0	0	333	1005	0	0	1514	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1771	636	157	0	0	0	333	1005	0	0	1514	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1771	636	157	0	0	0	333	1005	0	0	1514	278

Saturation Flow Module:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard			Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.84	0.93	0.23	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4653	1671	413	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

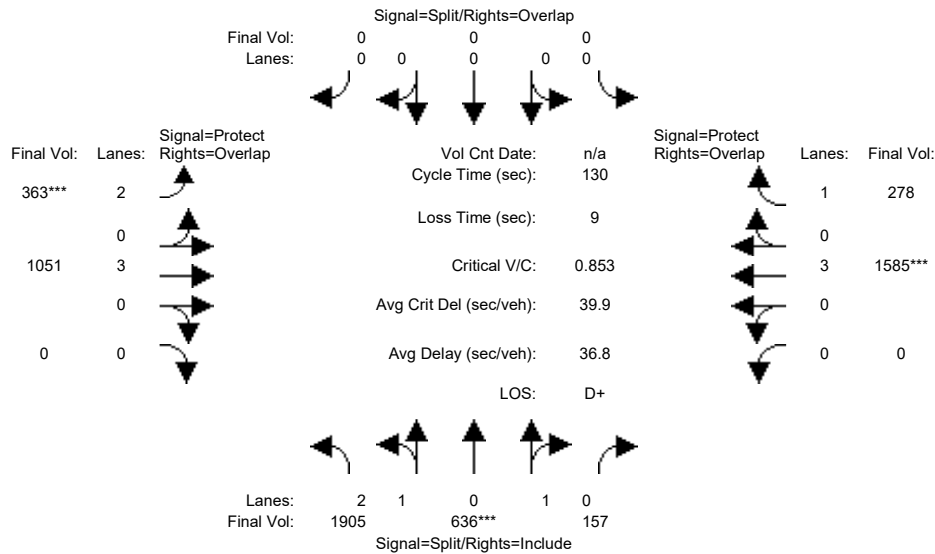
	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard			Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.11	0.18	0.00	0.00	0.27	0.16
Crit Moves:	****						****			****		
Green Time:	61.2	61.2	61.2	0.0	0.0	0.0	17.0	59.8	0.0	0.0	42.7	42.7
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.81	0.38	0.00	0.00	0.81	0.48
Delay/Veh:	31.0	31.0	31.0	0.0	0.0	0.0	66.2	23.1	0.0	0.0	42.6	35.5
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:	31.0	31.0	31.0	0.0	0.0	0.0	66.2	23.1	0.0	0.0	42.6	35.5
LOS by Move:	C	C	C	A	A	A	E	C	A	A	D	D+
HCM2k95thQ:	43	43	43	0	0	0	16	16	0	0	31	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



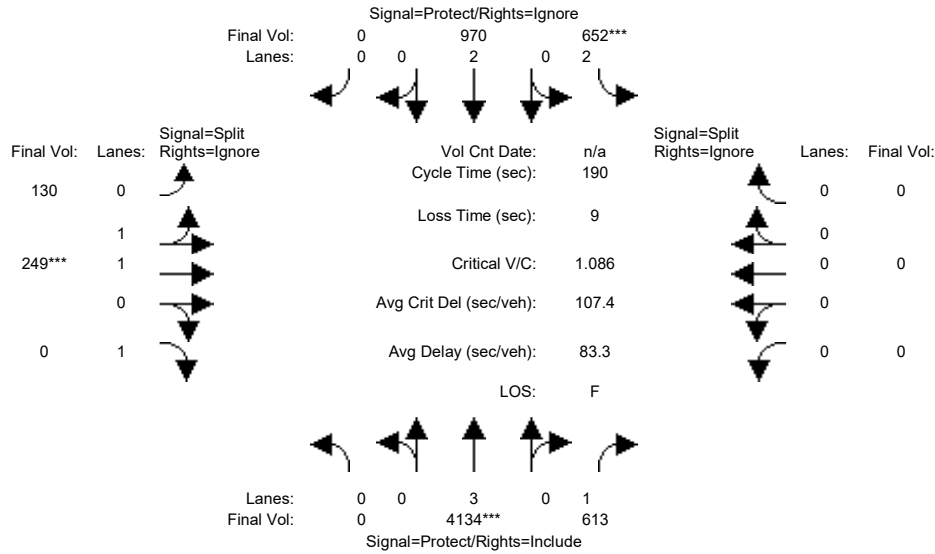
Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	207	197	24	0	0	0	72	132	0	0	217	46
PasserByVol:	669	55	0	0	0	0	7	87	0	0	69	0
Initial Fut:	1905	636	157	0	0	0	363	1051	0	0	1585	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1905	636	157	0	0	0	363	1051	0	0	1585	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1905	636	157	0	0	0	363	1051	0	0	1585	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1905	636	157	0	0	0	363	1051	0	0	1585	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.90	0.88	0.22	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4758	1588	392	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.12	0.18	0.00	0.00	0.28	0.16
Crit Moves:	****						****			****		
Green Time:	61.0	61.0	61.0	0.0	0.0	0.0	17.6	60.0	0.0	0.0	42.4	42.4
Volume/Cap:	0.85	0.85	0.85	0.00	0.00	0.00	0.85	0.40	0.00	0.00	0.85	0.49
Delay/Veh:	32.9	32.9	32.9	0.0	0.0	0.0	70.2	23.2	0.0	0.0	44.9	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:	32.9	32.9	32.9	0.0	0.0	0.0	70.2	23.2	0.0	0.0	44.9	35.8
LOS by Move:	C-	C-	C-	A	A	A	E	C	A	A	D	D+
HCM2k95thQ:	47	47	47	0	0	0	17	17	0	0	32	17

Note: Queue reported is the number of cars per lane.

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Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp

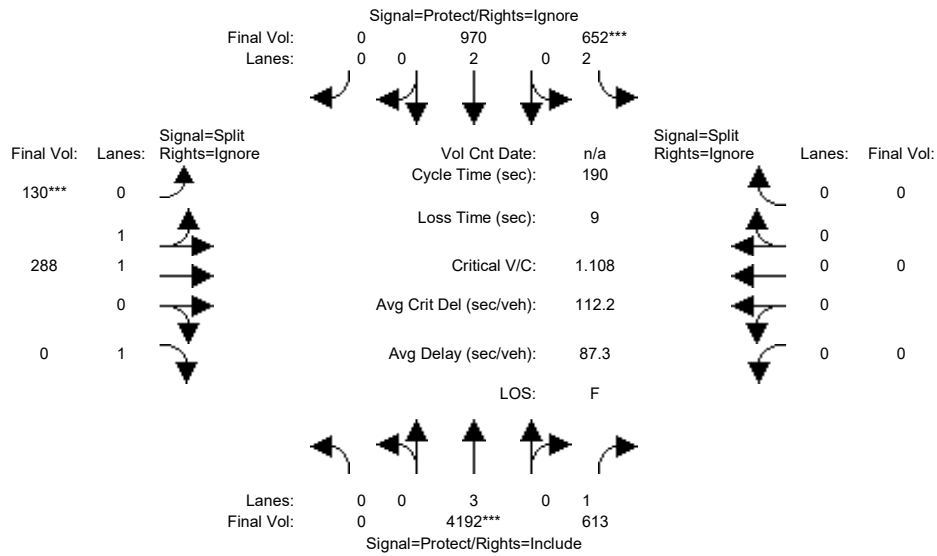


Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	376	86	73	139	0	0	13	73	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4134	613	652	970	0	130	249	337	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4134	613	652	970	0	130	249	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4134	613	652	970	0	130	249	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4134	613	652	970	0	130	249	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	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.70	1.30	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1269	2430	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.35	0.21	0.26	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	118	117.6	33.6	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.17	0.57	1.17	0.32	0.00	0.65	0.65	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	99.7	11.9	173.7	0.1	0.0	78.3	78.3	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	99.7	11.9	173.7	0.1	0.0	78.3	78.3	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	149	21	52	1	0	19	19	0	0	0	0

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Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	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:	Lawrence Expressway						I-280 SB Ramp					
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	434	86	73	139	0	0	52	90	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4192	613	652	970	0	130	288	354	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4192	613	652	970	0	130	288	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4192	613	652	970	0	130	288	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4192	613	652	970	0	130	288	0	0	0	0

Saturation Flow Module:	Lawrence Expressway						I-280 SB Ramp					
	L	T	R	L	T	R	L	T	R	L	T	R
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	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.64	1.36	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1150	2548	1750	0	0	0

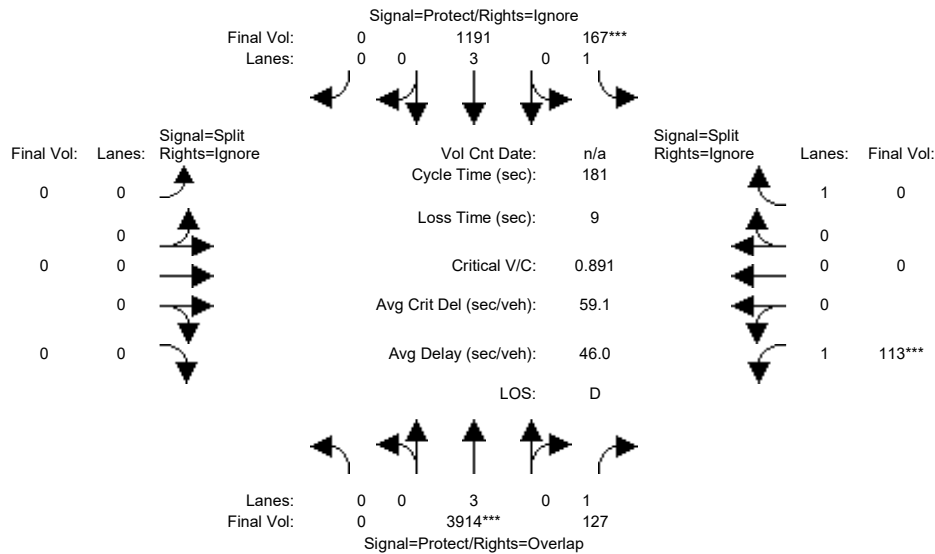
Capacity Analysis Module:	Lawrence Expressway						I-280 SB Ramp					
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.74	0.35	0.21	0.26	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	118.0	33.2	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.18	0.56	1.18	0.32	0.00	0.72	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	105	11.7	179.1	0.1	0.0	80.9	80.9	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	105	11.7	179.1	0.1	0.0	80.9	80.9	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	F	F	A	A	A	A
HCM2k95thQ:	0	153	21	52	1	0	20	20	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	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	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	462	0	0	212	0	0	0	0	0	0	0
PasserByVol:	0	411	0	3	113	7	0	0	0	0	0	12
Initial Fut:	0	3914	127	167	1191	7	0	0	0	113	0	753
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3914	127	167	1191	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3914	127	167	1191	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3914	127	167	1191	0	0	0	0	113	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

Capacity Analysis Module:

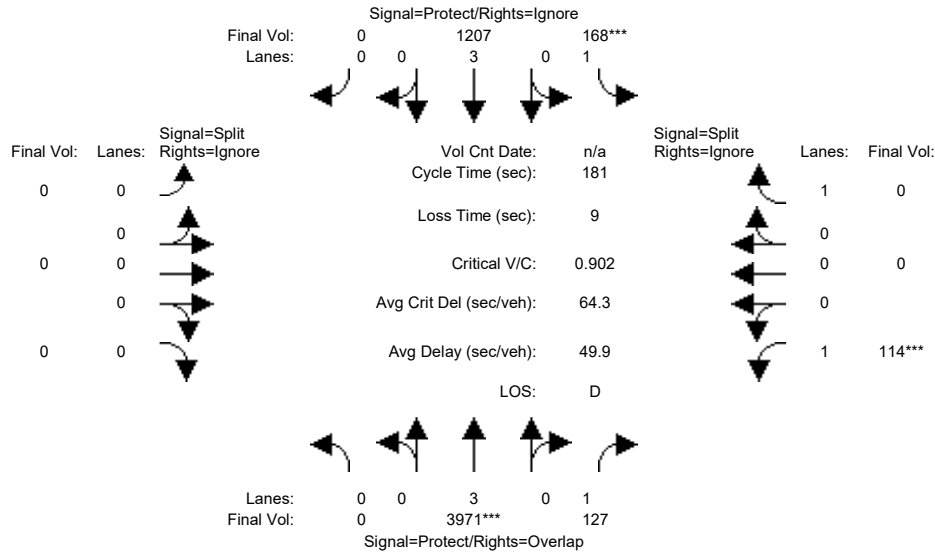
Vol/Sat:	0.00	0.69	0.07	0.10	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.04	0.09	0.62	0.26	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	58.0	4.1	76.4	4.1	0.0	0.0	0.0	0.0	73.8	0.0	0.0
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	58.0	4.1	76.4	4.1	0.0	0.0	0.0	0.0	73.8	0.0	0.0
LOS by Move:	A	E+	A	E-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	112	3	17	10	0	0	0	0	13	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	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	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	519	0	1	228	0	0	0	0	1	0	1
PasserByVol:	0	411	0	3	113	7	0	0	0	0	0	12
Initial Fut:	0	3971	127	168	1207	7	0	0	0	114	0	754
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3971	127	168	1207	0	0	0	0	114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3971	127	168	1207	0	0	0	0	114	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3971	127	168	1207	0	0	0	0	114	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

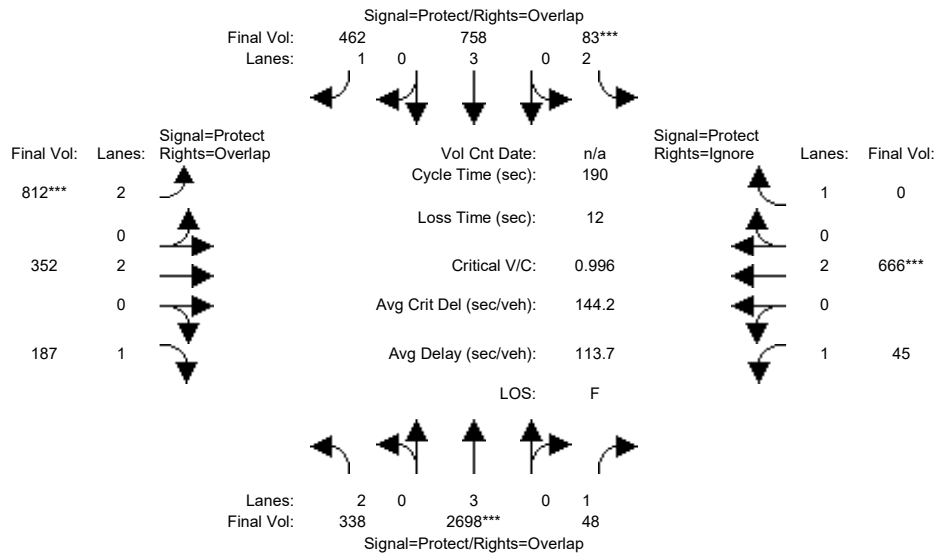
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.07	0.10	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.06	0.09	0.62	0.27	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	63.5	4.1	76.6	4.1	0.0	0.0	0.0	0.0	73.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.5	4.1	76.6	4.1	0.0	0.0	0.0	0.0	73.9	0.0	0.0
LOS by Move:	A	E	A	E-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	117	3	17	11	0	0	0	0	13	0	0

Note: Queue reported is the number of cars per lane.

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	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	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	32	437	0	0	204	8	25	0	5	0	0	0
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	338	2698	48	83	758	462	812	352	187	45	666	304
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:	338	2698	48	83	758	462	812	352	187	45	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	2698	48	83	758	462	812	352	187	45	666	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
Final Volume:	338	2698	48	83	758	462	812	352	187	45	666	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

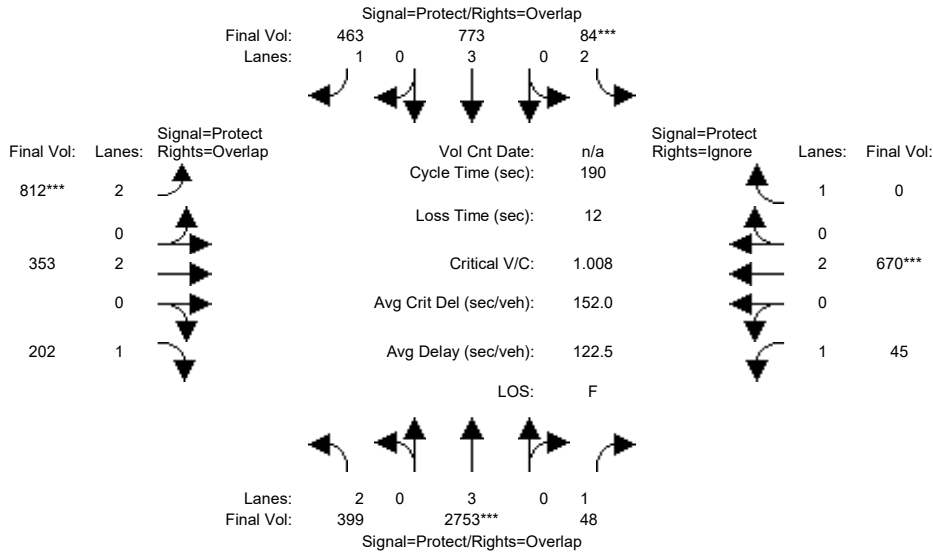
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.03	0.03	0.13	0.26	0.26	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.01	1.27	0.06	0.35	0.39	0.43	0.95	0.22	0.20	0.43	0.80	0.00
Delay/Veh:	135.4	180	26.9	83.6	51.5	27.6	87.0	33.7	22.7	88.3	75.4	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:	135.4	180	26.9	83.6	51.5	27.6	87.0	33.7	22.7	88.3	75.4	0.0
LOS by Move:	F	F	C	F	D-	C	F	C-	C+	F	E-	A
HCM2k95thQ:	23	110	3	5	21	33	49	12	11	6	33	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	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	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	93	492	0	1	219	9	25	1	20	0	4	1
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	399	2753	48	84	773	463	812	353	202	45	670	305
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:	399	2753	48	84	773	463	812	353	202	45	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2753	48	84	773	463	812	353	202	45	670	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
Final Volume:	399	2753	48	84	773	463	812	353	202	45	670	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

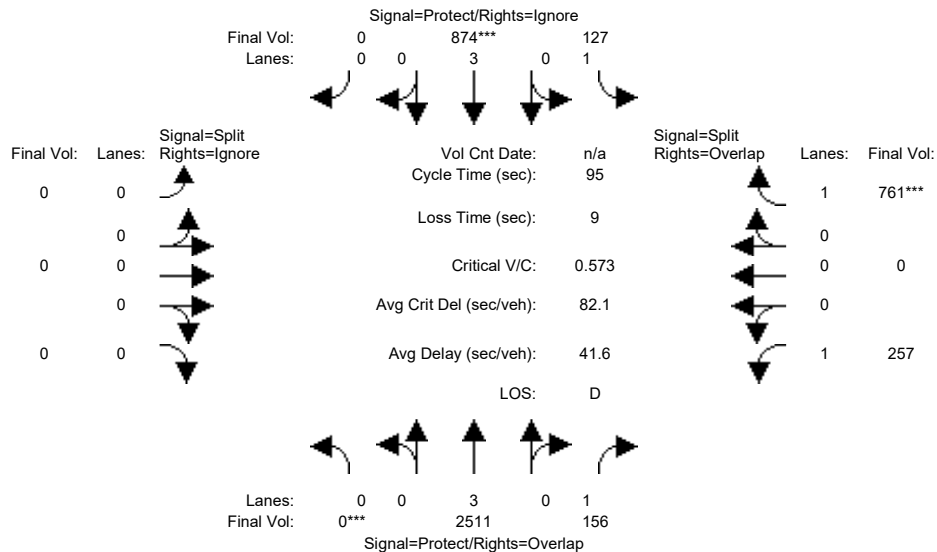
Capacity Analysis Module:												
Vol/Sat:	0.13	0.48	0.03	0.03	0.14	0.26	0.26	0.09	0.12	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.19	1.30	0.06	0.36	0.40	0.43	0.95	0.22	0.22	0.43	0.81	0.00
Delay/Veh:	195.6	192	26.9	83.7	51.7	27.6	87.0	33.7	22.9	88.3	75.7	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:	195.6	192	26.9	83.7	51.7	27.6	87.0	33.7	22.9	88.3	75.7	0.0
LOS by Move:	F	F	C	F	D-	C	F	C-	C+	F	E-	A
HCM2k95thQ:	32	115	3	6	22	34	49	12	12	6	34	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	Lawrence Expressway						Doyle Road					
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	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	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	469	0	0	209	0	0	0	0	0	0	0
PasserByVol:	0	304	0	7	57	11	0	0	0	0	0	24
Initial Fut:	0	2511	156	127	874	11	0	0	0	257	0	761
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2511	156	127	874	0	0	0	0	257	0	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2511	156	127	874	0	0	0	0	257	0	761
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	2511	156	127	874	0	0	0	0	257	0	761

Saturation Flow Module:	Lawrence Expressway						Doyle Road					
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

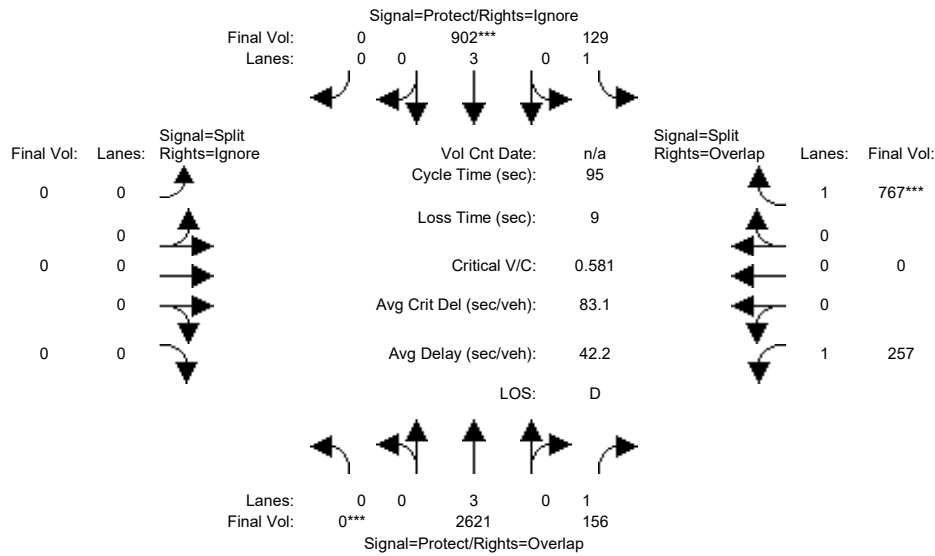
Capacity Analysis Module:	Lawrence Expressway						Doyle Road					
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.44	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.78	0.12	0.49	0.22	0.00	0.00	0.00	0.00	0.78	0.00	1.28
Delay/Veh:	0.0	17.2	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	171.1
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	17.2	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	171.1
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	30	3	7	6	0	0	0	0	18	0	75

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	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	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	579	0	2	237	0	0	0	0	0	0	6
PasserByVol:	0	304	0	7	57	11	0	0	0	0	0	24
Initial Fut:	0	2621	156	129	902	11	0	0	0	257	0	767
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2621	156	129	902	0	0	0	0	257	0	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2621	156	129	902	0	0	0	0	257	0	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	2621	156	129	902	0	0	0	0	257	0	767

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

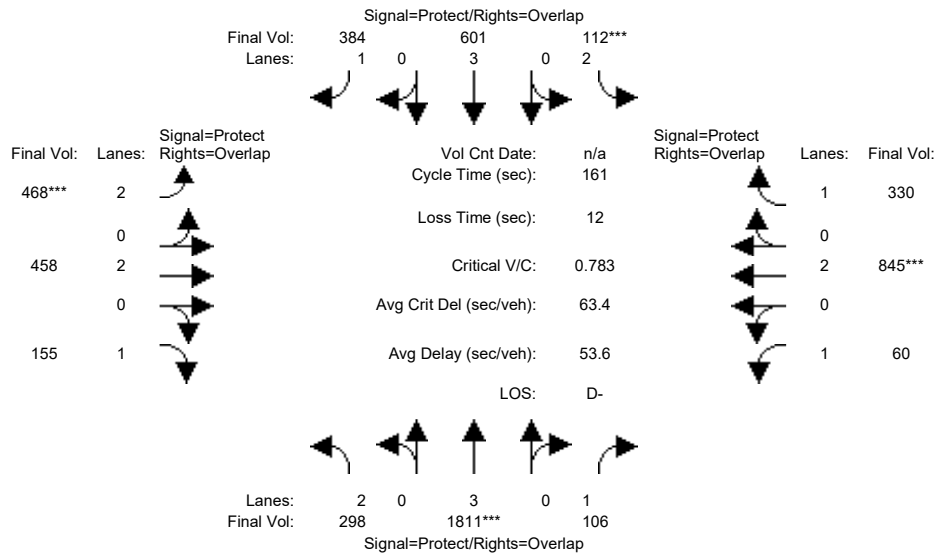
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.81	0.12	0.49	0.23	0.00	0.00	0.00	0.00	0.78	0.00	1.29
Delay/Veh:	0.0	18.2	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	175.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	175.4
LOS by Move:	A	B-	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	32	2	7	6	0	0	0	0	18	0	76

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	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:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	469	0	0	209	0	0	0	0	0	0	0
PasserByVol:	10	291	0	7	41	8	10	6	2	0	0	4
Initial Fut:	298	1811	106	112	601	384	468	458	155	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1811	106	112	601	384	468	458	155	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1811	106	112	601	384	468	458	155	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	1811	106	112	601	384	468	458	155	60	845	330

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

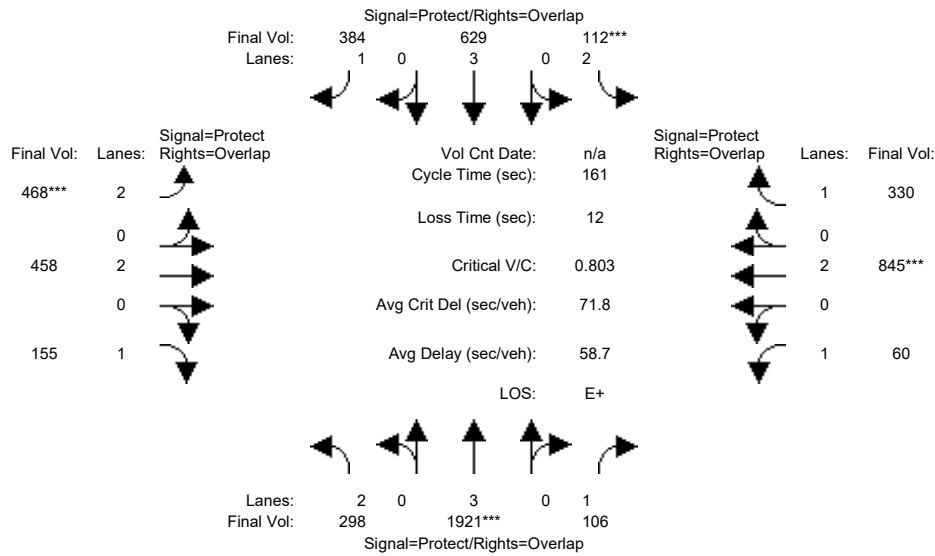
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	0.97	0.15	0.34	0.40	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.3	66.6	29.3	67.4	49.0	31.0	67.7	32.7	16.0	71.2	53.7	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:	62.3	66.6	29.3	67.4	49.0	31.0	67.7	32.7	16.0	71.2	53.7	35.8
LOS by Move:	E	E	C	E	D	C	E	C-	B	E	D-	D+
HCM2k95thQ:	16	54	7	6	15	25	24	14	7	7	33	23

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	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:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	579	0	0	237	0	0	0	0	0	0	0
PasserByVol:	10	291	0	7	41	8	10	6	2	0	0	4
Initial Fut:	298	1921	106	112	629	384	468	458	155	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1921	106	112	629	384	468	458	155	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1921	106	112	629	384	468	458	155	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	1921	106	112	629	384	468	458	155	60	845	330

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

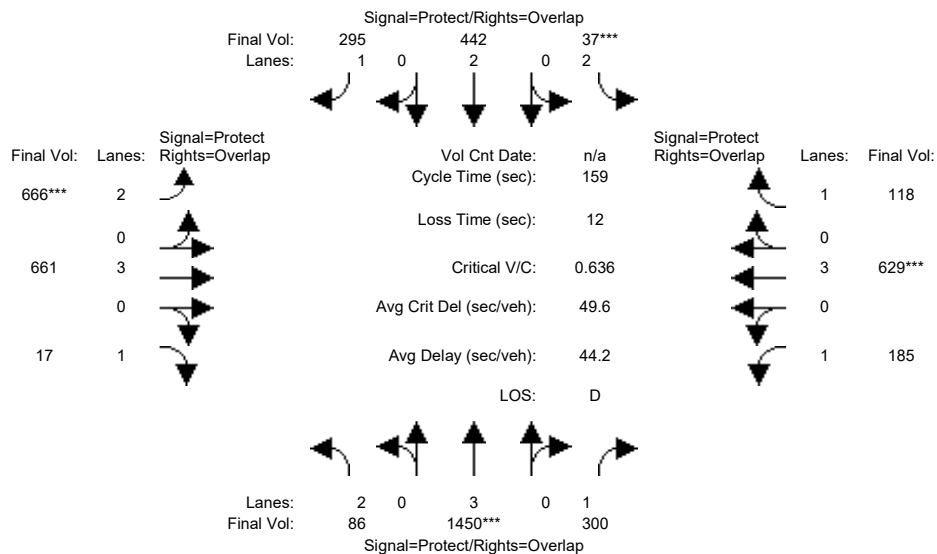
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	1.02	0.15	0.34	0.42	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.3	81.0	29.3	67.4	49.3	31.0	67.7	32.7	16.0	71.2	53.7	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:	62.3	81.0	29.3	67.4	49.3	31.0	67.7	32.7	16.0	71.2	53.7	35.8
LOS by Move:	E	F	C	E	D	C	E	C-	B	E	D-	D+
HCM2k95thQ:	16	61	7	6	15	25	24	14	7	7	33	23

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	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:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	469	0	0	209	0	0	0	0	0	0	0
PasserByVol:	19	68	2	0	25	32	244	42	0	14	5	0
Initial Fut:	86	1450	300	37	442	295	666	661	17	185	629	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1450	300	37	442	295	666	661	17	185	629	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1450	300	37	442	295	666	661	17	185	629	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	1450	300	37	442	295	666	661	17	185	629	118

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

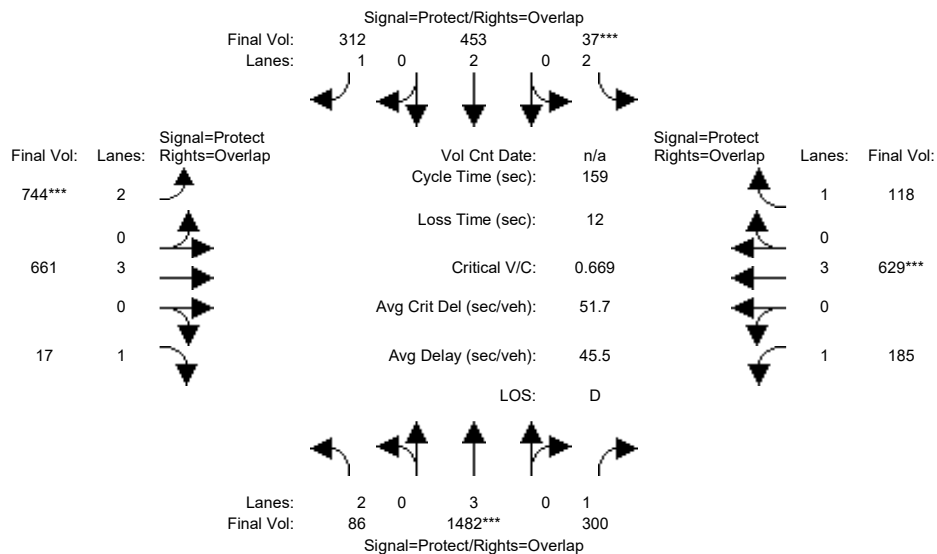
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.17	0.01	0.12	0.17	0.21	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.69	0.33	0.21	0.33	0.27	0.78	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	70.8	43.1	22.6	72.2	37.9	13.8	58.4	38.0	26.4	74.8	53.8	44.1
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:	70.8	43.1	22.6	72.2	37.9	13.8	58.4	38.0	26.4	74.8	53.8	44.1
LOS by Move:	E	D	C+	E	D+	B	E+	D+	C	E	D-	D
HCM2k95thQ:	5	34	17	2	14	13	30	14	1	19	17	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	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:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	501	0	0	220	17	78	0	0	0	0	0
PasserByVol:	19	68	2	0	25	32	244	42	0	14	5	0
Initial Fut:	86	1482	300	37	453	312	744	661	17	185	629	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1482	300	37	453	312	744	661	17	185	629	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1482	300	37	453	312	744	661	17	185	629	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	1482	300	37	453	312	744	661	17	185	629	118

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

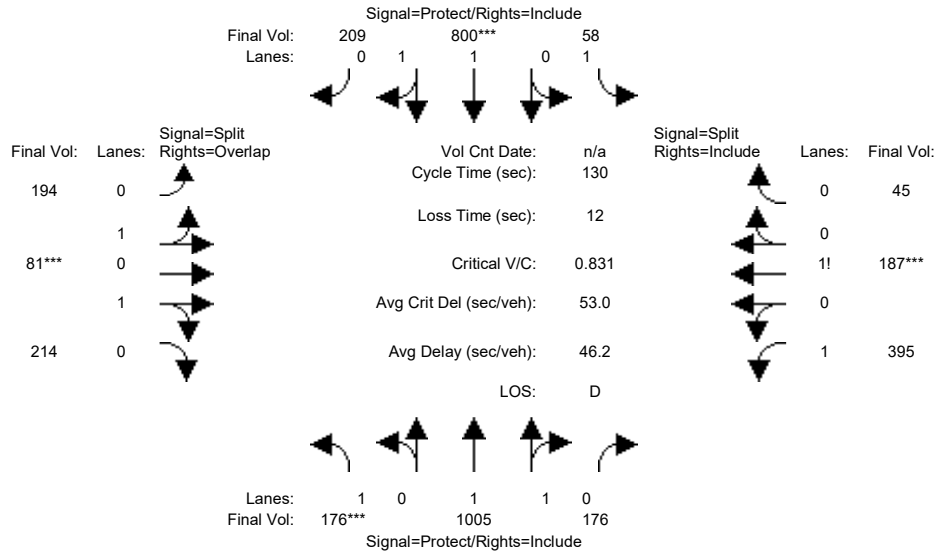
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.17	0.01	0.12	0.18	0.24	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.70	0.33	0.21	0.34	0.29	0.87	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	70.8	43.6	22.6	72.2	38.0	13.9	65.3	38.0	26.4	74.8	53.8	44.1
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:	70.8	43.6	22.6	72.2	38.0	13.9	65.3	38.0	26.4	74.8	53.8	44.1
LOS by Move:	E	D	C+	E	D+	B	E	D+	C	E	D-	D
HCM2k95thQ:	5	35	17	2	15	14	35	14	1	19	17	9

Note: Queue reported is the number of cars per lane.

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Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	270	0	0	47	0	0	0	0	0	0	0
Initial Fut:	176	1005	176	58	800	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1005	176	58	800	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1005	176	58	800	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1005	176	58	800	209	194	81	214	395	187	45

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.69	0.31	1.00	1.57	0.43	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3148	551	1750	2933	766	1428	596	1575	2555	762	183

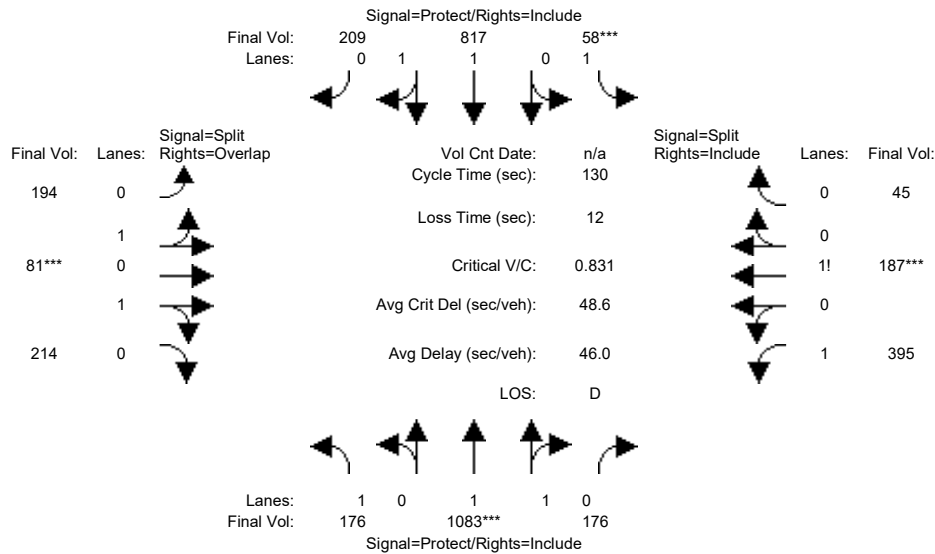
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	15.7	50.0	50.0	8.4	42.7	42.7	21.2	21.2	37.0	38.4	38.4	38.4
Volume/Cap:	0.83	0.83	0.83	0.51	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	79.2	40.5	40.5	62.7	45.4	45.4	62.4	62.4	38.9	38.6	50.6	50.6
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:	79.2	40.5	40.5	62.7	45.4	45.4	62.4	62.4	38.9	38.6	50.6	50.6
LOS by Move:	E-	D	D	E	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	37	37	5	34	34	22	22	16	18	33	33

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	78	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	270	0	0	47	0	0	0	0	0	0	0
Initial Fut:	176	1083	176	58	817	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1083	176	58	817	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1083	176	58	817	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1083	176	58	817	209	194	81	214	395	187	45

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.71	0.29	1.00	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3182	517	1750	2946	754	1428	596	1575	2555	762	183

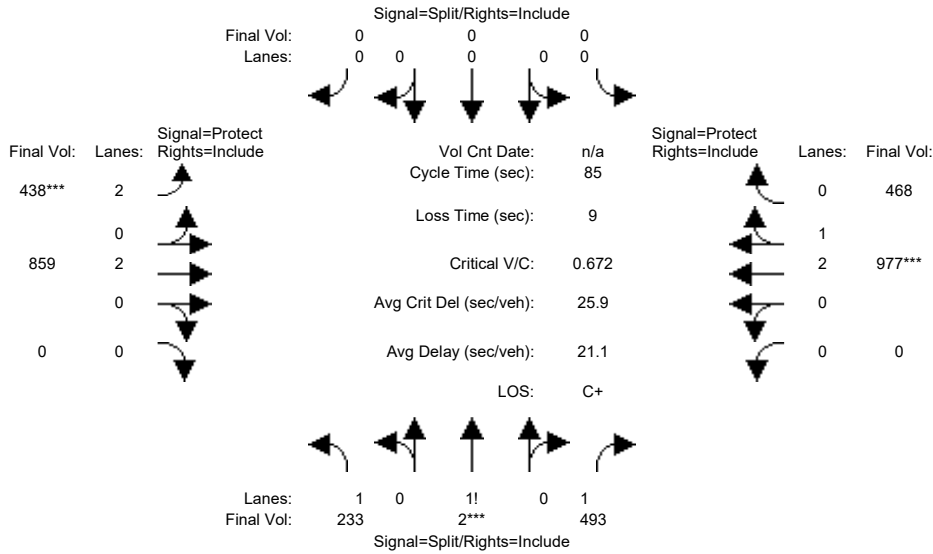
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.03	0.28	0.28	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	15.8	52.4	52.4	7.0	43.6	43.6	20.9	20.9	36.7	37.8	37.8	37.8
Volume/Cap:	0.83	0.85	0.85	0.62	0.83	0.83	0.85	0.85	0.48	0.53	0.85	0.85
Delay/Veh:	78.6	39.8	39.8	71.8	44.5	44.5	64.0	64.0	39.1	39.2	52.2	52.2
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:	78.6	39.8	39.8	71.8	44.5	44.5	64.0	64.0	39.1	39.2	52.2	52.2
LOS by Move:	E-	D	D	E	D	D	E	E	D	D	D-	D-
HCM2k95thQ:	15	39	39	5	34	34	22	22	16	18	34	34

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

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Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	205	0	0	0	0	65	0	0	31	6
Initial Fut:	233	2	493	0	0	0	438	859	0	0	977	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	493	0	0	0	438	859	0	0	977	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	493	0	0	0	438	859	0	0	977	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	493	0	0	0	438	859	0	0	977	468

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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.32	0.01	1.67	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2319	10	3005	0	0	0	3150	3800	0	0	3797	1800

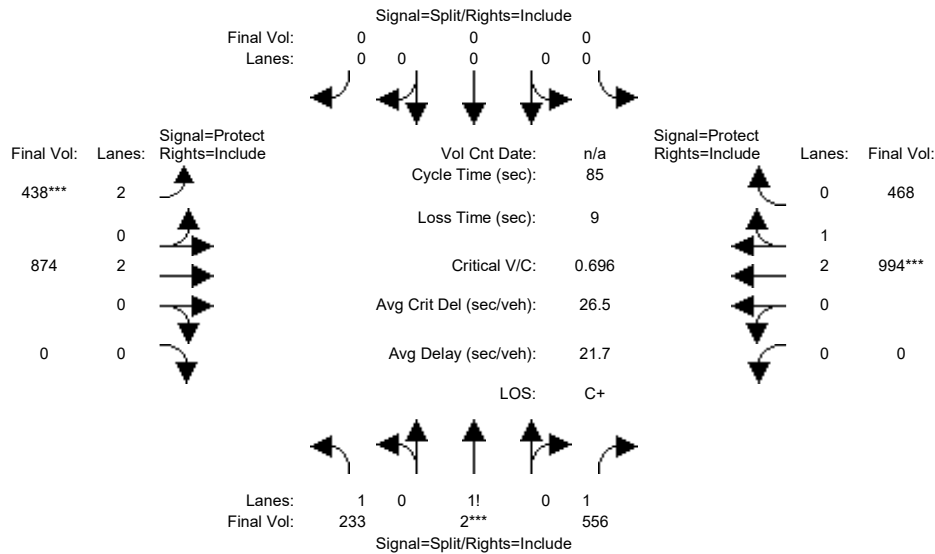
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.9	25.9	25.9	0.0	0.0	0.0	17.6	50.1	0.0	0.0	32.5	32.5
Volume/Cap:	0.33	0.67	0.54	0.00	0.00	0.00	0.67	0.38	0.00	0.00	0.67	0.68
Delay/Veh:	22.9	27.5	25.0	0.0	0.0	0.0	33.8	9.4	0.0	0.0	22.6	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	27.5	25.0	0.0	0.0	0.0	33.8	9.4	0.0	0.0	22.6	22.8
LOS by Move:	C+	C	C	A	A	A	C-	A	A	A	C+	C+
HCM2k95thQ:	8	18	14	0	0	0	12	11	0	0	19	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	63	0	0	0	0	15	0	0	17	0
PasserByVol:	0	0	205	0	0	0	0	65	0	0	31	6
Initial Fut:	233	2	556	0	0	0	438	874	0	0	994	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	556	0	0	0	438	874	0	0	994	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	556	0	0	0	438	874	0	0	994	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	556	0	0	0	438	874	0	0	994	468

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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.30	0.01	1.69	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2274	9	3052	0	0	0	3150	3800	0	0	3805	1792

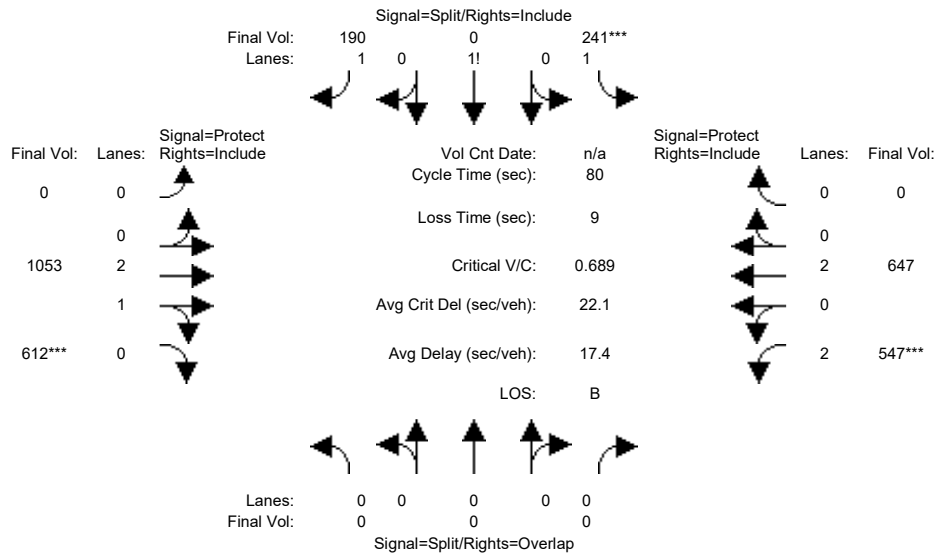
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.18	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	27.1	27.1	27.1	0.0	0.0	0.0	17.0	48.9	0.0	0.0	31.9	31.9
Volume/Cap:	0.32	0.70	0.57	0.00	0.00	0.00	0.70	0.40	0.00	0.00	0.70	0.70
Delay/Veh:	22.0	27.2	24.7	0.0	0.0	0.0	35.0	10.1	0.0	0.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	27.2	24.7	0.0	0.0	0.0	35.0	10.1	0.0	0.0	23.5	23.5
LOS by Move:	C+	C	C	A	A	A	D+	B+	A	A	C	C
HCM2k95thQ:	8	20	15	0	0	0	12	12	0	0	19	19

Note: Queue reported is the number of cars per lane.

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Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	22	0	0	0	43	0	30	10	0
Initial Fut:	0	0	0	241	0	190	0	1053	612	547	647	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	241	0	190	0	1053	612	547	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	190	0	1053	612	547	647	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
Final Volume:	0	0	0	241	0	190	0	1053	612	547	647	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2729	0	2521	0	3800	1750	3150	3800	0

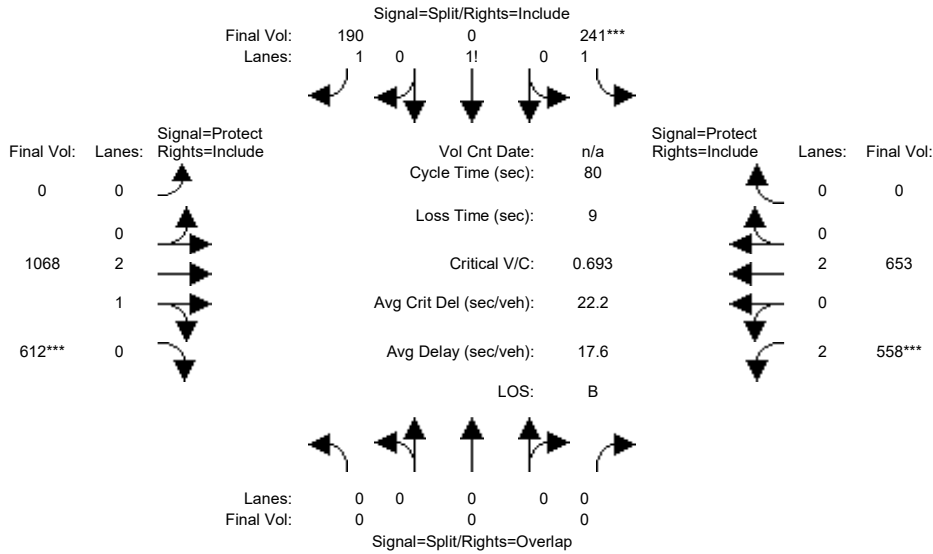
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.3	0.0	10.3	0.0	40.6	40.6	20.2	60.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.55	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.6	0.0	34.1	0.0	13.6	15.8	29.7	2.8	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:	0.0	0.0	0.0	36.6	0.0	34.1	0.0	13.6	15.8	29.7	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	11	0	8	0	17	24	14	5	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga 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	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:	SR-85 (South)						Saratoga Avenue					
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	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	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	15	0	11	6	0
PasserByVol:	0	0	0	22	0	0	0	43	0	30	10	0
Initial Fut:	0	0	0	241	0	190	0	1068	612	558	653	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	241	0	190	0	1068	612	558	653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	190	0	1068	612	558	653	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
Final Volume:	0	0	0	241	0	190	0	1068	612	558	653	0

Saturation Flow Module:	SR-85 (South)						Saratoga Avenue					
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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2729	0	2521	0	3800	1750	3150	3800	0

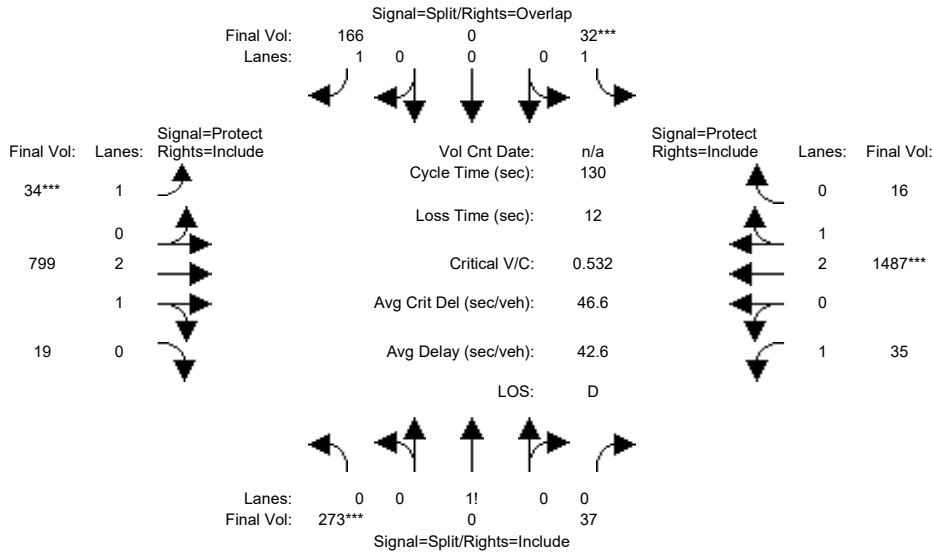
Capacity Analysis Module:	SR-85 (South)						Saratoga Avenue					
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.18	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.2	0.0	10.2	0.0	40.4	40.4	20.4	60.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.56	0.69	0.69	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	36.8	0.0	34.2	0.0	13.9	16.0	29.6	2.8	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:	0.0	0.0	0.0	36.8	0.0	34.2	0.0	13.9	16.0	29.6	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	11	0	9	0	17	24	14	5	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module: 7:15:00 AM

Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	0	0	110	0	0	192	0
PasserByVol:	0	0	0	18	0	2	0	87	0	0	66	4
Initial Fut:	259	0	35	30	0	158	32	759	18	33	1413	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	32	0	166	34	799	19	35	1487	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	32	0	166	34	799	19	35	1487	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	32	0	166	34	799	19	35	1487	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5470	130	1750	5541	59

Capacity Analysis Module:

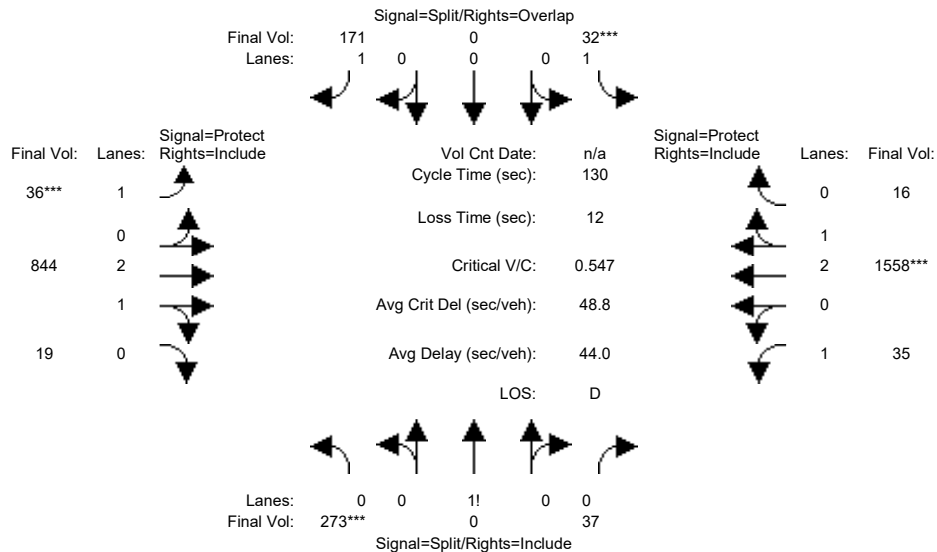
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.27	0.19	0.45	0.45	0.22	0.85	0.85
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.2	35.1	35.1	55.3	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.2	35.1	35.1	55.3	45.8	45.8
LOS by Move:	D	A	D	D+	A	C	D-	D+	D+	E+	D	D
HCM2k95thQ:	24	0	24	2	0	10	3	16	16	3	34	34

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module: 7:15:00 AM

Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	4	2	153	0	0	259	0
PasserByVol:	0	0	0	18	0	2	0	87	0	0	66	4
Initial Fut:	259	0	35	30	0	162	34	802	18	33	1480	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	32	0	171	36	844	19	35	1558	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	32	0	171	36	844	19	35	1558	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	32	0	171	36	844	19	35	1558	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5477	123	1750	5544	56

Capacity Analysis Module:

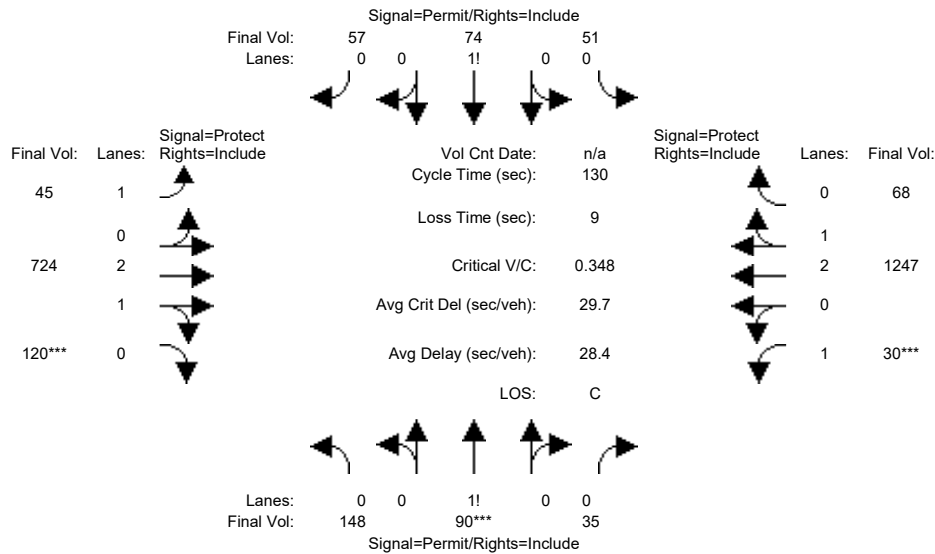
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.28	0.20	0.48	0.48	0.22	0.89	0.89
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.4	35.4	55.3	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.4	35.4	55.3	48.5	48.5
LOS by Move:	D	A	D	D+	A	C	D-	D+	D+	E+	D	D
HCM2k95thQ:	24	0	24	2	0	10	3	17	17	3	36	36

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	9	0	0	0	0	9	4	102	4	0	174	0
PasserByVol:	6	0	12	12	0	5	2	100	1	2	54	2
Initial Fut:	142	86	34	49	71	55	43	695	115	29	1197	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	148	90	35	51	74	57	45	724	120	30	1247	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	90	35	51	74	57	45	724	120	30	1247	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
Final Volume:	148	90	35	51	74	57	45	724	120	30	1247	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.54	0.33	0.13	0.28	0.41	0.31	1.00	2.56	0.44	1.00	2.84	0.16
Final Sat.:	948	574	227	490	710	550	1750	4804	795	1750	5311	288

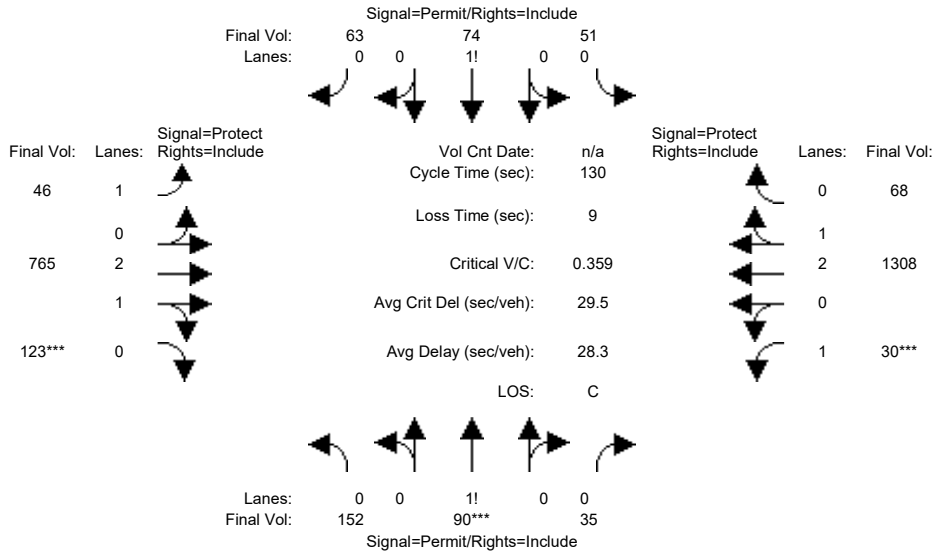
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.10	0.10	0.10	0.03	0.15	0.15	0.02	0.23	0.23
Crit Moves:	****						****			****		
Green Time:	51.4	51.4	51.4	51.4	51.4	51.4	12.1	49.6	49.6	20.0	57.5	57.5
Volume/Cap:	0.39	0.39	0.39	0.26	0.26	0.26	0.27	0.39	0.39	0.11	0.53	0.53
Delay/Veh:	28.6	28.6	28.6	26.8	26.8	26.8	55.8	29.4	29.4	47.5	26.6	26.6
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:	28.6	28.6	28.6	26.8	26.8	26.8	55.8	29.4	29.4	47.5	26.6	26.6
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	16	16	16	10	10	10	4	15	15	2	23	23

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	13	0	0	0	0	14	5	141	7	0	233	0
PasserByVol:	6	0	12	12	0	5	2	100	1	2	54	2
Initial Fut:	146	86	34	49	71	60	44	734	118	29	1256	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	152	90	35	51	74	63	46	765	123	30	1308	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	90	35	51	74	63	46	765	123	30	1308	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
Final Volume:	152	90	35	51	74	63	46	765	123	30	1308	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.32	0.13	0.27	0.40	0.33	1.00	2.57	0.43	1.00	2.85	0.15
Final Sat.:	961	566	224	476	690	583	1750	4823	775	1750	5324	276

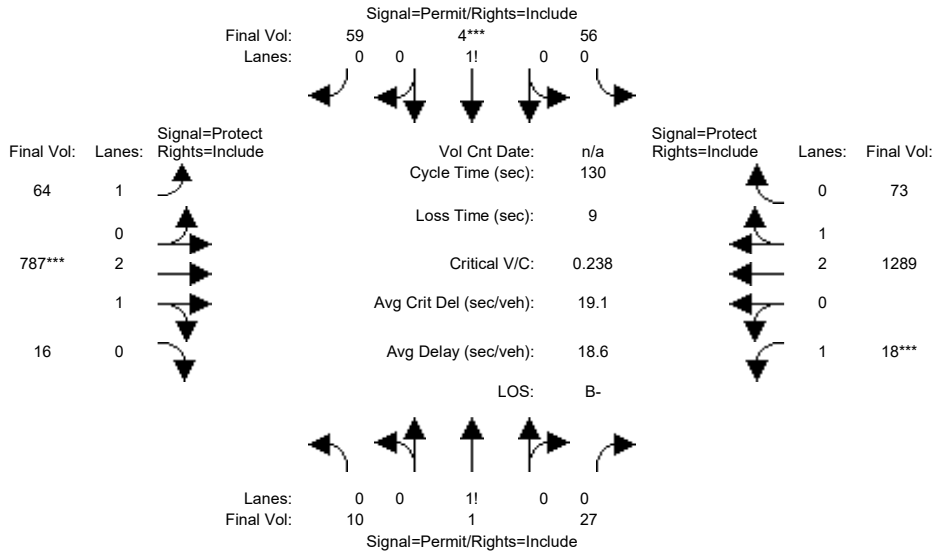
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.11	0.03	0.16	0.16	0.02	0.25	0.25
Crit Moves:	****						****			****		
Green Time:	50.5	50.5	50.5	50.5	50.5	50.5	12.3	50.5	50.5	20.0	58.3	58.3
Volume/Cap:	0.41	0.41	0.41	0.28	0.28	0.28	0.28	0.41	0.41	0.11	0.55	0.55
Delay/Veh:	29.3	29.3	29.3	27.5	27.5	27.5	55.7	29.0	29.0	47.5	26.5	26.5
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:	29.3	29.3	29.3	27.5	27.5	27.5	55.7	29.0	29.0	47.5	26.5	26.5
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	16	16	16	11	11	11	4	16	16	2	24	24

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	0	0	0	0	0	0	0	102	0	0	174	0
PasserByVol:	2	0	16	16	0	6	1	118	0	2	46	4
Initial Fut:	10	1	26	54	4	57	62	763	16	17	1250	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	1	27	56	4	59	64	787	16	18	1289	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	27	56	4	59	64	787	16	18	1289	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1	27	56	4	59	64	787	16	18	1289	73

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	0.03	0.70	0.47	0.03	0.50	1.00	2.94	0.06	1.00	2.83	0.17
Final Sat.:	473	47	1230	822	61	867	1750	5485	115	1750	5299	301

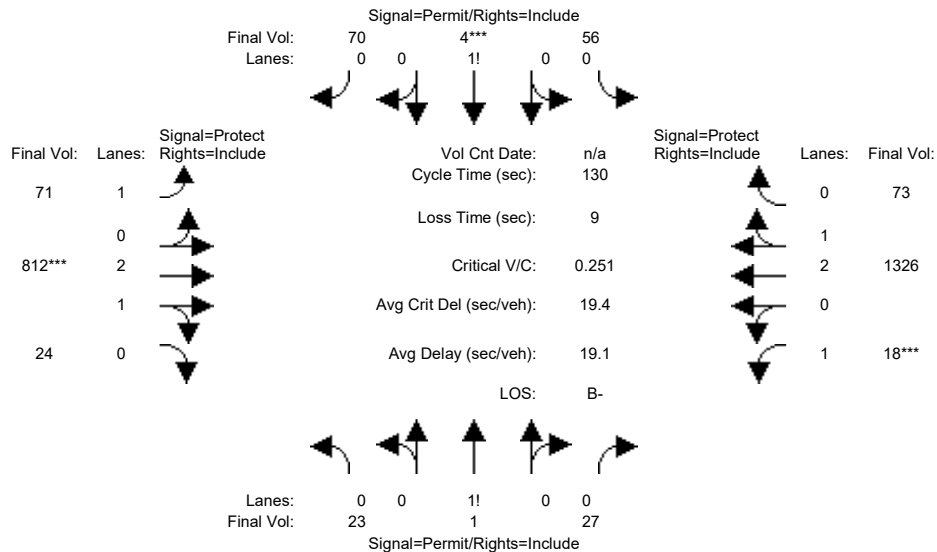
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.04	0.14	0.14	0.01	0.24	0.24
Crit Moves:					****			****			****	
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	12.0	71.0	71.0	15.0	74.0	74.0
Volume/Cap:	0.08	0.08	0.08	0.25	0.25	0.25	0.40	0.26	0.26	0.09	0.43	0.43
Delay/Veh:	35.6	35.6	35.6	37.5	37.5	37.5	57.2	15.7	15.7	51.6	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	35.6	37.5	37.5	37.5	57.2	15.7	15.7	51.6	16.0	16.0
LOS by Move:	D+	D+	D+	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	2	2	2	8	8	8	5	11	11	1	18	18

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	12	0	0	0	0	11	7	127	7	0	210	0
PasserByVol:	2	0	16	16	0	6	1	118	0	2	46	4
Initial Fut:	22	1	26	54	4	68	69	788	23	17	1286	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	23	1	27	56	4	70	71	812	24	18	1326	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	27	56	4	70	71	812	24	18	1326	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1	27	56	4	70	71	812	24	18	1326	73

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.02	0.53	0.43	0.03	0.54	1.00	2.91	0.09	1.00	2.84	0.16
Final Sat.:	786	36	929	750	56	944	1750	5441	159	1750	5307	293

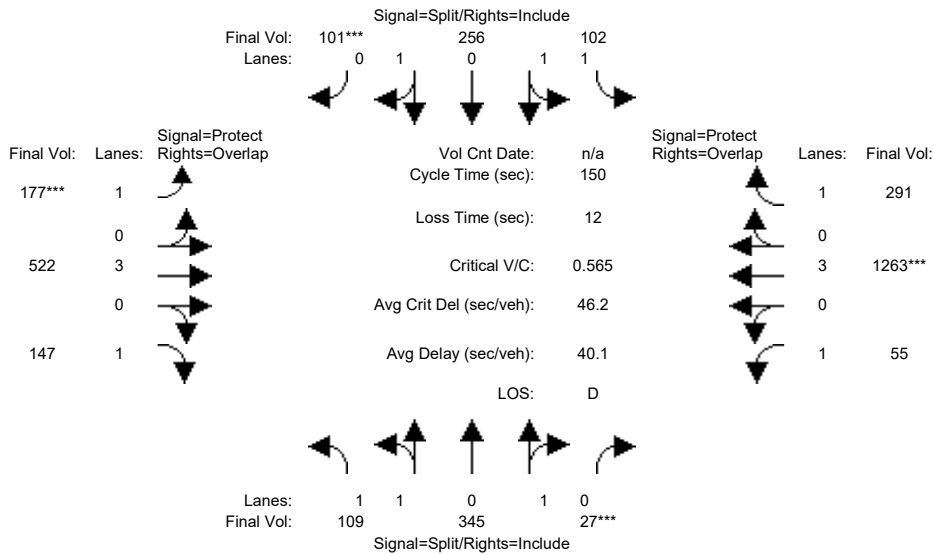
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.04	0.15	0.15	0.01	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	35.2	35.2	35.2	35.2	35.2	35.2	11.9	70.8	70.8	15.0	73.9	73.9
Volume/Cap:	0.11	0.11	0.11	0.27	0.27	0.27	0.44	0.27	0.27	0.09	0.44	0.44
Delay/Veh:	35.7	35.7	35.7	37.7	37.7	37.7	57.8	15.9	15.9	51.6	16.3	16.3
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:	35.7	35.7	35.7	37.7	37.7	37.7	57.8	15.9	15.9	51.6	16.3	16.3
LOS by Move:	D+	D+	D+	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	3	3	3	9	9	9	6	11	11	1	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	0	0	0	0	0	0	0	102	0	0	174	0
PasserByVol:	2	0	0	42	0	1	12	125	9	0	44	6
Initial Fut:	109	345	27	102	256	101	177	522	147	55	1263	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	345	27	102	256	101	177	522	147	55	1263	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	345	27	102	256	101	177	522	147	55	1263	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	345	27	102	256	101	177	522	147	55	1263	291

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2652	1046	1750	5700	1750	1750	5700	1750

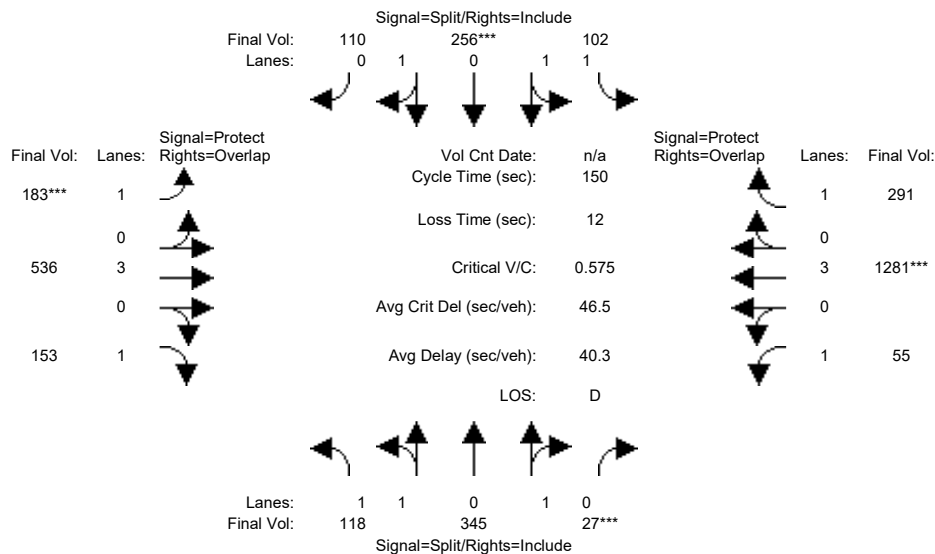
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.08	0.03	0.22	0.17
Crit Moves:	****			****			****			****		
Green Time:	26.7	26.7	26.7	25.6	25.6	25.6	26.9	56.8	83.5	28.9	58.8	84.5
Volume/Cap:	0.35	0.56	0.56	0.34	0.56	0.56	0.56	0.24	0.15	0.16	0.56	0.30
Delay/Veh:	54.2	57.2	57.2	54.9	58.0	58.0	58.6	32.0	16.2	50.7	35.9	17.3
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:	54.2	57.2	57.2	54.9	58.0	58.0	58.6	32.0	16.2	50.7	35.9	17.3
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	C	B	D	D+	B
HCM2k95thQ:	9	16	16	9	15	15	15	10	7	5	26	14

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	9	0	0	0	0	9	6	116	6	0	192	0
PasserByVol:	2	0	0	42	0	1	12	125	9	0	44	6
Initial Fut:	118	345	27	102	256	110	183	536	153	55	1281	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	345	27	102	256	110	183	536	153	55	1281	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	345	27	102	256	110	183	536	153	55	1281	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	345	27	102	256	110	183	536	153	55	1281	291

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2587	1112	1750	5700	1750	1750	5700	1750

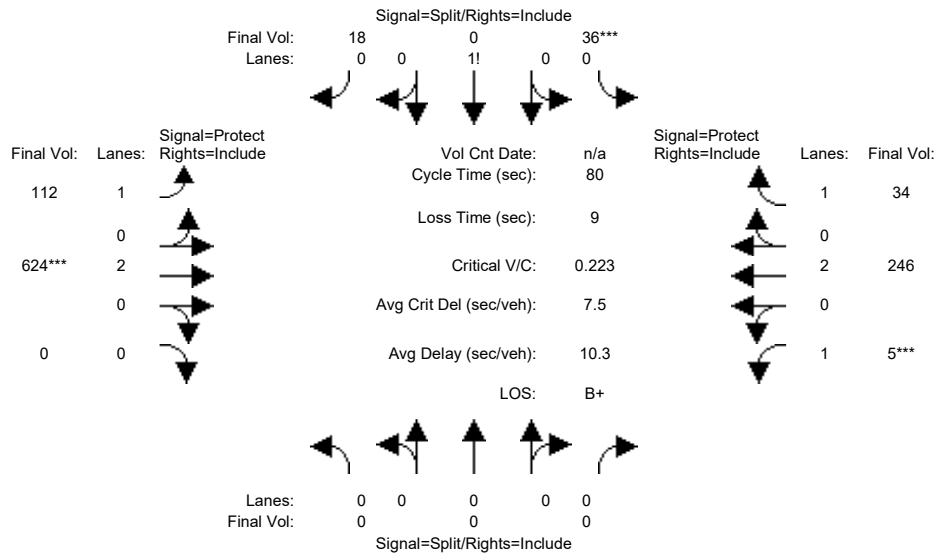
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.09	0.03	0.22	0.17
Crit Moves:	****			****			****			****		
Green Time:	26.2	26.2	26.2	25.8	25.8	25.8	27.3	57.4	83.7	28.5	58.6	84.5
Volume/Cap:	0.39	0.57	0.57	0.34	0.57	0.57	0.57	0.25	0.16	0.17	0.57	0.30
Delay/Veh:	54.9	57.7	57.7	54.7	58.1	58.1	58.6	31.6	16.1	51.0	36.3	17.3
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:	54.9	57.7	57.7	54.7	58.1	58.1	58.6	31.6	16.1	51.0	36.3	17.3
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	C	B	D-	D+	B
HCM2k95thQ:	10	16	16	9	16	16	15	10	7	5	27	14

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	6	0	0	34	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	36	0	18	112	624	0	5	246	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	18	112	624	0	5	246	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	18	112	624	0	5	246	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	36	0	18	112	624	0	5	246	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1167	0	583	1750	3800	0	1750	3800	1750

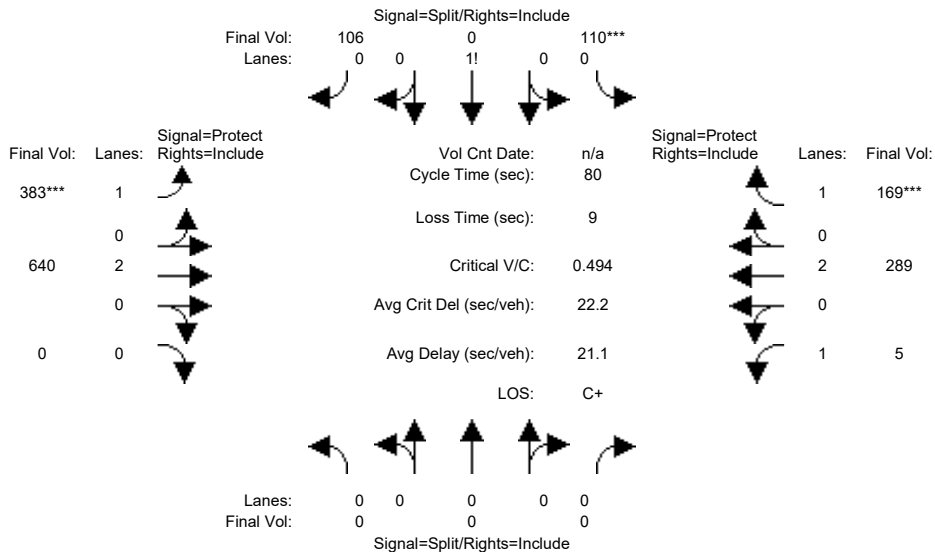
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.06	0.16	0.00	0.00	0.06	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.1	0.0	10.1	25.1	53.9	0.0	7.0	35.8	35.8
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.24	0.20	0.24	0.00	0.03	0.14	0.04
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	32.1	20.3	5.2	0.0	33.5	13.1	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	32.1	20.3	5.2	0.0	33.5	13.1	12.5
LOS by Move:	A	A	A	C-	A	C-	C+	A	A	C-	B	B
HCM2k95thQ:	0	0	0	3	0	3	4	6	0	0	4	1

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter 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:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:	Perimeter Road NB			Perimeter Road SB			Vallco Parkway EB			Vallco Parkway WB		
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	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	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	80	0	88	305	16	0	0	43	143
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	110	0	106	383	640	0	5	289	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:	0	0	0	110	0	106	383	640	0	5	289	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	106	383	640	0	5	289	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
Final Volume:	0	0	0	110	0	106	383	640	0	5	289	169

Saturation Flow Module:	Perimeter Road NB			Perimeter Road SB			Vallco Parkway EB			Vallco Parkway WB		
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	891	0	859	1750	3800	0	1750	3800	1750

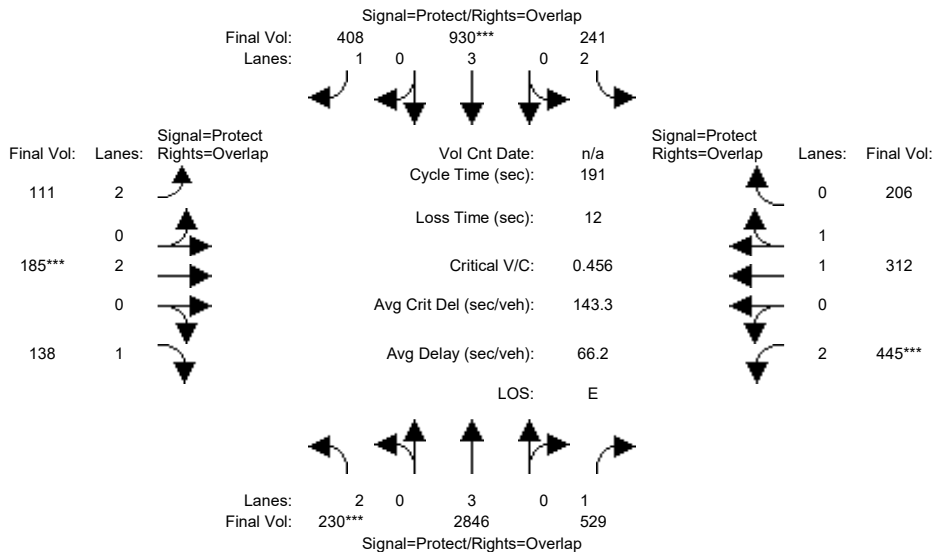
Capacity Analysis Module:	Perimeter Road NB			Perimeter Road SB			Vallco Parkway EB			Vallco Parkway WB		
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.22	0.17	0.00	0.00	0.08	0.10
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	35.4	33.6	0.0	17.4	15.6	15.6
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.49	0.49	0.40	0.00	0.01	0.39	0.49
Delay/Veh:	0.0	0.0	0.0	26.6	0.0	26.6	16.4	16.4	0.0	24.5	28.4	29.8
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:	0.0	0.0	0.0	26.6	0.0	26.6	16.4	16.4	0.0	24.5	28.4	29.8
LOS by Move:	A	A	A	C	A	C	B	B	A	C	C	C
HCM2k95thQ:	0	0	0	11	0	11	14	10	0	0	6	8

Note: Queue reported is the number of cars per lane.

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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #65: Lawrence Expressway / Kifer Road



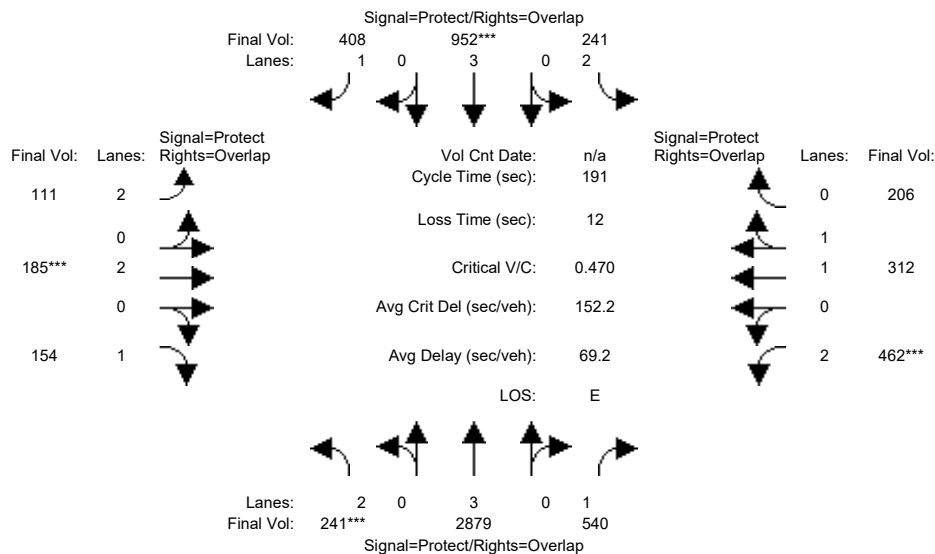
Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	0	235	0	0	123	0	0	0	0	0	0	0
PasserByVol:	1	208	2	1	29	7	0	0	8	359	29	3
Initial Fut:	230	3603	529	241	1162	408	111	185	138	445	312	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2846	529	241	930	408	111	185	138	445	312	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2846	529	241	930	408	111	185	138	445	312	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	2846	529	241	930	408	111	185	138	445	312	206
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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.18	0.82
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2227	1471
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.30	0.08	0.16	0.23	0.04	0.05	0.08	0.14	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.83	0.45	0.86	0.29	0.37	0.45	0.29	0.26	1.82	0.84	0.55
Delay/Veh:	74.4	30.6	13.7	103.6	21.3	16.0	80.7	66.0	48.1	466.0	82.7	58.7
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:	74.4	30.6	13.7	103.6	21.3	16.0	80.7	66.0	48.1	466.0	82.7	58.7
LOS by Move:	E	C	B	F	C+	B	F	E	D	F	F	E+
HCM2k95thQ:	13	60	24	19	16	20	8	9	12	49	28	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	11	276	11	0	151	0	0	0	16	17	0	0
PasserByVol:	1	208	2	1	29	7	0	0	8	359	29	3
Initial Fut:	241	3644	540	241	1190	408	111	185	154	462	312	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2879	540	241	952	408	111	185	154	462	312	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	2879	540	241	952	408	111	185	154	462	312	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	241	2879	540	241	952	408	111	185	154	462	312	206

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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.18	0.82
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2227	1471

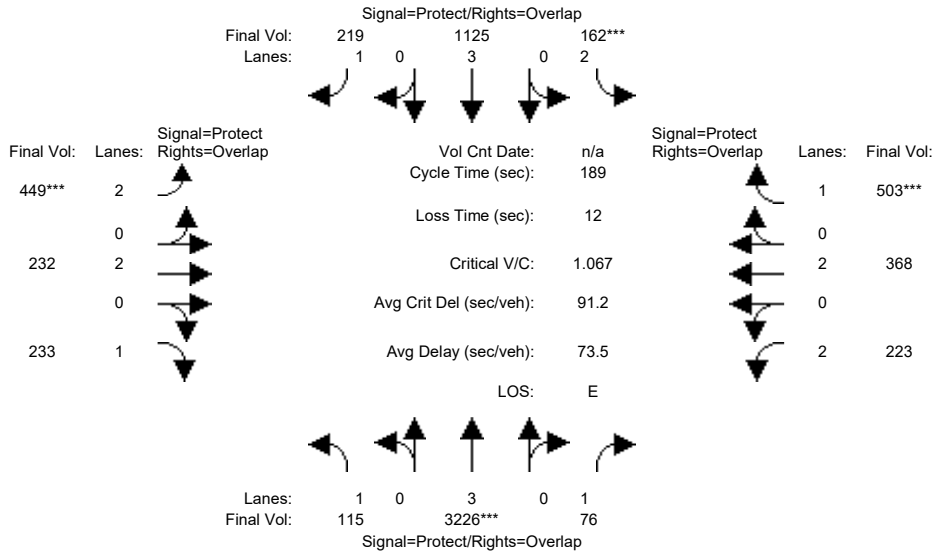
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.31	0.08	0.17	0.23	0.04	0.05	0.09	0.15	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.84	0.46	0.86	0.30	0.37	0.45	0.29	0.29	1.89	0.84	0.55
Delay/Veh:	75.1	31.1	13.8	103.6	21.4	16.0	80.7	66.0	48.7	496.6	82.7	58.7
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:	75.1	31.1	13.8	103.6	21.4	16.0	80.7	66.0	48.7	496.6	82.7	58.7
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	F	E+
HCM2k95thQ:	13	62	24	19	17	20	8	9	13	52	28	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	0	235	0	0	123	0	0	0	0	0	0	0
PasserByVol:	2	320	9	39	382	50	59	6	5	5	4	11
Initial Fut:	115	4084	76	162	1406	219	449	232	233	223	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	3226	76	162	1125	219	449	232	233	223	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	3226	76	162	1125	219	449	232	233	223	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	3226	76	162	1125	219	449	232	233	223	368	503

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

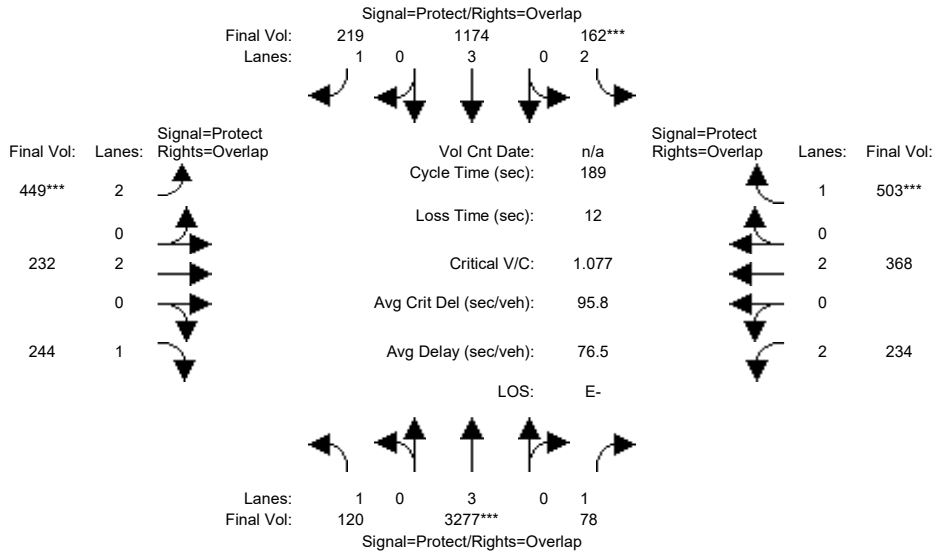
Vol/Sat:	0.07	0.57	0.04	0.05	0.20	0.13	0.14	0.06	0.13	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.69	1.06	0.07	0.71	0.39	0.20	1.09	0.25	0.40	0.82	0.49	1.07
Delay/Veh:	90.4	77.5	13.6	91.8	27.0	13.4	149.5	55.3	46.1	98.6	64.7	126.2
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:	90.4	77.5	13.6	91.8	27.0	13.4	149.5	55.3	46.1	98.6	64.7	126.2
LOS by Move:	F	E-	B	F	C	B	F	E+	D	F	E	F
HCM2k95thQ:	12	98	3	11	22	10	35	10	19	17	17	60

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	5	299	2	0	184	0	0	0	11	11	0	0
PasserByVol:	2	320	9	39	382	50	59	6	5	5	4	11
Initial Fut:	120	4148	78	162	1467	219	449	232	244	234	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	3277	78	162	1174	219	449	232	244	234	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3277	78	162	1174	219	449	232	244	234	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	3277	78	162	1174	219	449	232	244	234	368	503

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

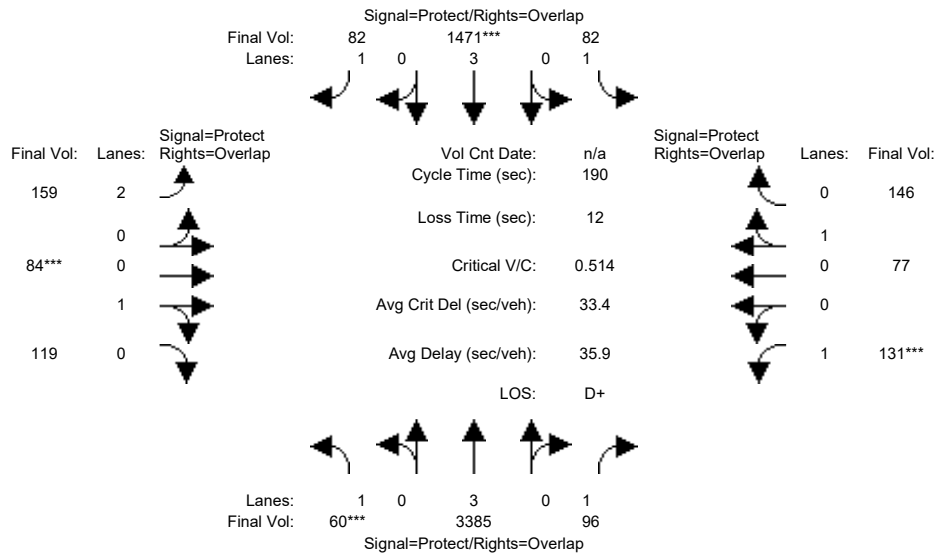
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.04	0.05	0.21	0.13	0.14	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****				****	
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.72	1.08	0.07	0.71	0.40	0.20	1.09	0.25	0.41	0.86	0.49	1.07
Delay/Veh:	93.2	83.9	13.7	91.8	27.3	13.4	149.5	55.3	46.5	104.5	64.7	126.2
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:	93.2	83.9	13.7	91.8	27.3	13.4	149.5	55.3	46.5	104.5	64.7	126.2
LOS by Move:	F	F	B	F	C	B	F	E+	D	F	E	F
HCM2k95thQ:	13	102	3	11	23	10	35	10	20	18	17	60

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	0	235	0	0	123	0	0	0	0	0	0	0
PasserByVol:	6	191	4	5	288	16	13	1	1	0	8	8
Initial Fut:	60	4285	96	82	1839	82	159	84	119	131	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	3385	96	82	1471	82	159	84	119	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	3385	96	82	1471	82	159	84	119	131	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	3385	96	82	1471	82	159	84	119	131	77	146

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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	745	1055	1750	622	1178

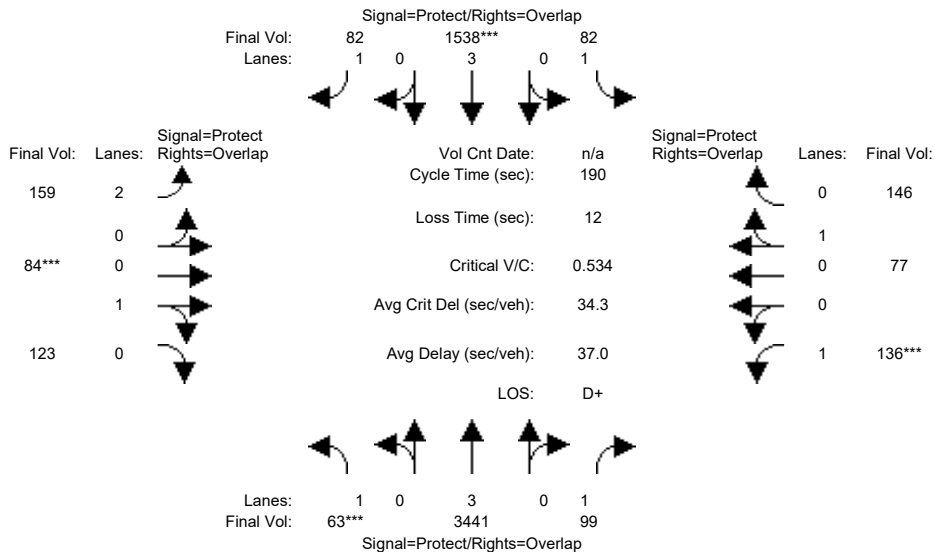
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.05	0.05	0.26	0.05	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***				***			***			***	
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.62	0.92	0.08	0.77	0.40	0.06	0.55	0.78	0.56	0.90	0.91	0.63
Delay/Veh:	94.5	32.5	7.1	111.0	14.9	6.3	80.7	88.3	67.0	127.4	110	69.6
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:	94.5	32.5	7.1	111.0	14.9	6.3	80.7	88.3	67.0	127.4	110	69.6
LOS by Move:	F	C-	A	F	B	A	F	F	E	F	F	E
HCM2k95thQ:	7	85	3	10	22	3	11	23	20	19	28	22

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo 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	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:

Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	3	306	3	0	206	0	0	0	4	5	0	0
PasserByVol:	6	191	4	5	288	16	13	1	1	0	8	8
Initial Fut:	63	4356	99	82	1922	82	159	84	123	136	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	3441	99	82	1538	82	159	84	123	136	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	3441	99	82	1538	82	159	84	123	136	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	3441	99	82	1538	82	159	84	123	136	77	146

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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	730	1070	1750	622	1178

Capacity Analysis Module:

Vol/Sat:	0.04	0.60	0.06	0.05	0.27	0.05	0.05	0.12	0.12	0.08	0.12	0.12
Crit Moves:	***				****			****		****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.65	0.94	0.08	0.77	0.42	0.06	0.55	0.80	0.58	0.93	0.91	0.63
Delay/Veh:	97.6	34.2	7.1	111.0	15.2	6.3	80.7	90.0	67.4	136.5	110	69.6
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:	97.6	34.2	7.1	111.0	15.2	6.3	80.7	90.0	67.4	136.5	110	69.6
LOS by Move:	F	C-	A	F	B	A	F	F	E	F	F	E
HCM2k95thQ:	7	88	3	10	23	3	11	24	20	20	28	22

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C-	33.3	0.609	39.5	C-	33.3	0.617	+ 0.008	39.3	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	24.5	0.897	55.8	C	26.6	0.952	+ 0.055	64.5	+ 8.7	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D-	53.7	0.941	64.9	E	60.5	0.997	+ 0.056	76.1	+ 11.2	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E	71.4	1.055	85.2	E-	75.5	1.073	+ 0.018	91.8	+ 6.6	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	E	73.8	1.063	87.5	E-	77.6	1.079	+ 0.016	93.4	+ 6.0	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.6	0.677	8.0	B+	10.6	0.687	+ 0.010	8.1	+ 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	26.3	0.809	27.0	C	26.3	0.819	+ 0.010	27.3	+ 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D-	52.0	0.987	61.9	E+	56.1	1.007	+ 0.019	67.1	+ 5.2	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	33.8	0.956	47.5	D+	38.4	0.990	+ 0.033	54.6	+ 7.1	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	21.9	0.885	49.3	C+	22.9	0.900	+ 0.015	51.1	+ 1.9	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D-	53.4	0.982	59.5	E-	77.7	1.093	+ 0.110	97.5	+ 37.9	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	73.0	1.029	88.2	E-	78.5	1.059	+ 0.030	96.4	+ 8.2	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.4	0.711	36.1	C	23.9	0.729	+ 0.018	36.1	- 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	16.0	0.874	20.7	B-	19.0	0.931	+ 0.057	24.6	+ 3.9	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.2	0.649	26.8	B	16.2	0.704	+ 0.055	28.1	+ 1.3	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.6	0.764	28.5	C	27.4	0.775	+ 0.011	28.4	- 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	21.6	0.611	22.4	C+	21.1	0.672	+ 0.061	22.5	+ 0.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	25.8	0.842	33.3	C	26.7	0.856	+ 0.014	34.0	+ 0.7	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.3	0.796	34.2	D+	35.2	0.874	+ 0.079	38.0	+ 3.8	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.1	0.481	7.0	B+	11.2	0.542	+ 0.062	7.1	+ 0.1	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	13.7	0.591	14.4	C-	35.0	0.805	+ 0.214	40.8	+ 26.4	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E	66.9	1.014	91.7	E	73.4	1.057	+ 0.043	104.3	+ 12.6	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E	64.9	0.946	57.7	E	72.9	0.984	+ 0.038	65.2	+ 7.5	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	C+	20.2	0.728	33.5	C+	20.9	0.781	+ 0.052	34.3	+ 0.8	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	24.7	0.767	23.9	C	25.5	0.815	+ 0.048	25.5	+ 1.5	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D-	54.2	0.920	68.8	E	60.1	0.975	+ 0.054	73.7	+ 4.9	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C-	33.8	0.685	35.9	C-	34.2	0.729	+ 0.044	36.5	+ 0.6	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C+	21.6	0.825	24.3	C+	22.8	0.872	+ 0.046	27.0	+ 2.7	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	13.8	0.799	15.2	B	15.8	0.861	+ 0.062	17.2	+ 2.0	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B+	10.1	0.592	11.8	B+	11.0	0.710	+ 0.118	12.9	+ 1.1	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.1	0.679	33.3	E	74.4	1.036	+ 0.357	92.8	+ 59.5	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	64.1	1.054	89.3	F	89.7	1.166	+ 0.112	131.7	+ 42.3	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.446	3.4	A	2.8	0.476	+ 0.030	3.4	- 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.0	0.430	3.4	A	4.1	0.457	+ 0.027	3.5	+ 0.1	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	47.4	0.861	54.6	D	48.8	0.883	+ 0.023	57.0	+ 2.4	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	23.5	0.581	22.6	C	23.6	0.604	+ 0.024	23.1	+ 0.5	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.3	0.700	23.3	C+	22.3	0.771	+ 0.071	24.2	+ 0.9	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	53.0	0.923	63.2	E+	55.5	0.949	+ 0.026	68.1	+ 4.9	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.9	0.546	+ 0.031	27.2	+ 0.0	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	27.2	0.749	35.5	C	28.6	0.800	+ 0.051	39.8	+ 4.3	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	D+	35.3	0.735	+ 0.179	43.7	+ 9.5	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.7	0.779	48.7	D	50.1	0.886	+ 0.107	55.8	+ 7.1	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	100.5	0.837	143.1	F	144.4	0.905	+ 0.068	211.3	+ 68.2	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	95.1	0.994	98.5	F	129.0	1.098	+ 0.104	139.0	+ 40.6	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	26.4	0.459	26.6	C	27.7	0.489	+ 0.030	27.7	+ 1.1	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.3	0.736	28.0	C	26.4	0.790	+ 0.054	29.8	+ 1.7	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	37.9	0.918	43.4	D	46.5	0.980	+ 0.061	55.9	+ 12.5	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	94.7	0.919	117.1	F	101.1	0.949	+ 0.030	128.5	+ 11.3	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.6	0.852	65.6	E	62.8	0.863	+ 0.012	68.3	+ 2.7	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	29.3	0.674	25.7	C	30.0	0.694	+ 0.020	26.1	+ 0.4	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	86.0	1.072	88.7	F	86.2	1.099	+ 0.026	89.3	+ 0.6	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	19.3	0.739	9.8	B-	19.7	0.754	+ 0.014	10.3	+ 0.5	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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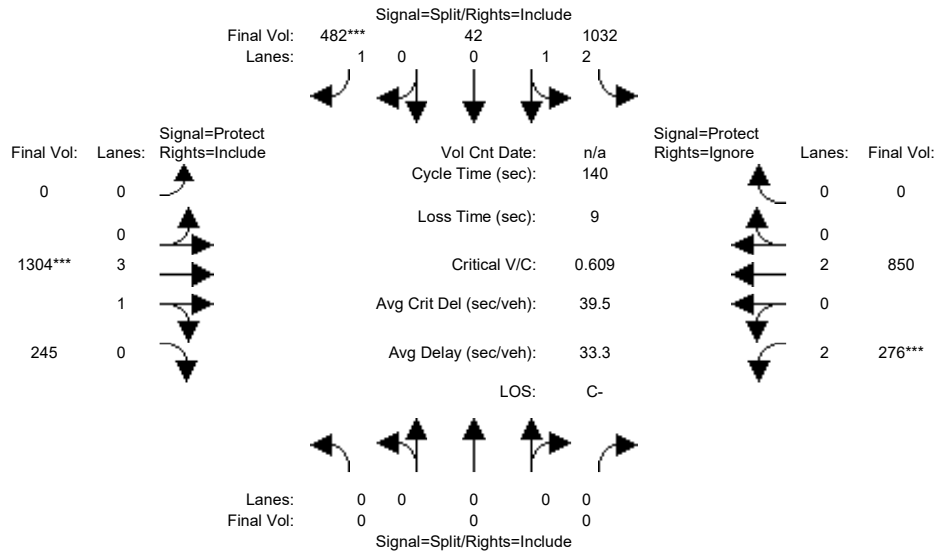
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM Housing Rich Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	F	94.5	1.007	132.7	F	99.9	1.032	+ 0.025	141.8	+ 9.1	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	15.7	0.562	5.3	B	15.9	0.589	+ 0.027	5.4	+ 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	48.2	0.677	51.6	D	49.7	0.703	+ 0.025	54.3	+ 2.7	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	E+	56.0	0.816	72.0	E+	58.6	0.831	+ 0.015	76.7	+ 4.7	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.7	0.894	50.2	D	40.9	0.919	+ 0.025	52.9	+ 2.7	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.5	0.709	30.3	C	27.7	0.729	+ 0.019	30.7	+ 0.4	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.9	0.568	28.9	C+	20.2	0.582	+ 0.014	29.1	+ 0.2	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.722	66.0	E	67.9	0.743	+ 0.021	79.9	+ 14.0	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	24.1	0.540	24.9	C	24.6	0.563	+ 0.023	25.6	+ 0.7	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.7	0.337	22.8	C+	22.6	0.361	+ 0.024	24.2	+ 1.4	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.0	0.601	37.8	D+	36.1	0.608	+ 0.008	37.8	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16.0	C	29.6	0.785	+ 0.430	31.8	+ 15.9	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	74.6	1.097	97.9	E-	77.5	1.120	+ 0.023	103.4	+ 5.5	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	F	84.9	0.924	116.4	F	88.5	0.944	+ 0.020	123.2	+ 6.9	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.0	0.563	32.0	D+	37.2	0.581	+ 0.019	32.1	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	SR-85 (West)			SR-85 (West)			Stevens Creek Boulevard			Stevens Creek Boulevard		
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	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	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	69	0	0	0	112	0	75	107	0
PasserByVol:	0	0	0	3	0	14	0	25	0	0	56	0
Initial Fut:	0	0	0	1032	42	482	0	1304	245	276	850	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1032	42	482	0	1304	245	276	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1032	42	482	0	1304	245	276	850	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
Final Volume:	0	0	0	1032	42	482	0	1304	245	276	850	0

Saturation Flow Module:	SR-85 (West)			SR-85 (West)			Stevens Creek Boulevard			Stevens Creek Boulevard		
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	2.89	0.11	1.00	0.00	3.34	0.66	2.00	2.00	0.00
Final Sat.:	0	0	0	4755	194	1750	0	6312	1186	3150	3800	0

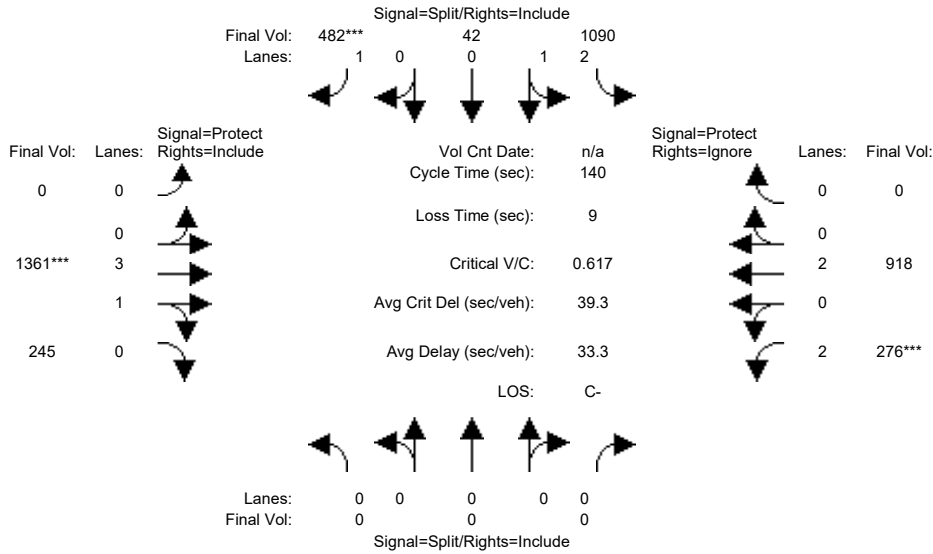
Capacity Analysis Module:	SR-85 (West)			SR-85 (West)			Stevens Creek Boulevard			Stevens Creek Boulevard		
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.28	0.00	0.21	0.21	0.09	0.22	0.00
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	63.3	63.3	63.3	0.0	47.5	47.5	20.1	67.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.61	0.00	0.61	0.61	0.61	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	27.0	27.0	30.4	0.0	38.9	38.9	58.6	24.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.0	27.0	30.4	0.0	38.9	38.9	58.6	24.3	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E+	C	A
HCM2k95thQ:	0	0	0	22	22	29	0	21	21	12	11	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (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	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	SR-85 (West)						Stevens Creek Boulevard					
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	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	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	127	0	0	0	169	0	75	175	0
PasserByVol:	0	0	0	3	0	14	0	25	0	0	56	0
Initial Fut:	0	0	0	1090	42	482	0	1361	245	276	918	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1090	42	482	0	1361	245	276	918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1090	42	482	0	1361	245	276	918	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
Final Volume:	0	0	0	1090	42	482	0	1361	245	276	918	0

Saturation Flow Module:	SR-85 (West)						Stevens Creek Boulevard					
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	2.90	0.10	1.00	0.00	3.36	0.64	2.00	2.00	0.00
Final Sat.:	0	0	0	4765	184	1750	0	6354	1144	3150	3800	0

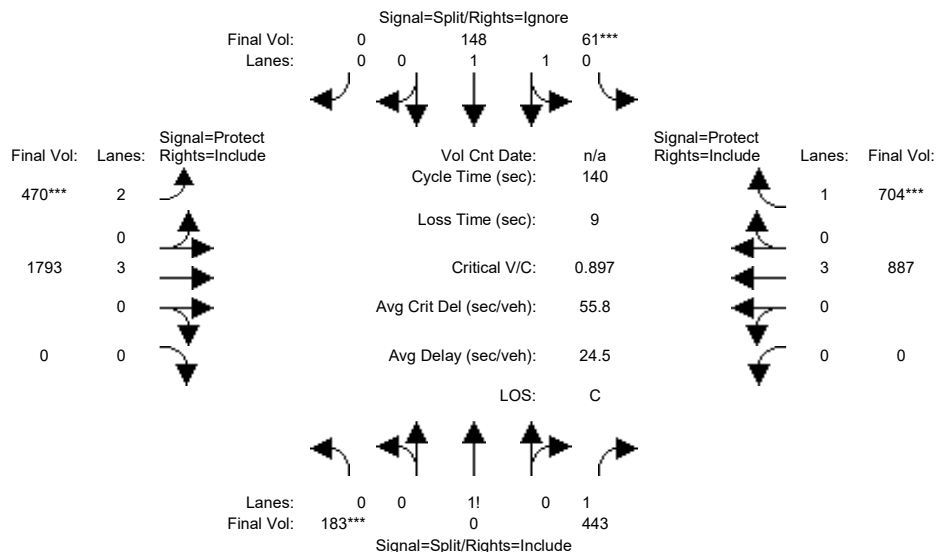
Capacity Analysis Module:	SR-85 (West)						Stevens Creek Boulevard					
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.28	0.00	0.21	0.21	0.09	0.24	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	62.5	62.5	62.5	0.0	48.6	48.6	19.9	68.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.62	0.00	0.62	0.62	0.62	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	28.0	31.1	0.0	38.4	38.4	59.1	24.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.0	28.0	31.1	0.0	38.4	38.4	59.1	24.3	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E+	C	A
HCM2k95thQ:	0	0	0	24	24	30	0	22	22	12	12	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	38	0	0	0	0	181	0	0	182	131
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1793	0	0	887	704
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	0	443	61	148	0	470	1793	0	0	887	704
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1793	0	0	887	704
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	0	443	61	148	0	470	1793	0	0	887	704

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.45	0.00	1.55	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	792	0	2708	1080	2619	0	3150	5700	0	0	5700	1750

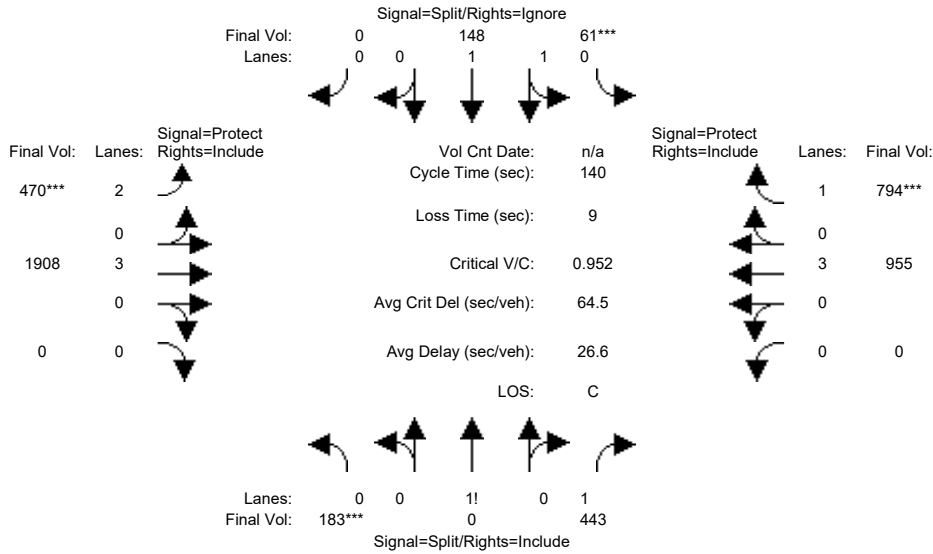
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.31	0.00	0.00	0.16	0.40
Crit Moves:	***			***			***					***
Green Time:	35.7	0.0	35.7	10.0	10.0	0.0	23.1	85.3	0.0	0.0	62.2	62.2
Volume/Cap:	0.91	0.00	0.64	0.79	0.79	0.00	0.91	0.52	0.00	0.00	0.35	0.91
Delay/Veh:	66.0	0.0	47.9	78.8	78.8	0.0	69.2	0.1	0.0	0.0	12.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	0.0	47.9	78.8	78.8	0.0	69.2	0.1	0.0	0.0	12.0	31.0
LOS by Move:	E	A	D	E-	E-	A	E	A	A	A	B	C
HCM2k95thQ:	36	0	22	12	12	0	23	2	0	0	8	41

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	38	0	0	0	0	296	0	0	250	221
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1908	0	0	955	794
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	0	443	61	148	0	470	1908	0	0	955	794
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1908	0	0	955	794
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	0	443	61	148	0	470	1908	0	0	955	794

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.45	0.00	1.55	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	792	0	2708	1080	2619	0	3150	5700	0	0	5700	1750

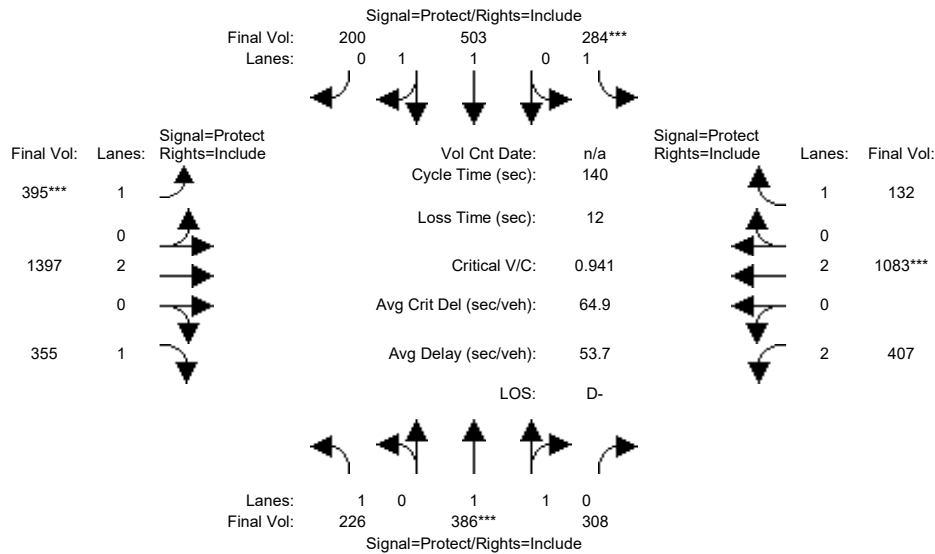
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.17	0.45
Crit Moves:	***			***			***					***
Green Time:	33.5	0.0	33.5	10.0	10.0	0.0	21.6	87.5	0.0	0.0	65.8	65.8
Volume/Cap:	0.97	0.00	0.68	0.79	0.79	0.00	0.97	0.54	0.00	0.00	0.36	0.97
Delay/Veh:	79.4	0.0	50.5	78.8	78.8	0.0	83.5	0.2	0.0	0.0	9.7	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.4	0.0	50.5	78.8	78.8	0.0	83.5	0.2	0.0	0.0	9.7	37.8
LOS by Move:	E-	A	D	E-	E-	A	F	A	A	A	A	D+
HCM2k95thQ:	39	0	23	12	12	0	24	2	0	0	7	50

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	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:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	26	0	-3	-1	0	16	29	309	49	-5	212	-2
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	308	284	503	200	395	1397	355	407	1083	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	386	308	284	503	200	395	1397	355	407	1083	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	308	284	503	200	395	1397	355	407	1083	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	386	308	284	503	200	395	1397	355	407	1083	132

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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.09	0.91	1.00	1.42	0.58	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2057	1641	1750	2647	1052	1750	3800	1750	3150	3800	1750

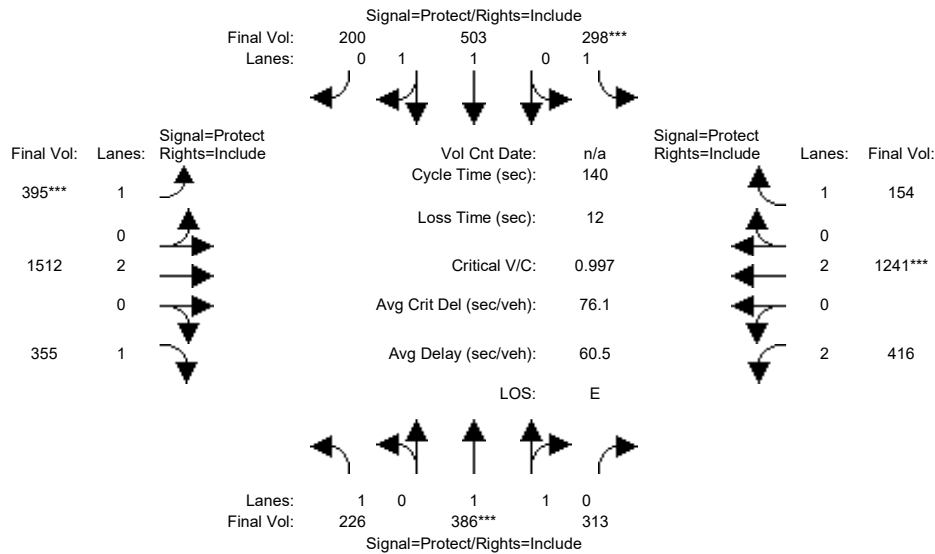
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.16	0.19	0.19	0.23	0.37	0.20	0.13	0.28	0.08
Crit Moves:	****			****			****			****		
Green Time:	21.1	27.9	27.9	24.1	31.0	31.0	33.6	56.2	56.2	19.8	42.4	42.4
Volume/Cap:	0.86	0.94	0.94	0.94	0.86	0.86	0.94	0.92	0.51	0.92	0.94	0.25
Delay/Veh:	81.5	75.4	75.4	93.7	61.4	61.4	70.7	30.9	18.0	76.3	48.5	26.4
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:	81.5	75.4	75.4	93.7	61.4	61.4	70.7	30.9	18.0	76.3	48.5	26.4
LOS by Move:	F	E-	E-	F	E	E	E	C	B	E-	D	C
HCM2k95thQ:	23	33	33	29	30	30	33	45	15	20	39	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	26	0	2	13	0	16	29	424	49	4	370	20
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	313	298	503	200	395	1512	355	416	1241	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	386	313	298	503	200	395	1512	355	416	1241	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	313	298	503	200	395	1512	355	416	1241	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	386	313	298	503	200	395	1512	355	416	1241	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.08	0.92	1.00	1.42	0.58	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2042	1656	1750	2647	1052	1750	3800	1750	3150	3800	1750

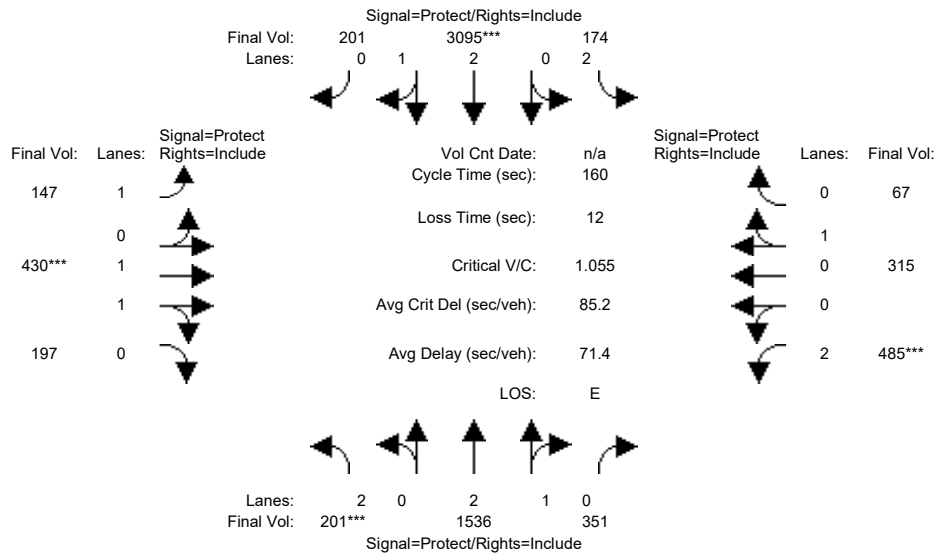
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.17	0.19	0.19	0.23	0.40	0.20	0.13	0.33	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.4	26.5	26.5	23.9	30.0	30.0	31.7	58.2	58.2	19.3	45.9	45.9
Volume/Cap:	0.89	1.00	1.00	1.00	0.89	0.89	1.00	0.96	0.49	0.96	1.00	0.27
Delay/Veh:	87.3	89.9	89.9	109.2	65.0	65.0	87.9	34.6	16.3	85.7	56.5	23.7
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:	87.3	89.9	89.9	109.2	65.0	65.0	87.9	34.6	16.3	85.7	56.5	23.7
LOS by Move:	F	F	F	F	E	E	F	C-	B	F	E+	C
HCM2k95thQ:	24	35	35	32	31	31	36	52	14	21	48	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	1001	348	135	2272	201	136	430	197	428	303	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1001	348	135	2272	201	136	430	197	428	303	67
Added Vol:	0	466	3	0	807	0	0	0	0	5	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	201	1536	351	174	3095	201	147	430	197	485	315	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1536	351	174	3095	201	147	430	197	485	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1536	351	174	3095	201	147	430	197	485	315	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1536	351	174	3095	201	147	430	197	485	315	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.42	0.58	2.00	2.81	0.19	1.00	1.35	0.65	2.00	0.82	0.18
Final Sat.:	3150	4557	1041	3150	5258	341	1750	2537	1162	3150	1484	316

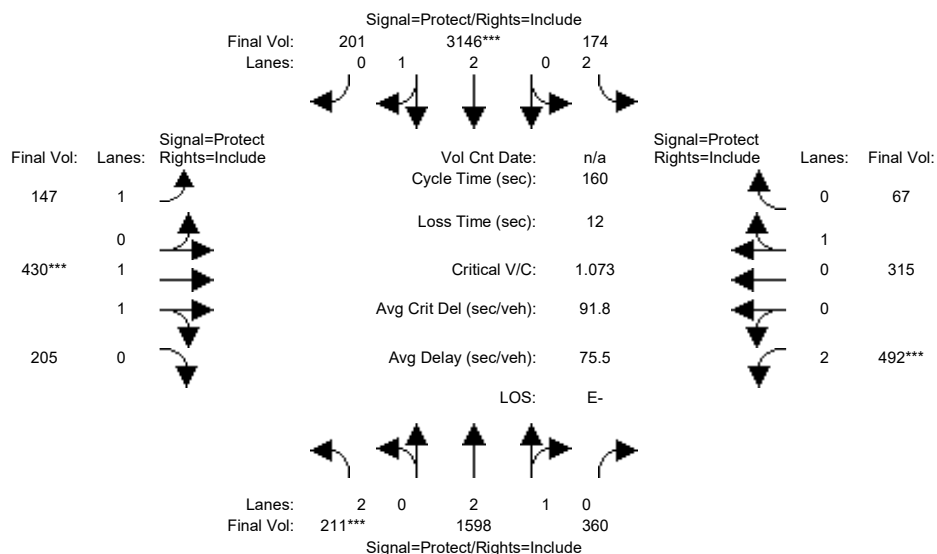
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.06	0.59	0.59	0.08	0.17	0.17	0.15	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	9.7	85.0	85.0	13.9	89.3	89.3	13.9	25.7	25.7	23.3	35.1	35.1
Volume/Cap:	1.06	0.63	0.63	0.63	1.06	1.06	0.97	1.06	1.06	1.06	0.97	0.97
Delay/Veh:	155.7	27.0	27.0	75.4	68.4	68.4	135.3	119	119.4	125.6	98.1	98.1
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:	155.7	27.0	27.0	75.4	68.4	68.4	135.3	119	119.4	125.6	98.1	98.1
LOS by Move:	F	C	C	E-	E	E	F	F	F	F	F	F
HCM2k95thQ:	14	35	35	10	100	100	20	37	37	34	40	40

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	1001	348	135	2272	201	136	430	197	428	303	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1001	348	135	2272	201	136	430	197	428	303	67
Added Vol:	10	528	12	0	858	0	0	0	8	12	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	211	1598	360	174	3146	201	147	430	205	492	315	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1598	360	174	3146	201	147	430	205	492	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1598	360	174	3146	201	147	430	205	492	315	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1598	360	174	3146	201	147	430	205	492	315	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.43	0.57	2.00	2.81	0.19	1.00	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4569	1029	3150	5263	336	1750	2505	1194	3150	1484	316

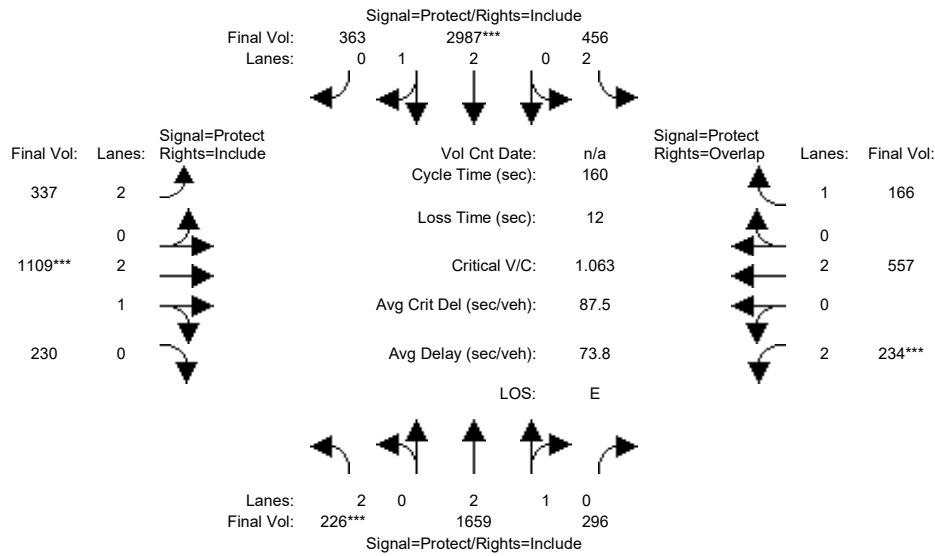
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.06	0.60	0.60	0.08	0.17	0.17	0.16	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	10.0	85.6	85.6	13.5	89.1	89.1	13.9	25.6	25.6	23.3	35.0	35.0
Volume/Cap:	1.07	0.65	0.65	0.65	1.07	1.07	0.97	1.07	1.07	1.07	0.97	0.97
Delay/Veh:	159.9	27.1	27.1	76.7	75.3	75.3	136.5	125	125.3	131.3	99.2	99.2
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:	159.9	27.1	27.1	76.7	75.3	75.3	136.5	125	125.3	131.3	99.2	99.2
LOS by Move:	F	C	C	E-	E-	E-	F	F	F	F	F	F
HCM2k95thQ:	15	37	37	10	102	102	20	38	38	35	40	40

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	1159	285	404	2167	357	332	1053	227	215	508	115
Growth Adj:	1.00	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	1159	285	404	2167	357	332	1053	227	215	508	115
Added Vol:	0	450	11	28	783	0	0	33	0	19	42	19
PasserByVol:	10	50	0	24	37	6	5	23	3	0	7	32
Initial Fut:	226	1659	296	456	2987	363	337	1109	230	234	557	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:	226	1659	296	456	2987	363	337	1109	230	234	557	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1659	296	456	2987	363	337	1109	230	234	557	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
Final Volume:	226	1659	296	456	2987	363	337	1109	230	234	557	166

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	2.53	0.47	2.00	2.66	0.34	2.00	2.47	0.53	2.00	2.00	1.00
Final Sat.:	3150	4751	848	3150	4992	607	3150	4637	962	3150	3800	1750

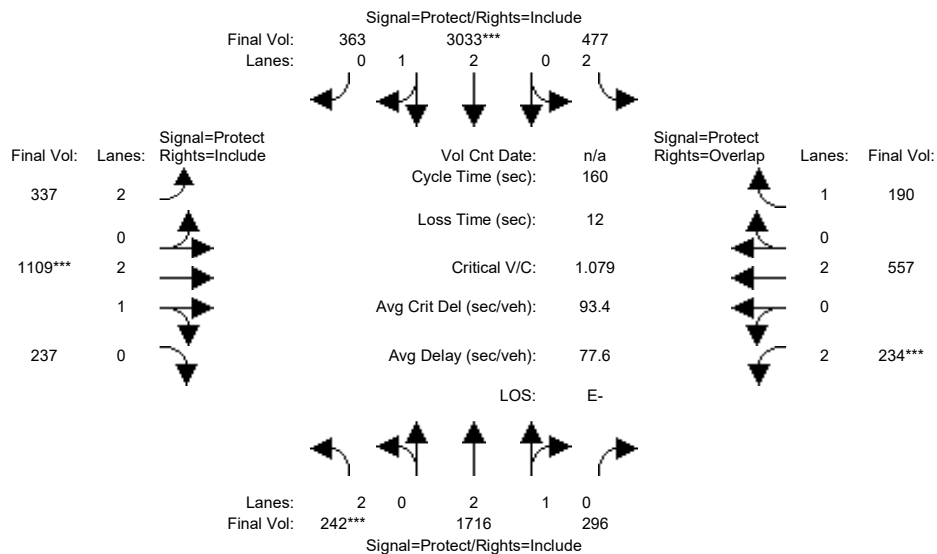
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.14	0.60	0.60	0.11	0.24	0.24	0.07	0.15	0.09
Crit Moves:	***			****			****			****		
Green Time:	10.8	71.3	71.3	29.6	90.0	90.0	19.9	36.0	36.0	11.2	27.3	56.8
Volume/Cap:	1.06	0.78	0.78	0.78	1.06	1.06	0.86	1.06	1.06	1.06	0.86	0.27
Delay/Veh:	154.1	39.5	39.5	69.1	71.0	71.0	85.9	106	106.0	152.8	75.8	37.0
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:	154.1	39.5	39.5	69.1	71.0	71.0	85.9	106	106.0	152.8	75.8	37.0
LOS by Move:	F	D	D	E	E	E	F	F	F	F	E-	D+
HCM2k95thQ:	16	45	45	21	92	92	22	48	48	17	25	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	1159	285	404	2167	357	332	1053	227	215	508	115
Growth Adj:	1.00	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	1159	285	404	2167	357	332	1053	227	215	508	115
Added Vol:	16	507	11	49	829	0	0	33	7	19	42	43
PasserByVol:	10	50	0	24	37	6	5	23	3	0	7	32
Initial Fut:	242	1716	296	477	3033	363	337	1109	237	234	557	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	1716	296	477	3033	363	337	1109	237	234	557	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1716	296	477	3033	363	337	1109	237	234	557	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	1716	296	477	3033	363	337	1109	237	234	557	190

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	2.54	0.46	2.00	2.67	0.33	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4775	824	3150	5001	598	3150	4613	986	3150	3800	1750

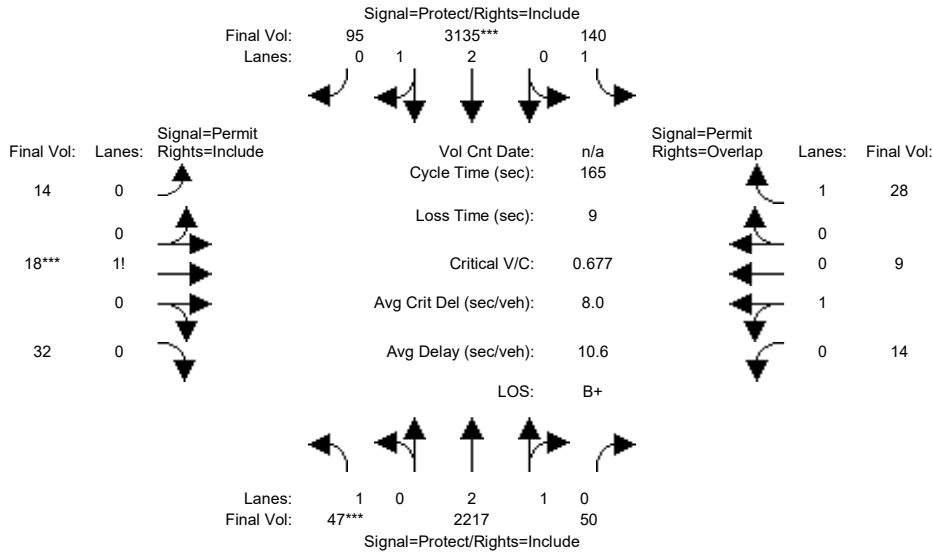
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.15	0.61	0.61	0.11	0.24	0.24	0.07	0.15	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.4	71.3	71.3	30.0	89.9	89.9	19.7	35.7	35.7	11.0	27.0	57.0
Volume/Cap:	1.08	0.81	0.81	0.81	1.08	1.08	0.87	1.08	1.08	1.08	0.87	0.30
Delay/Veh:	157.0	40.4	40.4	70.2	77.2	77.2	87.5	112	111.8	158.2	77.0	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:	157.0	40.4	40.4	70.2	77.2	77.2	87.5	112	111.8	158.2	77.0	37.5
LOS by Move:	F	D	D	E	E-	E-	F	F	F	F	E-	D+
HCM2k95thQ:	17	47	47	22	95	95	22	49	49	17	25	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	47	1693	50	140	2295	95	14	18	32	14	9	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1693	50	140	2295	95	14	18	32	14	9	28
Added Vol:	0	460	0	0	802	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	47	2217	50	140	3135	95	14	18	32	14	9	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2217	50	140	3135	95	14	18	32	14	9	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2217	50	140	3135	95	14	18	32	14	9	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	2217	50	140	3135	95	14	18	32	14	9	28

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	2.93	0.07	1.00	2.91	0.09	0.22	0.28	0.50	0.61	0.39	1.00
Final Sat.:	1750	5476	124	1750	5435	165	383	492	875	1096	704	1750

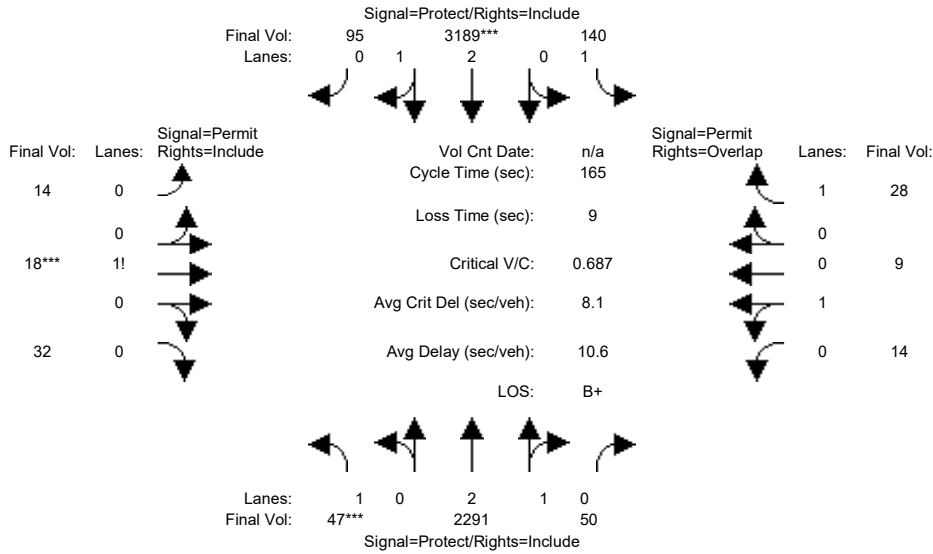
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.08	0.58	0.58	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	122	121.9	24.1	139	139.0	10.0	10.0	10.0	10.0	10.0	34.1
Volume/Cap:	0.63	0.55	0.55	0.55	0.68	0.68	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	9.6	9.6	67.9	5.3	5.3	85.0	85.0	85.0	74.7	74.7	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	9.6	9.6	67.9	5.3	5.3	85.0	85.0	85.0	74.7	74.7	52.9
LOS by Move:	F	A	A	E	A	A	F	F	F	E	E	D-
HCM2k95thQ:	5	29	29	12	32	32	9	9	9	3	3	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	47	1693	50	140	2295	95	14	18	32	14	9	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1693	50	140	2295	95	14	18	32	14	9	28
Added Vol:	0	534	0	0	856	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	47	2291	50	140	3189	95	14	18	32	14	9	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2291	50	140	3189	95	14	18	32	14	9	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2291	50	140	3189	95	14	18	32	14	9	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	2291	50	140	3189	95	14	18	32	14	9	28

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	2.93	0.07	1.00	2.91	0.09	0.22	0.28	0.50	0.61	0.39	1.00
Final Sat.:	1750	5480	120	1750	5438	162	383	492	875	1096	704	1750

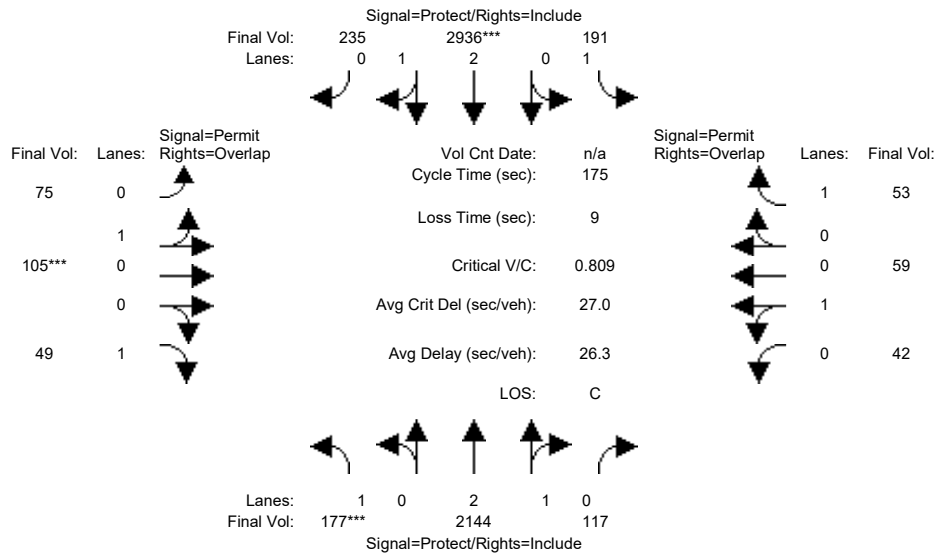
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.08	0.59	0.59	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	123	122.5	23.5	139	139.0	10.0	10.0	10.0	10.0	10.0	33.5
Volume/Cap:	0.63	0.56	0.56	0.56	0.70	0.70	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	9.6	9.6	68.9	5.4	5.4	85.0	85.0	85.0	74.7	74.7	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	9.6	9.6	68.9	5.4	5.4	85.0	85.0	85.0	74.7	74.7	53.4
LOS by Move:	F	A	A	E	A	A	F	F	F	E	E	D-
HCM2k95thQ:	5	30	30	13	34	34	9	9	9	3	3	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	177	1618	117	191	2095	235	75	105	49	42	59	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:	177	1618	117	191	2095	235	75	105	49	42	59	53
Added Vol:	0	460	0	0	802	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	177	2144	117	191	2936	235	75	105	49	42	59	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:	177	2144	117	191	2936	235	75	105	49	42	59	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	2144	117	191	2936	235	75	105	49	42	59	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
Final Volume:	177	2144	117	191	2936	235	75	105	49	42	59	53

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.77	0.23	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5310	290	1750	5184	415	750	1050	1750	749	1051	1750

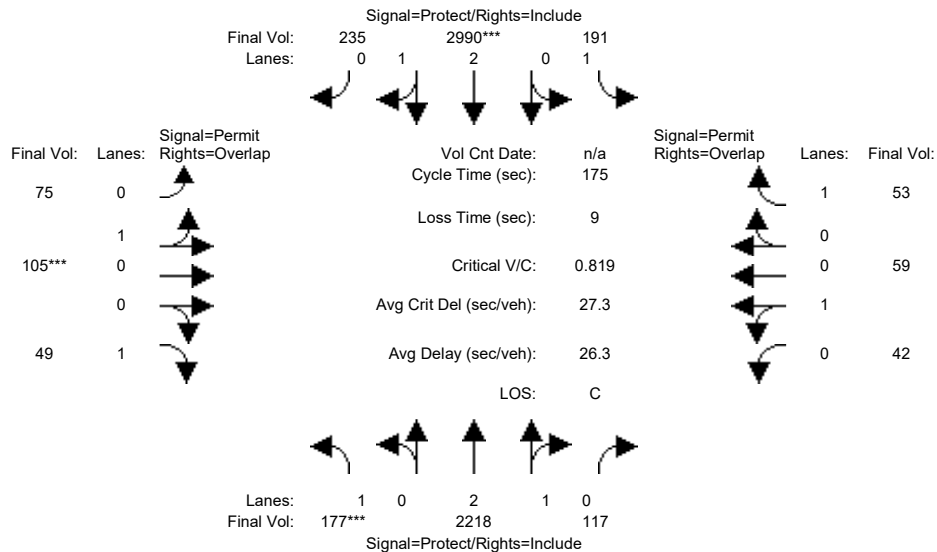
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.11	0.57	0.57	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.9	114	113.7	30.7	122	122.5	21.6	21.6	43.5	21.6	21.6	52.3
Volume/Cap:	0.81	0.62	0.62	0.62	0.81	0.81	0.81	0.81	0.11	0.45	0.45	0.10
Delay/Veh:	94.2	18.4	18.4	70.7	19.5	19.5	94.1	94.1	50.9	72.7	72.7	44.4
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:	94.2	18.4	18.4	70.7	19.5	19.5	94.1	94.1	50.9	72.7	72.7	44.4
LOS by Move:	F	B-	B-	E	B-	B-	F	F	D	E	E	D
HCM2k95thQ:	19	39	39	18	62	62	21	21	4	11	11	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	177	1618	117	191	2095	235	75	105	49	42	59	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:	177	1618	117	191	2095	235	75	105	49	42	59	53
Added Vol:	0	534	0	0	856	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	177	2218	117	191	2990	235	75	105	49	42	59	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:	177	2218	117	191	2990	235	75	105	49	42	59	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	2218	117	191	2990	235	75	105	49	42	59	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
Final Volume:	177	2218	117	191	2990	235	75	105	49	42	59	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.77	0.23	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5319	281	1750	5191	408	750	1050	1750	749	1051	1750

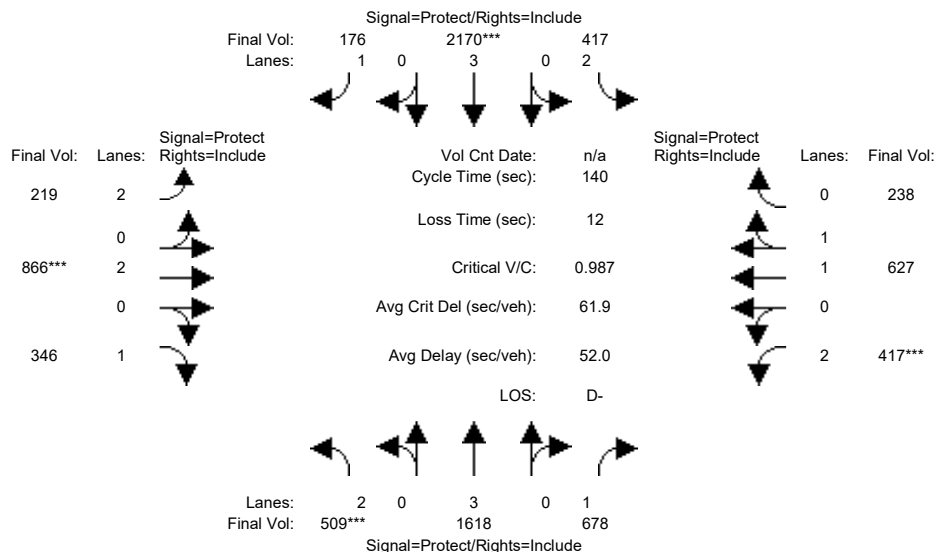
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.42	0.42	0.11	0.58	0.58	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.6	115	114.6	30.0	123	123.0	21.4	21.4	43.0	21.4	21.4	51.4
Volume/Cap:	0.82	0.64	0.64	0.64	0.82	0.82	0.82	0.82	0.11	0.46	0.46	0.10
Delay/Veh:	96.1	18.2	18.2	71.9	19.6	19.6	95.9	95.9	51.4	73.0	73.0	45.1
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:	96.1	18.2	18.2	71.9	19.6	19.6	95.9	95.9	51.4	73.0	73.0	45.1
LOS by Move:	F	B-	B-	E	B-	B-	F	F	D-	E	E	D
HCM2k95thQ:	19	40	40	18	63	63	22	22	4	11	11	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	2	394	42	57	708	38	28	52	3	59	50	38
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	509	1618	678	417	2170	176	219	866	346	417	627	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	509	1618	678	417	2170	176	219	866	346	417	627	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	1618	678	417	2170	176	219	866	346	417	627	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	509	1618	678	417	2170	176	219	866	346	417	627	238

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	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2681	1018

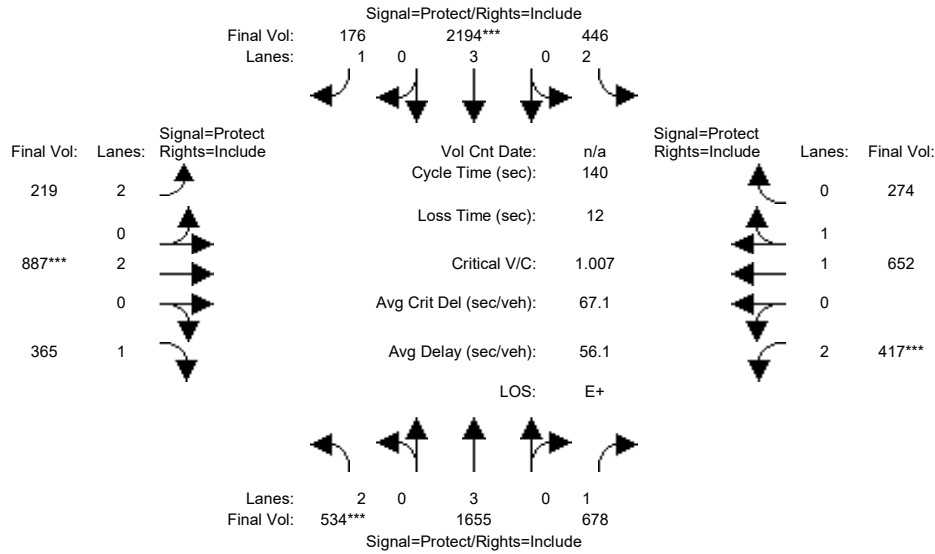
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.39	0.13	0.38	0.10	0.07	0.23	0.20	0.13	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	22.9	57.3	57.3	19.6	54.0	54.0	11.7	32.3	32.3	18.8	39.4	39.4
Volume/Cap:	0.99	0.69	0.95	0.95	0.99	0.26	0.83	0.99	0.86	0.99	0.83	0.83
Delay/Veh:	87.0	19.3	42.9	82.8	41.0	17.3	82.7	80.8	68.0	100.8	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	19.3	42.9	82.8	41.0	17.3	82.7	80.8	68.0	100.8	53.0	53.0
LOS by Move:	F	B-	D	F	D	B	F	F	E	F	D-	D-
HCM2k95thQ:	31	26	53	21	52	7	12	37	28	23	30	30

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

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:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	27	431	42	86	732	38	28	73	22	59	75	74
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	534	1655	678	446	2194	176	219	887	365	417	652	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	1655	678	446	2194	176	219	887	365	417	652	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	1655	678	446	2194	176	219	887	365	417	652	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	534	1655	678	446	2194	176	219	887	365	417	652	274

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	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.39	0.61
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2604	1094

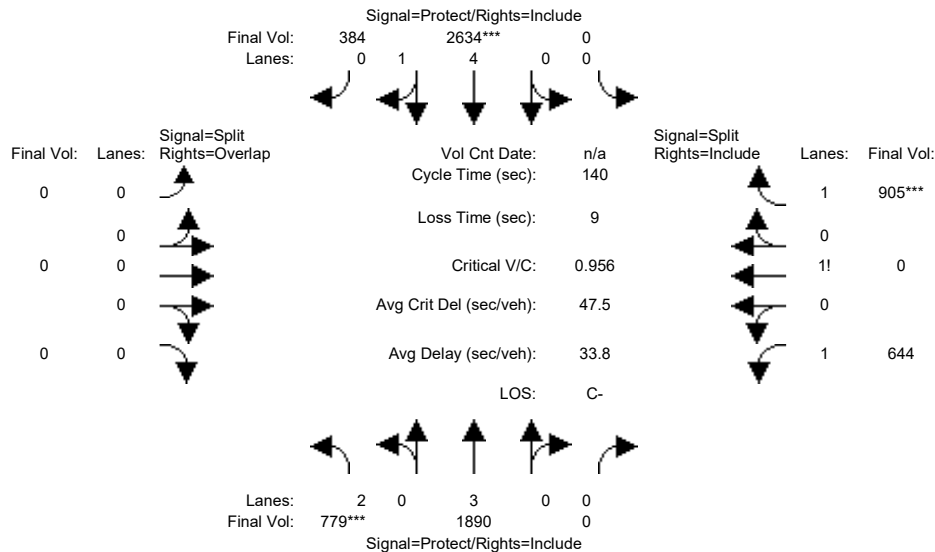
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.39	0.14	0.38	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	23.6	56.5	56.5	20.6	53.5	53.5	11.1	32.5	32.5	18.4	39.8	39.8
Volume/Cap:	1.01	0.72	0.96	0.96	1.01	0.26	0.88	1.01	0.90	1.01	0.88	0.88
Delay/Veh:	91.0	20.4	46.8	84.1	46.2	17.6	92.0	85.7	74.5	106.6	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.0	20.4	46.8	84.1	46.2	17.6	92.0	85.7	74.5	106.6	56.5	56.5
LOS by Move:	F	C+	D	F	D	B	F	F	E	F	E+	E+
HCM2k95thQ:	32	28	55	22	55	7	12	38	30	24	34	34

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	0	255	0	0	767	12	0	0	0	14	0	200
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	779	1890	0	0	2634	384	0	0	0	644	0	905
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	779	1890	0	0	2634	384	0	0	0	644	0	905
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	779	1890	0	0	2634	384	0	0	0	644	0	905
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	779	1890	0	0	2634	384	0	0	0	644	0	905

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	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.34	0.66	0.00	0.00	0.00	1.42	0.00	1.58
Final Sat.:	3150	5700	0	0	8202	1196	0	0	0	2478	0	2772

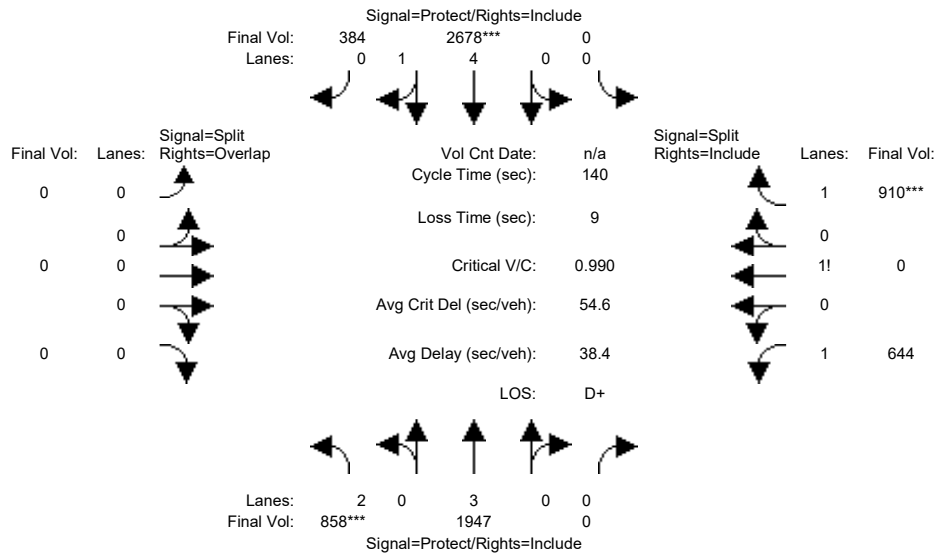
Capacity Analysis Module:												
Vol/Sat:	0.25	0.33	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:	***			****								****
Green Time:	36.2	83.2	0.0	0.0	47.0	47.0	0.0	0.0	0.0	47.8	0.0	47.8
Volume/Cap:	0.96	0.56	0.00	0.00	0.96	0.96	0.00	0.00	0.00	0.76	0.00	0.96
Delay/Veh:	60.7	0.6	0.0	0.0	38.4	38.4	0.0	0.0	0.0	42.8	0.0	58.5
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:	60.7	0.6	0.0	0.0	38.4	38.4	0.0	0.0	0.0	42.8	0.0	58.5
LOS by Move:	E	A	A	A	D+	D+	A	A	A	D	A	E+
HCM2k95thQ:	36	3	0	0	48	48	0	0	0	34	0	50

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



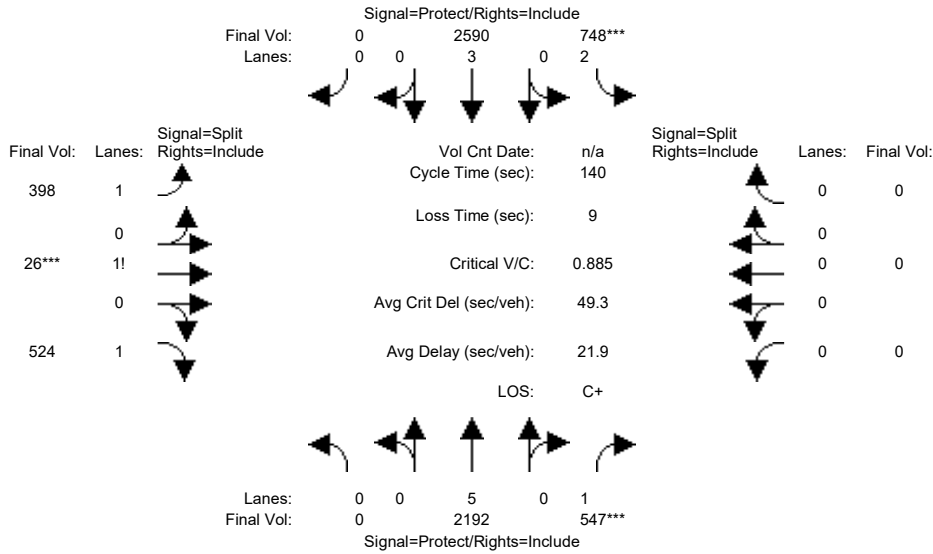
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	79	312	0	0	811	12	0	0	0	14	0	205
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	858	1947	0	0	2678	384	0	0	0	644	0	910
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	858	1947	0	0	2678	384	0	0	0	644	0	910
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	1947	0	0	2678	384	0	0	0	644	0	910
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	858	1947	0	0	2678	384	0	0	0	644	0	910
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	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.35	0.65	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	3150	5700	0	0	8219	1179	0	0	0	2475	0	2775
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:	***				***							***
Green Time:	38.5	84.6	0.0	0.0	46.1	46.1	0.0	0.0	0.0	46.4	0.0	46.4
Volume/Cap:	0.99	0.57	0.00	0.00	0.99	0.99	0.00	0.00	0.00	0.79	0.00	0.99
Delay/Veh:	65.7	0.2	0.0	0.0	45.3	45.3	0.0	0.0	0.0	44.4	0.0	66.8
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:	65.7	0.2	0.0	0.0	45.3	45.3	0.0	0.0	0.0	44.4	0.0	66.8
LOS by Move:	E	A	A	A	D	D	A	A	A	D	A	E
HCM2k95thQ:	41	2	0	0	52	52	0	0	0	35	0	52

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



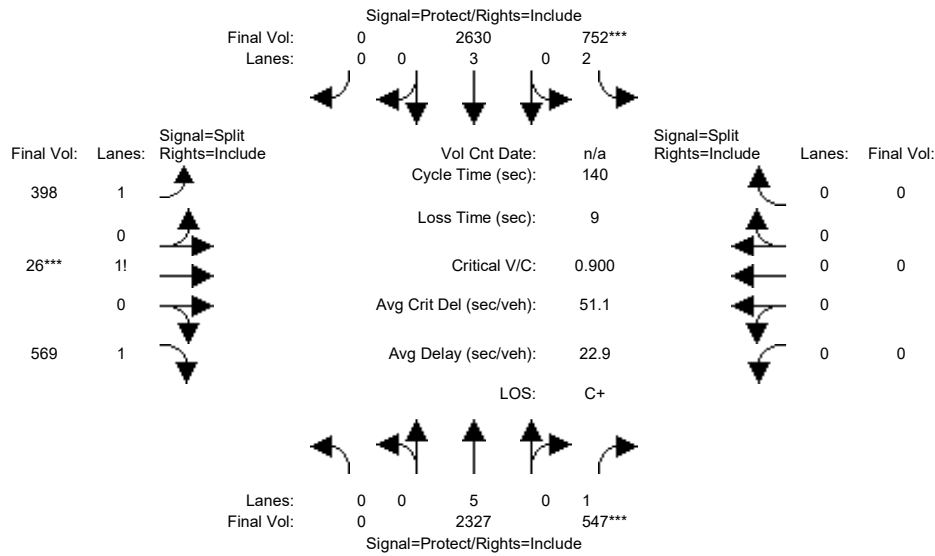
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	239	26	310	471	0	17	0	0	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2192	547	748	2590	0	398	26	524	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	2192	547	748	2590	0	398	26	524	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2192	547	748	2590	0	398	26	524	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	2192	547	748	2590	0	398	26	524	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	1.41	0.05	1.54	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2465	93	2691	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.31	0.24	0.45	0.00	0.16	0.28	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.4	49.4	37.6	87.0	0.0	44.0	44.0	44.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.89	0.89	0.73	0.00	0.51	0.89	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	41.5	48.2	0.8	0.0	39.5	54.6	41.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	41.5	48.2	0.8	0.0	39.5	54.6	41.6	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D	D-	D	A	A	A
HCM2k95thQ:	0	23	39	29	1	0	20	40	25	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1929	519	428	2102	0	369	26	507	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	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	374	26	314	511	0	17	0	45	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2327	547	752	2630	0	398	26	569	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	2327	547	752	2630	0	398	26	569	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2327	547	752	2630	0	398	26	569	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
Final Volume:	0	2327	547	752	2630	0	398	26	569	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	1.39	0.05	1.56	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2434	89	2727	0	0	0

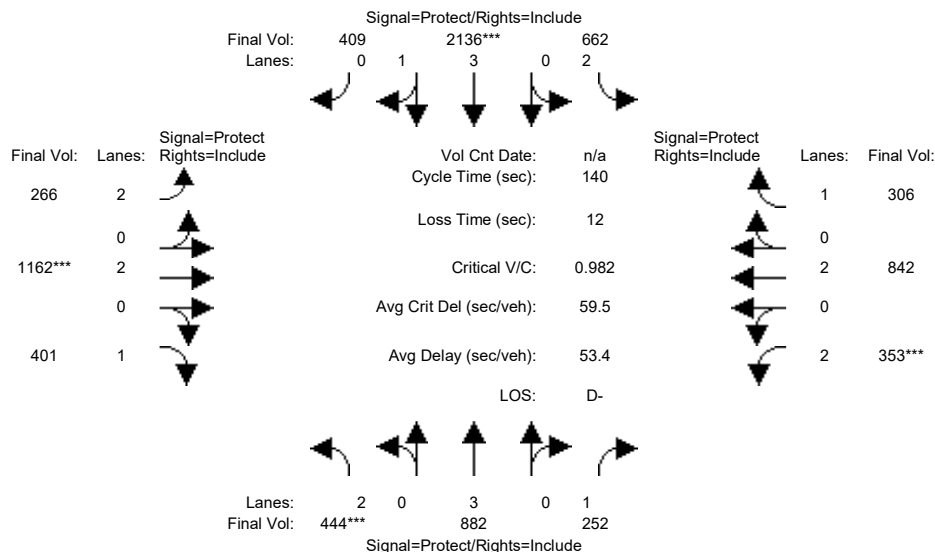
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.31	0.24	0.46	0.00	0.16	0.29	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.6	48.6	37.1	85.7	0.0	45.3	45.3	45.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.90	0.90	0.75	0.00	0.51	0.90	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	26.2	44.5	50.4	1.0	0.0	38.5	55.3	41.5	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	26.2	44.5	50.4	1.0	0.0	38.5	55.3	41.5	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D+	E+	D	A	A	A
HCM2k95thQ:	0	26	40	29	1	0	20	42	26	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	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:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	14	149	5	73	339	59	77	186	27	14	138	39
PasserByVol:	0	4	29	29	10	0	0	34	0	64	86	21
Initial Fut:	444	882	252	662	2136	409	266	1162	401	353	842	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	444	882	252	662	2136	409	266	1162	401	353	842	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	882	252	662	2136	409	266	1162	401	353	842	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	444	882	252	662	2136	409	266	1162	401	353	842	306

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6293	1205	3150	3800	1750	3150	3800	1750

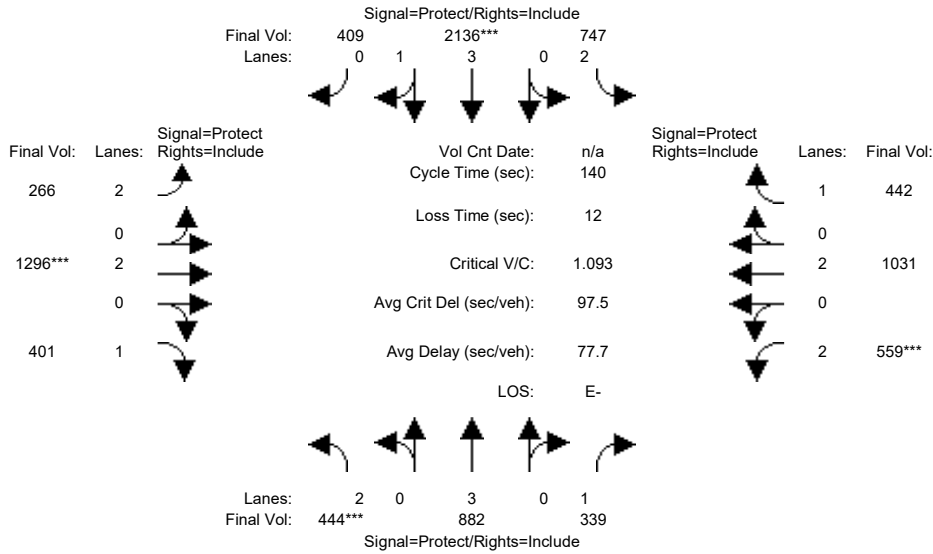
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.14	0.21	0.34	0.34	0.08	0.31	0.23	0.11	0.22	0.17
Crit Moves:	***			****			****			****		
Green Time:	20.1	29.0	29.0	39.4	48.4	48.4	16.4	43.6	43.6	16.0	43.1	43.1
Volume/Cap:	0.98	0.75	0.69	0.75	0.98	0.98	0.72	0.98	0.74	0.98	0.72	0.57
Delay/Veh:	90.7	45.6	48.2	37.3	43.2	43.2	66.3	69.8	48.3	104.5	45.3	42.1
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:	90.7	45.6	48.2	37.3	43.2	43.2	66.3	69.8	48.3	104.5	45.3	42.1
LOS by Move:	F	D	D	D+	D	D	E	E	D	F	D	D
HCM2k95thQ:	24	21	19	25	50	50	12	42	26	20	27	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	14	149	92	158	339	59	77	320	27	220	327	175
PasserByVol:	0	4	29	29	10	0	0	34	0	64	86	21
Initial Fut:	444	882	339	747	2136	409	266	1296	401	559	1031	442
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	444	882	339	747	2136	409	266	1296	401	559	1031	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	882	339	747	2136	409	266	1296	401	559	1031	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	882	339	747	2136	409	266	1296	401	559	1031	442

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6293	1205	3150	3800	1750	3150	3800	1750

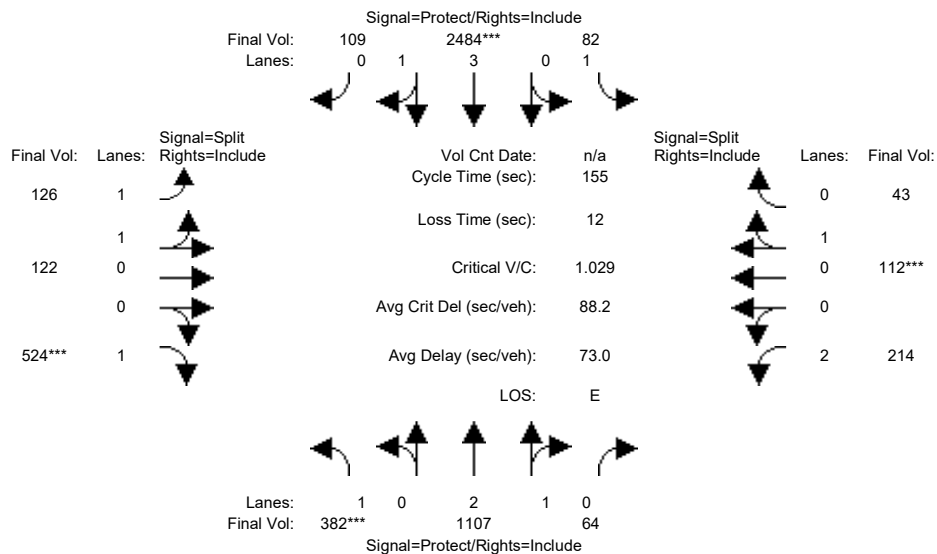
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.19	0.24	0.34	0.34	0.08	0.34	0.23	0.18	0.27	0.25
Crit Moves:	***			****			****			****		
Green Time:	18.1	27.7	27.7	33.9	43.5	43.5	15.8	43.7	43.7	22.7	50.7	50.7
Volume/Cap:	1.09	0.78	0.98	0.98	1.09	1.09	0.75	1.09	0.73	1.09	0.75	0.70
Delay/Veh:	126.9	48.2	89.5	69.0	83.1	83.1	68.8	103	48.1	126.0	41.4	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.9	48.2	89.5	69.0	83.1	83.1	68.8	103	48.1	126.0	41.4	41.6
LOS by Move:	F	D	F	E	F	F	E	F	D	F	D	D
HCM2k95thQ:	27	21	31	37	57	57	12	53	26	33	31	28

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	168	0	0	381	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1107	64	82	2484	109	126	122	524	214	112	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1107	64	82	2484	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1107	64	82	2484	109	126	122	524	214	112	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1107	64	82	2484	109	126	122	524	214	112	43

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	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	3.82	0.18	1.03	0.97	1.00	2.00	0.72	0.28
Final Sat.:	1750	5294	306	1750	7184	315	1803	1746	1750	3150	1301	499

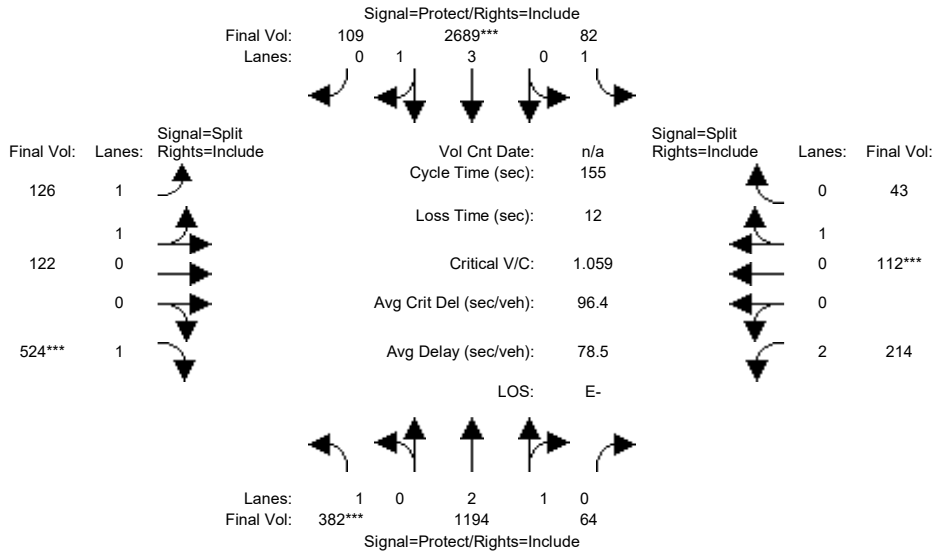
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.05	0.35	0.35	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	32.9	69.4	69.4	15.5	52.1	52.1	45.1	45.1	45.1	13.0	13.0	13.0
Volume/Cap:	1.03	0.47	0.47	0.47	1.03	1.03	0.24	0.24	1.03	0.81	1.03	1.03
Delay/Veh:	115.5	30.0	30.0	67.8	77.4	77.4	42.0	42.0	102.5	87.0	152	152.3
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:	115.5	30.0	30.0	67.8	77.4	77.4	42.0	42.0	102.5	87.0	152	152.3
LOS by Move:	F	C	C	E	E-	E-	D	D	F	F	F	F
HCM2k95thQ:	38	22	22	7	52	52	9	9	54	15	21	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	255	0	0	586	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1194	64	82	2689	109	126	122	524	214	112	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1194	64	82	2689	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1194	64	82	2689	109	126	122	524	214	112	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1194	64	82	2689	109	126	122	524	214	112	43

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	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	3.84	0.16	1.03	0.97	1.00	2.00	0.72	0.28
Final Sat.:	1750	5315	285	1750	7207	292	1803	1746	1750	3150	1301	499

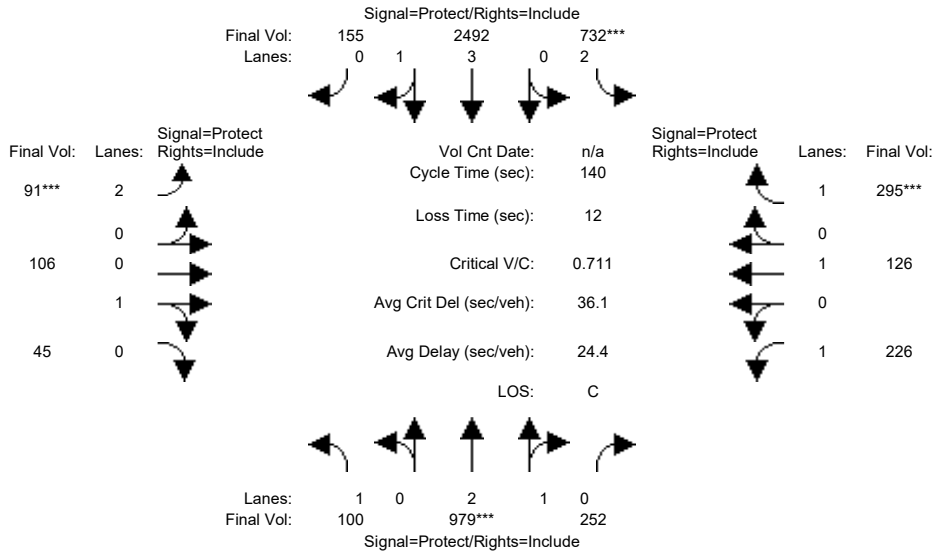
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.37	0.37	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.0	71.6	71.6	14.9	54.6	54.6	43.8	43.8	43.8	12.6	12.6	12.6
Volume/Cap:	1.06	0.49	0.49	0.49	1.06	1.06	0.25	0.25	1.06	0.84	1.06	1.06
Delay/Veh:	125.3	29.1	29.1	68.6	85.8	85.8	43.0	43.0	112.5	90.7	162	162.1
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:	125.3	29.1	29.1	68.6	85.8	85.8	43.0	43.0	112.5	90.7	162	162.1
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2k95thQ:	39	24	24	7	58	58	9	9	56	15	22	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	158	0	27	354	0	0	0	0	0	0	10
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	979	252	732	2492	155	91	106	45	226	126	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	979	252	732	2492	155	91	106	45	226	126	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	979	252	732	2492	155	91	106	45	226	126	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	979	252	732	2492	155	91	106	45	226	126	295

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	2.36	0.64	2.00	3.76	0.24	2.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	4452	1146	3150	7060	439	3150	1264	536	1750	1900	1750

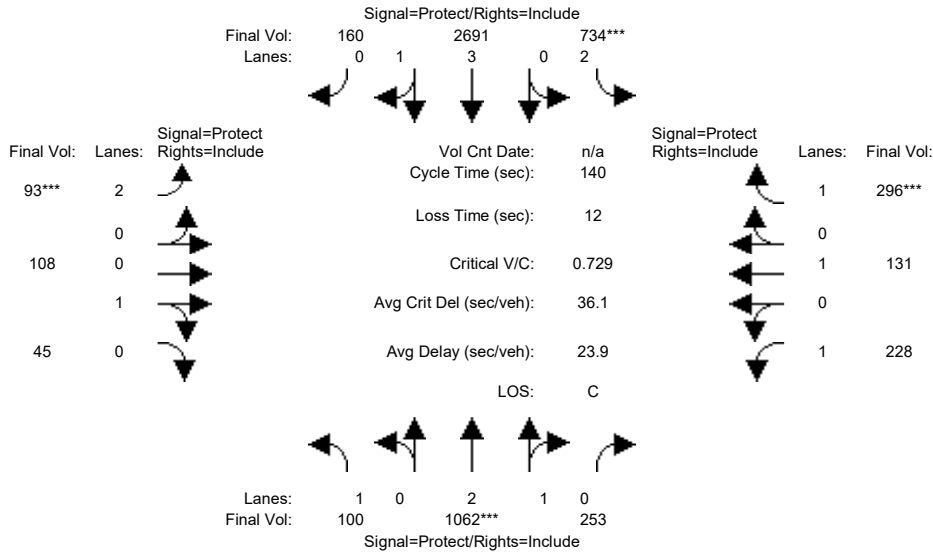
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.23	0.35	0.35	0.03	0.08	0.08	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.3	42.9	42.9	45.3	75.9	75.9	7.0	15.7	15.7	24.2	32.9	32.9
Volume/Cap:	0.65	0.72	0.72	0.72	0.65	0.65	0.58	0.75	0.75	0.75	0.28	0.72
Delay/Veh:	67.4	32.0	32.0	30.9	5.2	5.2	70.3	74.6	74.6	64.9	44.3	55.3
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:	67.4	32.0	32.0	30.9	5.2	5.2	70.3	74.6	74.6	64.9	44.3	55.3
LOS by Move:	E	C	C	C	A	A	E	E	E	E	D	E+
HCM2k95thQ:	9	25	25	23	12	12	6	15	15	19	8	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	241	1	29	553	5	2	2	0	2	5	11
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1062	253	734	2691	160	93	108	45	228	131	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1062	253	734	2691	160	93	108	45	228	131	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1062	253	734	2691	160	93	108	45	228	131	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1062	253	734	2691	160	93	108	45	228	131	296

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	2.40	0.60	2.00	3.77	0.23	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4521	1077	3150	7078	421	3150	1271	529	1750	1900	1750

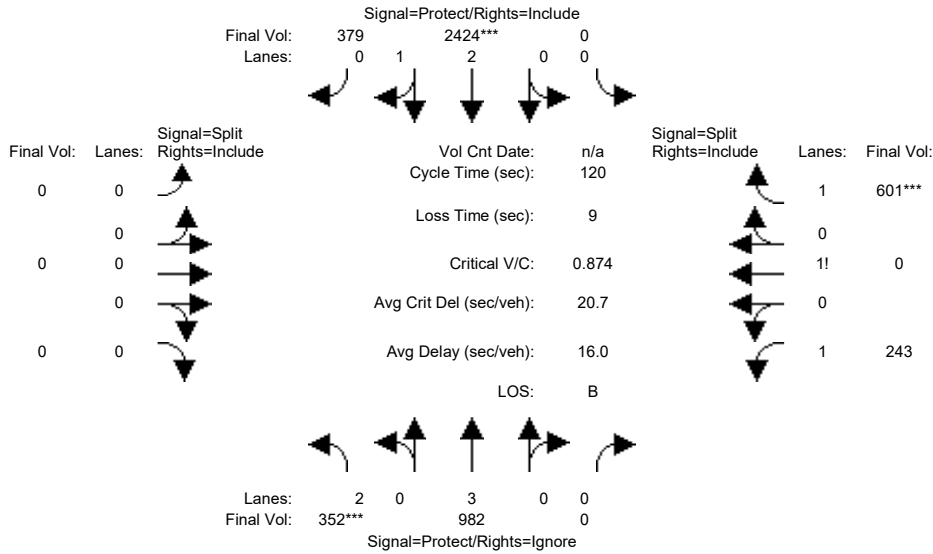
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.38	0.38	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.6	44.6	44.6	44.3	77.3	77.3	7.0	15.4	15.4	23.7	32.1	32.1
Volume/Cap:	0.69	0.74	0.74	0.74	0.69	0.69	0.59	0.77	0.77	0.77	0.30	0.74
Delay/Veh:	71.8	30.9	30.9	32.5	4.6	4.6	70.9	77.3	77.3	67.3	45.0	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:	71.8	30.9	30.9	32.5	4.6	4.6	70.9	77.3	77.3	67.3	45.0	57.0
LOS by Move:	E	C	C	C-	A	A	E	E-	E-	E	D	E+
HCM2k95thQ:	9	26	26	24	12	12	7	16	16	19	9	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



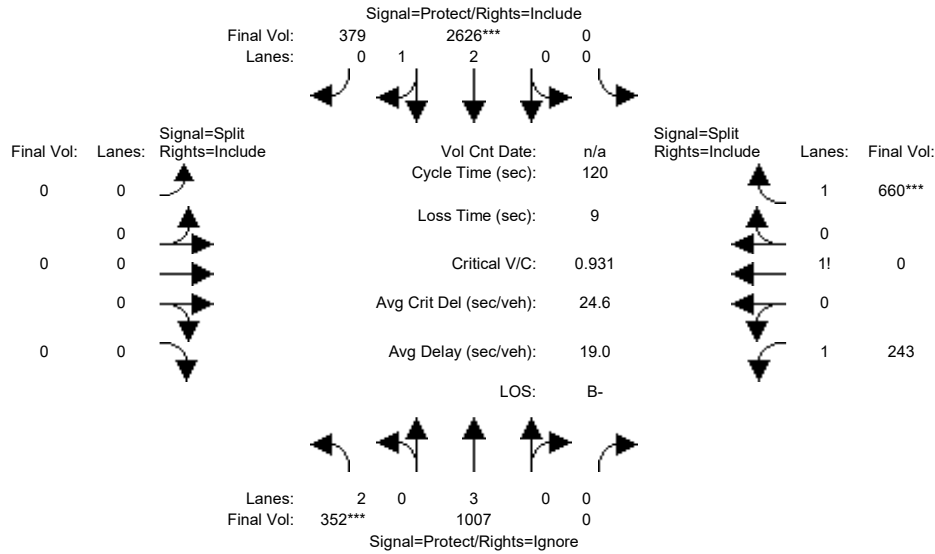
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	110	0	0	233	121	0	0	0	0	0	48
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	982	0	0	2424	379	0	0	0	243	0	601
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:	352	982	0	0	2424	379	0	0	0	243	0	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	982	0	0	2424	379	0	0	0	243	0	601
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
Final Volume:	352	982	0	0	2424	379	0	0	0	243	0	601
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	2.58	0.42	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	4842	757	0	0	0	2264	0	3071
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.11	0.00	0.20
Crit Moves:	***				***							***
Green Time:	15.3	84.1	0.0	0.0	68.8	68.8	0.0	0.0	0.0	26.9	0.0	26.9
Volume/Cap:	0.87	0.25	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.48	0.00	0.87
Delay/Veh:	64.9	0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	40.7	0.0	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	40.7	0.0	53.8
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	D-
HCM2k95thQ:	15	0	0	0	22	22	0	0	0	13	0	28

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	135	0	0	435	121	0	0	0	0	0	107
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	1007	0	0	2626	379	0	0	0	243	0	660
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:	352	1007	0	0	2626	379	0	0	0	243	0	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1007	0	0	2626	379	0	0	0	243	0	660
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
Final Volume:	352	1007	0	0	2626	379	0	0	0	243	0	660

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	2.61	0.39	0.00	0.00	0.00	1.27	0.00	1.73
Final Sat.:	3150	5700	0	0	4893	706	0	0	0	2231	0	3106

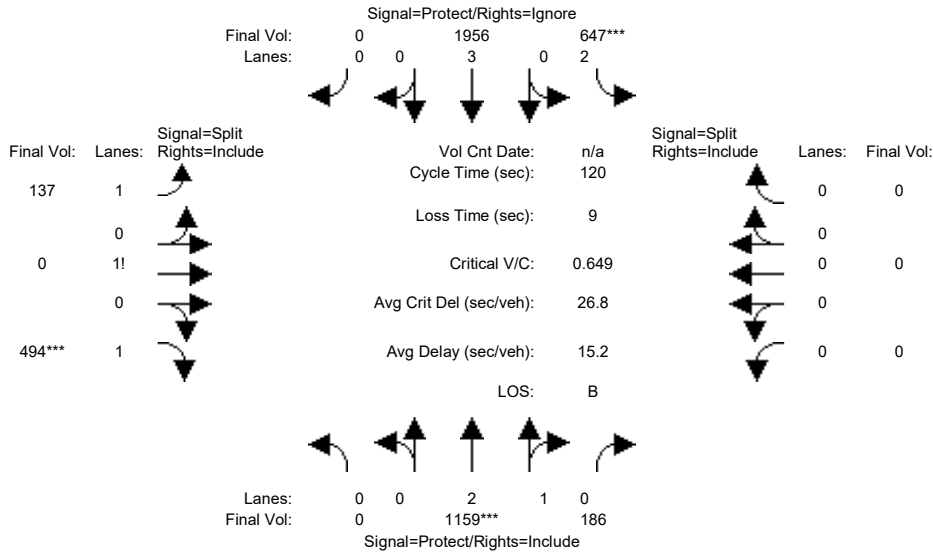
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.4	83.6	0.0	0.0	69.2	69.2	0.0	0.0	0.0	27.4	0.0	27.4
Volume/Cap:	0.93	0.25	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.48	0.00	0.93
Delay/Veh:	76.9	0.0	0.0	0.0	7.8	7.8	0.0	0.0	0.0	40.3	0.0	60.4
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:	76.9	0.0	0.0	0.0	7.8	7.8	0.0	0.0	0.0	40.3	0.0	60.4
LOS by Move:	E-	A	A	A	A	A	A	A	A	D	A	E
HCM2k95thQ:	16	0	0	0	30	30	0	0	0	13	0	32

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1040	186	605	1704	0	137	0	494	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	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	110	0	3	230	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1159	186	647	1956	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1159	186	647	1956	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1159	186	647	1956	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1159	186	647	1956	0	137	0	494	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	2.57	0.43	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4825	774	3150	5700	0	2138	0	3201	0	0	0

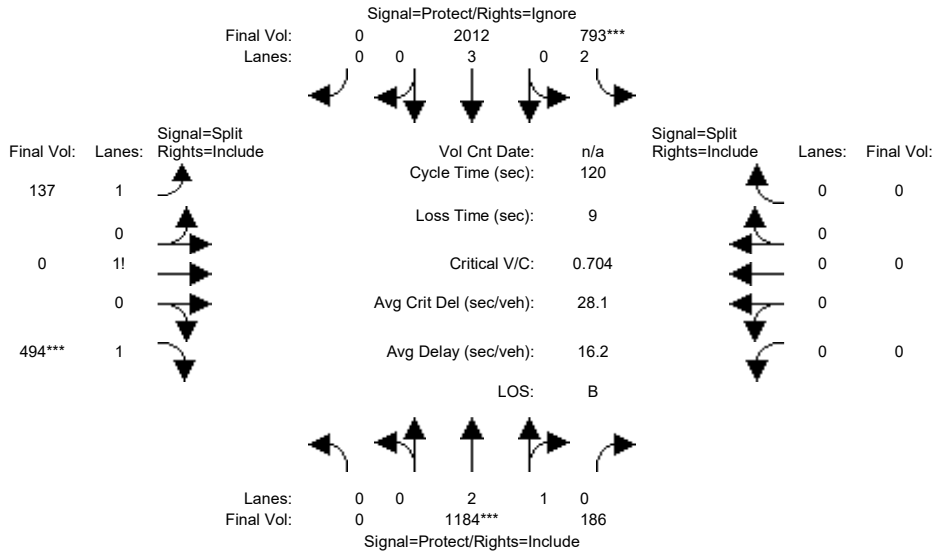
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.21	0.34	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.4	44.4	38.0	82.4	0.0	28.6	0.0	28.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.65	0.65	0.50	0.00	0.27	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	19.8	25.9	0.1	0.0	37.3	0.0	42.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	19.8	25.9	0.1	0.0	37.3	0.0	42.7	0.0	0.0	0.0
LOS by Move:	A	B-	B-	C	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	20	20	18	1	0	7	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1040	186	605	1704	0	137	0	494	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	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	135	0	149	286	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1184	186	793	2012	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1184	186	793	2012	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1184	186	793	2012	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1184	186	793	2012	0	137	0	494	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	2.58	0.42	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4839	760	3150	5700	0	2138	0	3201	0	0	0

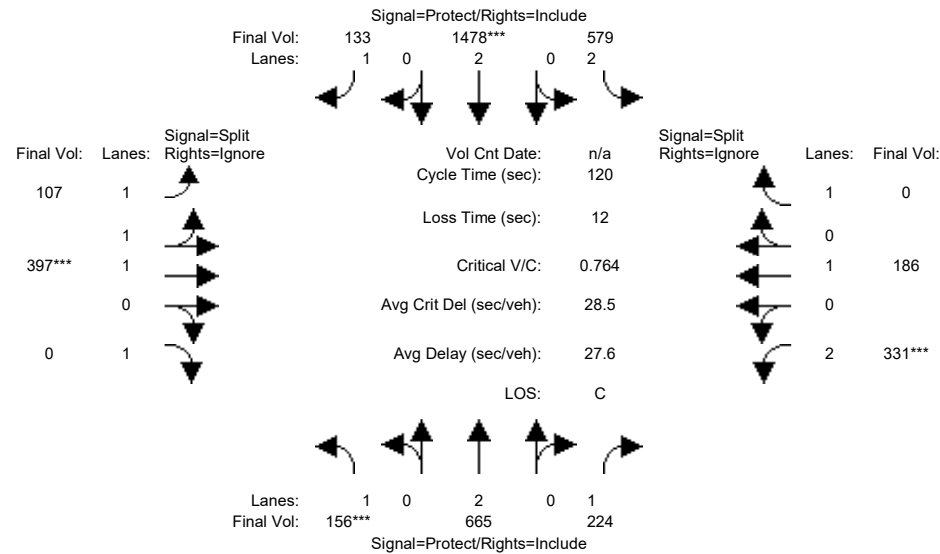
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.25	0.35	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	41.7	41.7	42.9	84.7	0.0	26.3	0.0	26.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.70	0.70	0.50	0.00	0.29	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	23.0	22.8	0.1	0.0	39.1	0.0	45.8	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	23.0	23.0	22.8	0.1	0.0	39.1	0.0	45.8	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C+	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	22	22	21	1	0	8	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	110	0	0	230	0	0	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	665	224	579	1478	133	107	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	665	224	579	1478	133	107	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	665	224	579	1478	133	107	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	665	224	579	1478	133	107	397	0	331	186	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

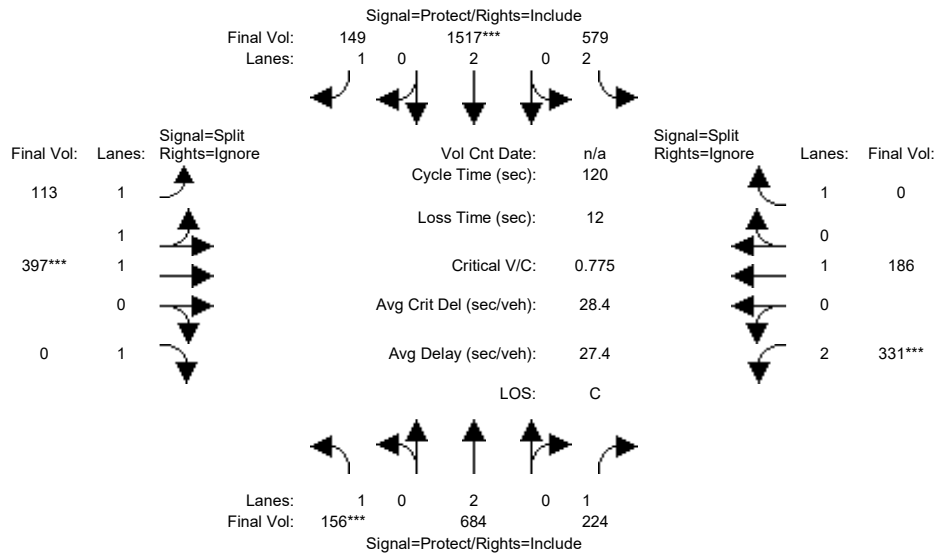
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.39	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				****			****		****		
Green Time:	14.0	36.6	36.6	38.5	61.1	61.1	16.4	16.4	0.0	16.5	16.5	0.0
Volume/Cap:	0.76	0.57	0.42	0.57	0.76	0.15	0.45	0.76	0.00	0.76	0.71	0.00
Delay/Veh:	62.5	25.5	24.0	24.1	9.2	4.9	47.9	55.2	0.0	57.8	58.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	25.5	24.0	24.1	9.2	4.9	47.9	55.2	0.0	57.8	58.3	0.0
LOS by Move:	E	C	C	C	A	A	D	E+	A	E+	E+	A
HCM2k95thQ:	15	17	11	16	23	2	9	16	0	14	13	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	129	0	0	269	16	6	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	684	224	579	1517	149	113	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	684	224	579	1517	149	113	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	684	224	579	1517	149	113	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	684	224	579	1517	149	113	397	0	331	186	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

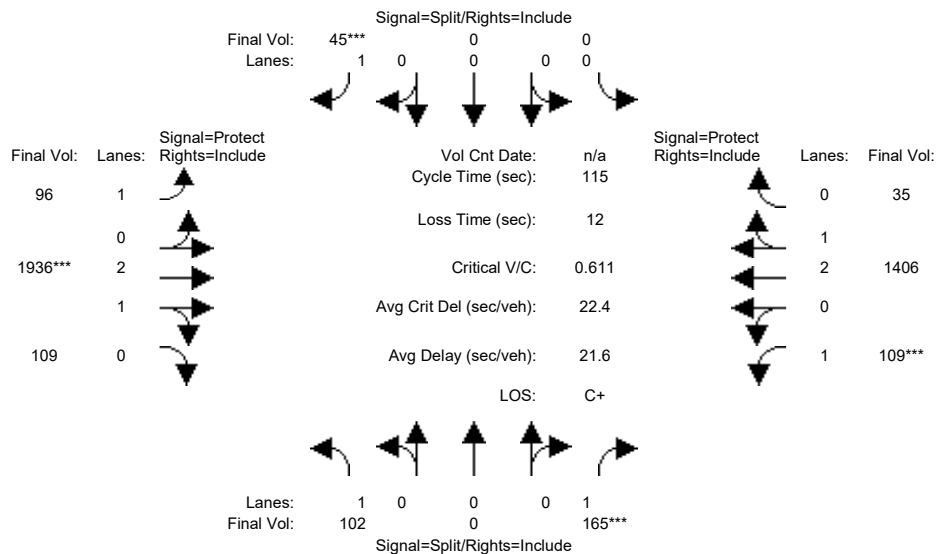
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.18	0.40	0.09	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***			****			****			****		
Green Time:	13.8	37.4	37.4	38.2	61.8	61.8	16.2	16.2	0.0	16.3	16.3	0.0
Volume/Cap:	0.78	0.58	0.41	0.58	0.78	0.17	0.48	0.78	0.00	0.78	0.72	0.00
Delay/Veh:	64.2	24.9	23.3	24.4	8.9	4.6	48.4	55.9	0.0	58.8	59.4	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:	64.2	24.9	23.3	24.4	8.9	4.6	48.4	55.9	0.0	58.8	59.4	0.0
LOS by Move:	E	C	C	C	A	A	D	E+	A	E+	E+	A
HCM2k95thQ:	15	17	11	16	23	2	9	17	0	14	13	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	264	0	0	191	0
PasserByVol:	0	0	0	0	0	0	0	128	0	0	192	0
Initial Fut:	102	0	165	0	0	45	96	1936	109	109	1406	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	1936	109	109	1406	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1936	109	109	1406	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	1936	109	109	1406	35

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	2.83	0.17	1.00	2.92	0.08
Final Sat.:	1750	0	1750	0	0	1750	1750	5301	298	1750	5464	136

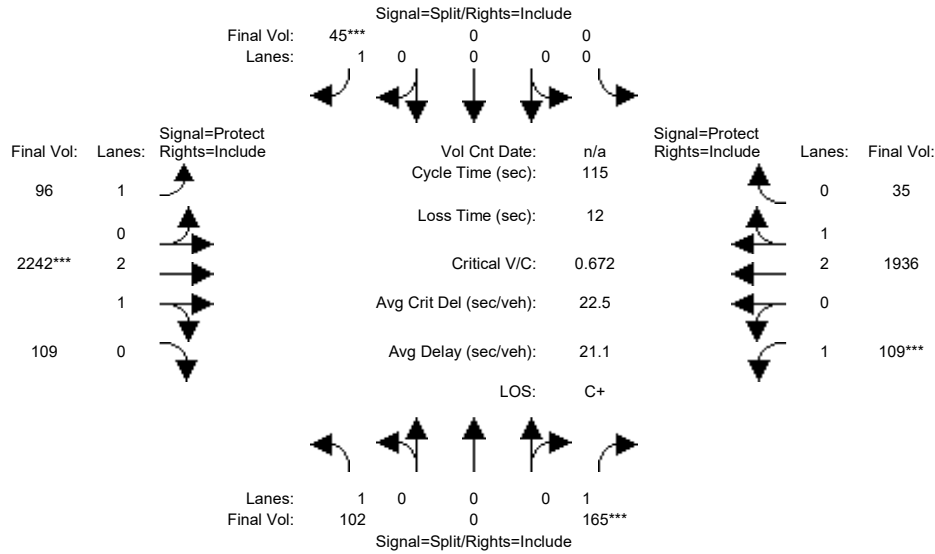
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.37	0.37	0.06	0.26	0.26
Crit Moves:			****			****		****			****	
Green Time:	16.8	0.0	16.8	0.0	0.0	10.0	14.6	65.1	65.1	11.1	61.6	61.6
Volume/Cap:	0.40	0.00	0.65	0.00	0.00	0.30	0.43	0.65	0.65	0.65	0.48	0.48
Delay/Veh:	45.5	0.0	51.9	0.0	0.0	50.3	47.7	17.5	17.5	58.4	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	0.0	51.9	0.0	0.0	50.3	47.7	17.5	17.5	58.4	16.8	16.8
LOS by Move:	D	A	D-	A	A	D	D	B	B	E+	B	B
HCM2k95thQ:	8	0	13	0	0	4	6	27	27	8	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	570	0	0	721	0
PasserByVol:	0	0	0	0	0	0	0	128	0	0	192	0
Initial Fut:	102	0	165	0	0	45	96	2242	109	109	1936	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	2242	109	109	1936	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2242	109	109	1936	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	2242	109	109	1936	35

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	2.86	0.14	1.00	2.94	0.06
Final Sat.:	1750	0	1750	0	0	1750	1750	5340	260	1750	5500	99

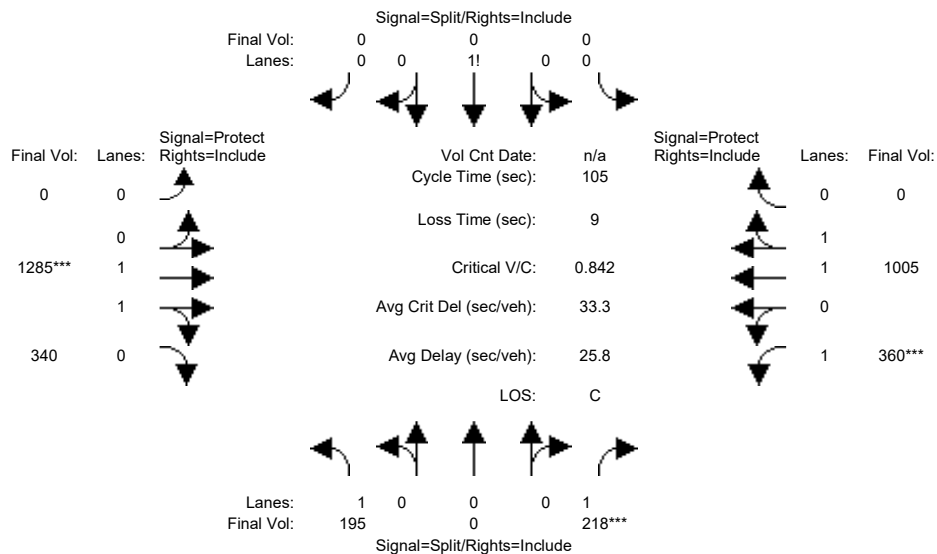
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.42	0.42	0.06	0.35	0.35
Crit Moves:			****			****		****			****	
Green Time:	15.2	0.0	15.2	0.0	0.0	10.0	11.5	67.7	67.7	10.0	66.3	66.3
Volume/Cap:	0.44	0.00	0.71	0.00	0.00	0.30	0.55	0.71	0.71	0.71	0.61	0.61
Delay/Veh:	47.3	0.0	57.8	0.0	0.0	50.3	53.0	17.5	17.5	65.7	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	0.0	57.8	0.0	0.0	50.3	53.0	17.5	17.5	65.7	16.2	16.2
LOS by Move:	D	A	E+	A	A	D	D-	B	B	E	B	B
HCM2k95thQ:	8	0	14	0	0	4	6	31	31	8	26	26

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	0	0	1	0	0	0	0	151	1	1	147	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	145	0
Initial Fut:	195	0	218	0	0	0	0	1285	340	360	1005	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:	195	0	218	0	0	0	0	1285	340	360	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	218	0	0	0	0	1285	340	360	1005	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
Final Volume:	195	0	218	0	0	0	0	1285	340	360	1005	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.57	0.43	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2925	774	1750	3700	0

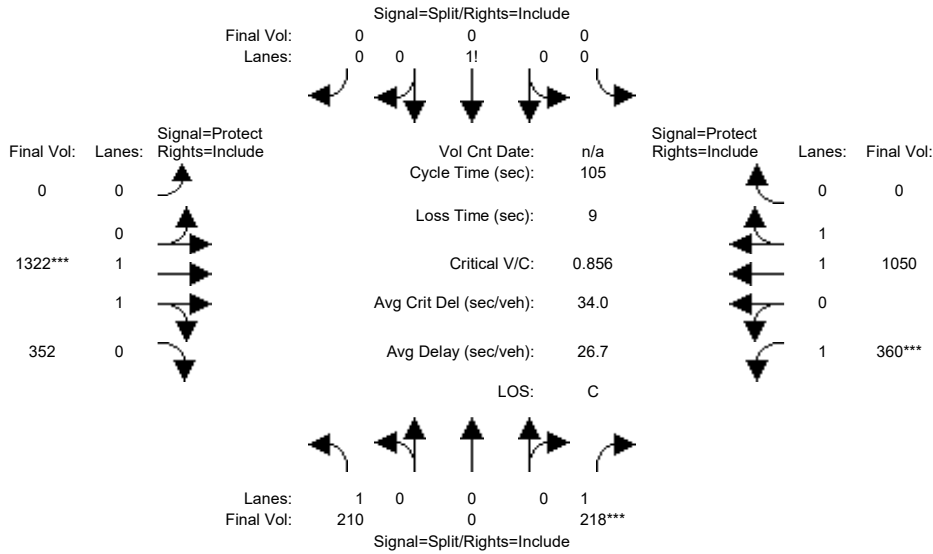
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	54.8	54.8	25.7	80.5	0.0
Volume/Cap:	0.75	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.35	0.00
Delay/Veh:	54.6	0.0	64.8	0.0	0.0	0.0	0.0	24.9	24.9	51.7	4.0	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:	54.6	0.0	64.8	0.0	0.0	0.0	0.0	24.9	24.9	51.7	4.0	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	C	D-	A	A
HCM2k95thQ:	16	0	19	0	0	0	0	40	40	22	10	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	195	0	207	0	0	0	0	1089	339	327	713	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:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	15	0	1	0	0	0	0	188	13	1	192	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	145	0
Initial Fut:	210	0	218	0	0	0	0	1322	352	360	1050	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:	210	0	218	0	0	0	0	1322	352	360	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	218	0	0	0	0	1322	352	360	1050	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
Final Volume:	210	0	218	0	0	0	0	1322	352	360	1050	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.57	0.43	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2921	778	1750	3700	0

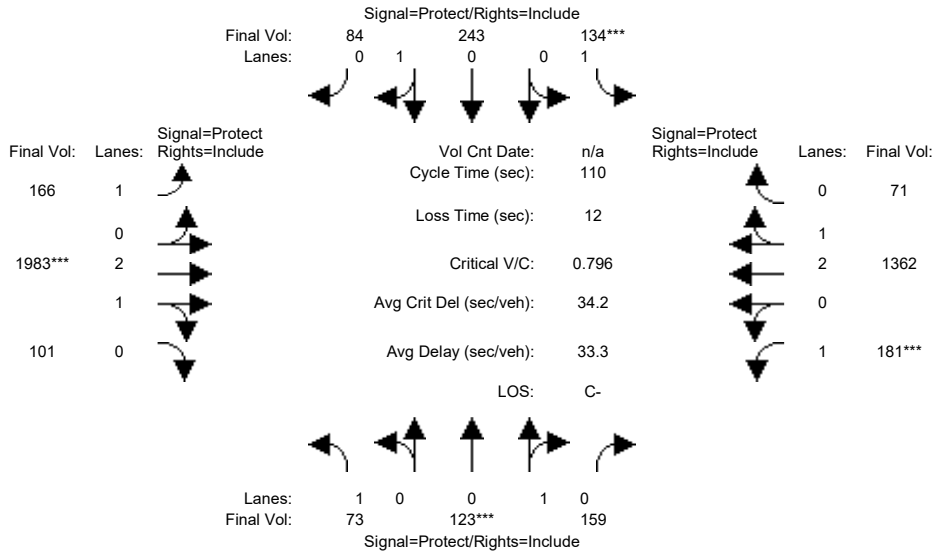
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.45	0.45	0.21	0.28	0.00
Crit Moves:	****			****			****			****		
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	55.5	55.5	25.2	80.7	0.0
Volume/Cap:	0.82	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.37	0.00
Delay/Veh:	62.8	0.0	67.5	0.0	0.0	0.0	0.0	25.3	25.3	53.9	4.0	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:	62.8	0.0	67.5	0.0	0.0	0.0	0.0	25.3	25.3	53.9	4.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D-	A	A
HCM2k95thQ:	18	0	19	0	0	0	0	42	42	22	11	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	0	1	0	1	1	263	0	0	191	0
PasserByVol:	0	0	0	0	0	0	0	129	0	0	194	0
Initial Fut:	73	123	159	134	243	84	166	1983	101	181	1362	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:	73	123	159	134	243	84	166	1983	101	181	1362	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	159	134	243	84	166	1983	101	181	1362	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
Final Volume:	73	123	159	134	243	84	166	1983	101	181	1362	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	2.85	0.15	1.00	2.85	0.15
Final Sat.:	1750	785	1015	1750	1338	462	1750	5328	271	1750	5322	277

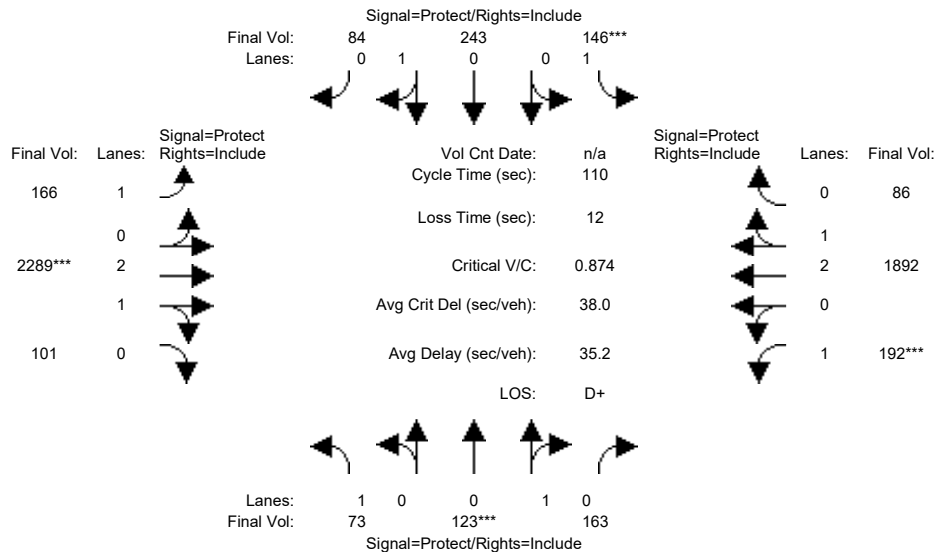
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.37	0.37	0.10	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	8.4	21.7	21.7	10.6	23.9	23.9	17.8	51.5	51.5	14.3	48.0	48.0
Volume/Cap:	0.55	0.80	0.80	0.80	0.84	0.84	0.59	0.80	0.80	0.80	0.59	0.59
Delay/Veh:	53.8	53.9	53.9	71.2	55.8	55.8	45.9	26.6	26.6	63.9	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	53.9	53.9	71.2	55.8	55.8	45.9	26.6	26.6	63.9	23.9	23.9
LOS by Move:	D-	D-	D-	E	E+	E+	D	C	C	E	C	C
HCM2k95thQ:	5	19	19	13	24	24	11	34	34	13	22	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	73	123	159	133	243	83	165	1591	101	181	977	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:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	4	13	0	1	1	569	0	11	721	15
PasserByVol:	0	0	0	0	0	0	0	129	0	0	194	0
Initial Fut:	73	123	163	146	243	84	166	2289	101	192	1892	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	163	146	243	84	166	2289	101	192	1892	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	163	146	243	84	166	2289	101	192	1892	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	163	146	243	84	166	2289	101	192	1892	86

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	0.43	0.57	1.00	0.74	0.26	1.00	2.87	0.13	1.00	2.86	0.14
Final Sat.:	1750	774	1026	1750	1338	462	1750	5363	237	1750	5356	243

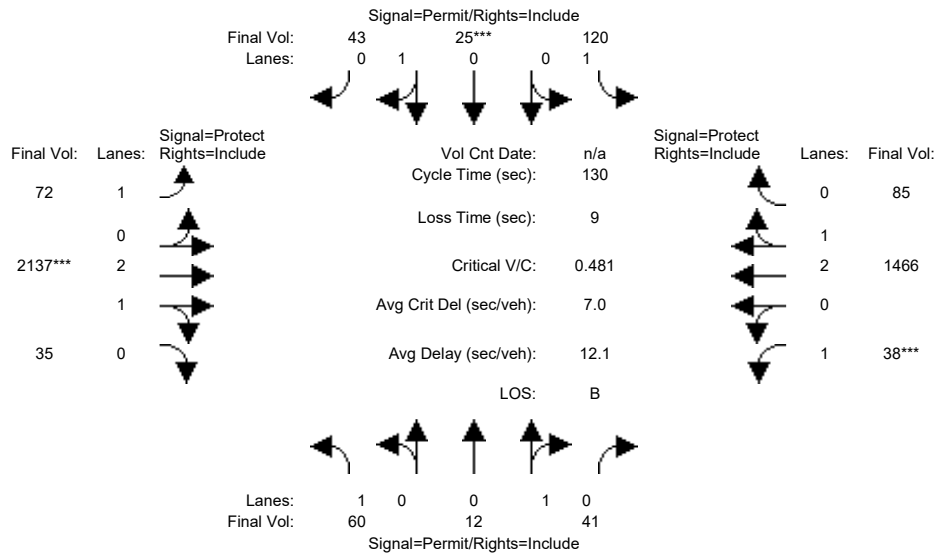
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.43	0.43	0.11	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	7.9	20.0	20.0	10.5	22.6	22.6	14.3	53.7	53.7	13.8	53.2	53.2
Volume/Cap:	0.58	0.87	0.87	0.87	0.88	0.88	0.73	0.87	0.87	0.87	0.73	0.73
Delay/Veh:	56.1	65.8	65.8	85.5	64.0	64.0	57.4	28.6	28.6	77.0	23.7	23.7
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:	56.1	65.8	65.8	85.5	64.0	64.0	57.4	28.6	28.6	77.0	23.7	23.7
LOS by Move:	E+	E	E	F	E	E	E+	C	C	E-	C	C
HCM2k95thQ:	5	20	20	15	26	26	11	41	41	15	31	31

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	264	0	0	191	0
PasserByVol:	0	0	0	0	0	0	0	88	0	0	223	0
Initial Fut:	60	12	41	120	25	43	72	2137	35	38	1466	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2137	35	38	1466	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2137	35	38	1466	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2137	35	38	1466	85

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	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.83	0.17
Final Sat.:	1750	408	1392	1750	662	1138	1750	5510	90	1750	5293	307

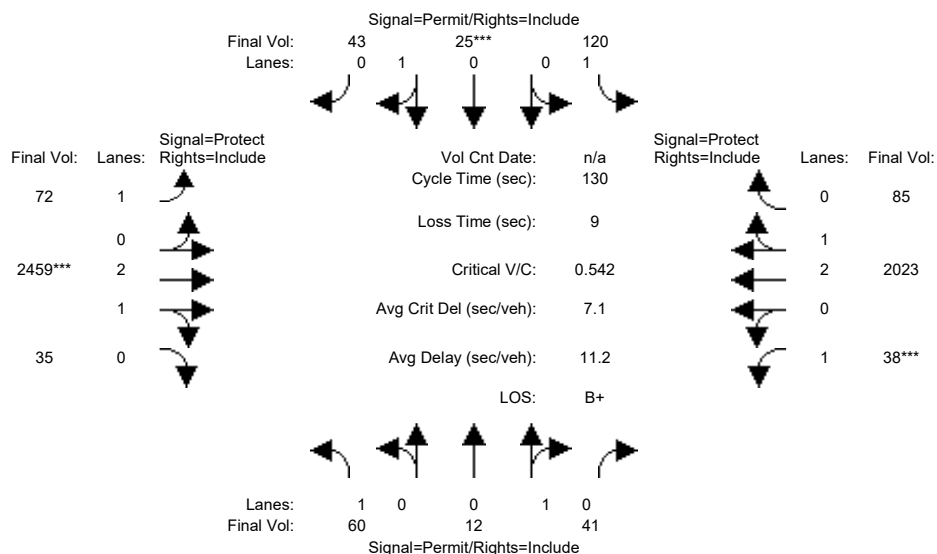
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.39	0.39	0.02	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	10.1	10.1	10.1	10.1	10.1	10.1	18.0	104	103.9	7.0	92.8	92.8
Volume/Cap:	0.44	0.38	0.38	0.88	0.49	0.49	0.30	0.49	0.49	0.40	0.39	0.39
Delay/Veh:	59.5	58.7	58.7	103.0	60.1	60.1	51.0	4.4	4.4	62.3	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	58.7	58.7	103.0	60.1	60.1	51.0	4.4	4.4	62.3	7.4	7.4
LOS by Move:	E+	E+	E+	F	E	E	D	A	A	E	A	A
HCM2k95thQ:	6	5	5	15	7	7	5	17	17	3	15	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	586	0	0	748	0
PasserByVol:	0	0	0	0	0	0	0	88	0	0	223	0
Initial Fut:	60	12	41	120	25	43	72	2459	35	38	2023	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2459	35	38	2023	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2459	35	38	2023	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	12	41	120	25	43	72	2459	35	38	2023	85

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	0.23	0.77	1.00	0.37	0.63	1.00	2.96	0.04	1.00	2.87	0.13
Final Sat.:	1750	408	1392	1750	662	1138	1750	5521	79	1750	5374	226

Capacity Analysis Module:

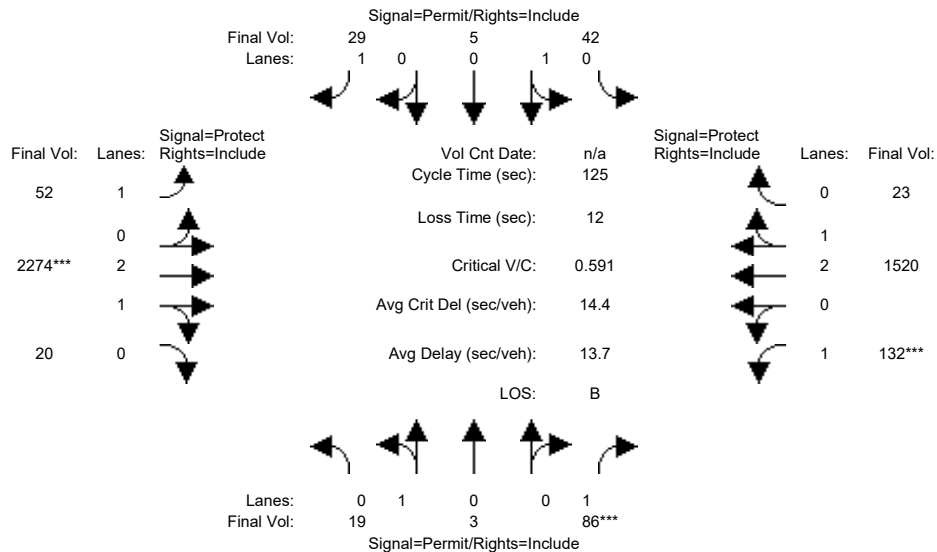
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.45	0.45	0.02	0.38	0.38
Crit Moves:					****			****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	13.9	104	104.0	7.0	97.1	97.1
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.39	0.56	0.56	0.40	0.50	0.50
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	55.4	4.8	4.8	62.3	6.8	6.8
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:	59.7	58.8	58.8	105.9	60.3	60.3	55.4	4.8	4.8	62.3	6.8	6.8
LOS by Move:	E+	E+	E+	F	E	E	E+	A	A	E	A	A
HCM2k95thQ:	6	5	5	15	7	7	5	21	21	3	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #21: Perimeter Road / Stevens Creek Boulevard



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:	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:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	0	0	2	2	262	0	0	189	0
PasserByVol:	0	0	0	0	0	0	0	131	0	0	201	0
Initial Fut:	19	3	86	42	5	29	52	2274	20	132	1520	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	42	5	29	52	2274	20	132	1520	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	42	5	29	52	2274	20	132	1520	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	42	5	29	52	2274	20	132	1520	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.89	0.11	1.00	1.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	1555	245	1750	1609	191	1750	1750	5551	49	1750	5516	83

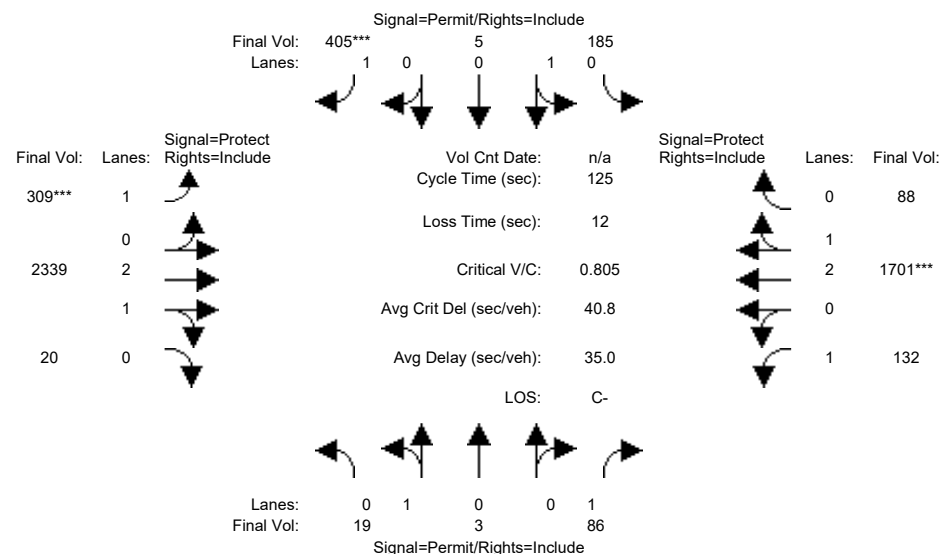
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.03	0.03	0.02	0.03	0.41	0.41	0.08	0.28	0.28
Crit Moves:			***					***				***
Green Time:	10.4	10.4	10.4	10.4	10.4	10.4	17.3	86.7	86.7	16.0	85.3	85.3
Volume/Cap:	0.15	0.15	0.59	0.31	0.31	0.20	0.21	0.59	0.59	0.59	0.40	0.40
Delay/Veh:	53.6	53.6	61.6	55.2	55.2	54.1	48.2	10.2	10.2	55.6	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	53.6	61.6	55.2	55.2	54.1	48.2	10.2	10.2	55.6	8.8	8.8
LOS by Move:	D-	D-	E	E+	E+	D-	D	B+	B+	E+	A	A
HCM2k95thQ:	2	2	9	4	4	3	4	27	27	10	16	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	143	0	378	259	327	0	0	370	65
PasserByVol:	0	0	0	0	0	0	0	131	0	0	201	0
Initial Fut:	19	3	86	185	5	405	309	2339	20	132	1701	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	185	5	405	309	2339	20	132	1701	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	185	5	405	309	2339	20	132	1701	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	3	86	185	5	405	309	2339	20	132	1701	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.97	0.03	1.00	1.00	2.97	0.03	1.00	2.85	0.15
Final Sat.:	1555	245	1750	1753	47	1750	1750	5552	47	1750	5324	275

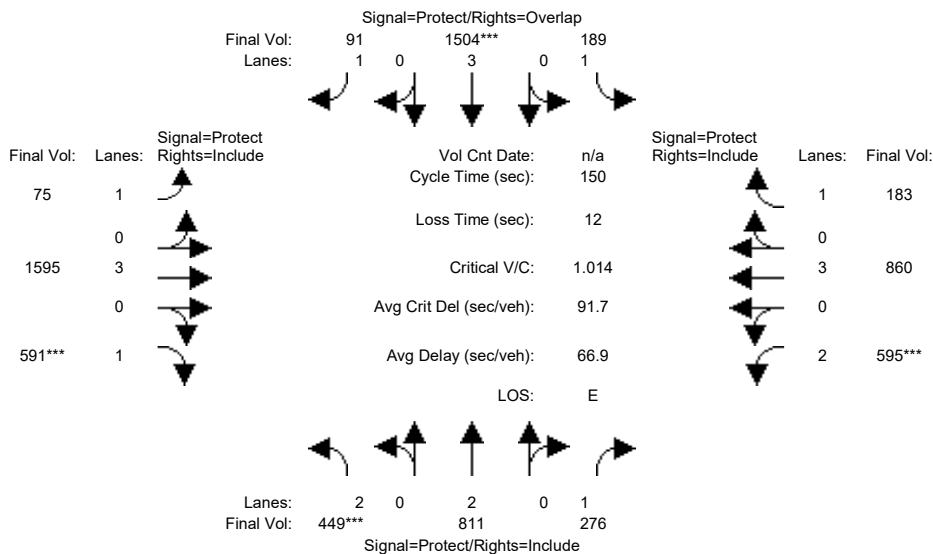
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.11	0.23	0.18	0.42	0.42	0.08	0.32	0.32
Crit Moves:						****	****				****	
Green Time:	35.9	35.9	35.9	35.9	35.9	35.9	27.4	65.4	65.4	11.7	49.6	49.6
Volume/Cap:	0.04	0.04	0.17	0.37	0.37	0.80	0.80	0.81	0.81	0.81	0.80	0.80
Delay/Veh:	32.1	32.1	33.5	35.9	35.9	50.5	58.0	26.3	26.3	80.1	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	33.5	35.9	35.9	50.5	58.0	26.3	26.3	80.1	35.6	35.6
LOS by Move:	C-	C-	C-	D+	D+	D	E+	C	C	F	D+	D+
HCM2k95thQ:	1	1	5	12	12	30	22	42	42	10	32	32

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #22: Wolfe Road / El Camino Real



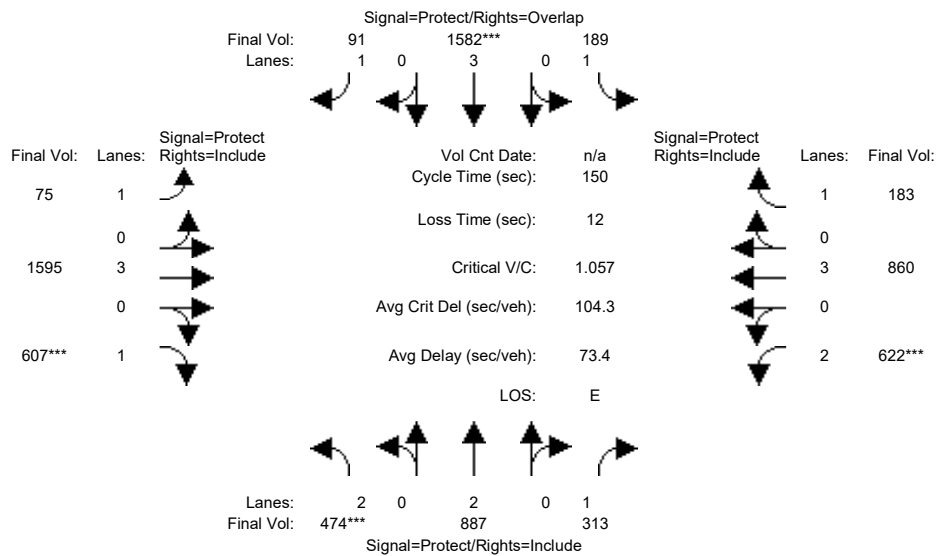
Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	356	689	202	179	1369	91	75	1389	496	452	707	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	689	202	179	1369	91	75	1389	496	452	707	176
Added Vol:	12	43	74	10	65	0	0	206	25	139	145	7
PasserByVol:	81	79	0	0	70	0	0	0	70	4	8	0
Initial Fut:	449	811	276	189	1504	91	75	1595	591	595	860	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	811	276	189	1504	91	75	1595	591	595	860	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	811	276	189	1504	91	75	1595	591	595	860	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	449	811	276	189	1504	91	75	1595	591	595	860	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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:	0.14	0.21	0.16	0.11	0.26	0.05	0.04	0.28	0.34	0.19	0.15	0.10
Crit Moves:	***			***			***		***	***		
Green Time:	21.1	39.9	39.9	20.2	39.0	57.4	18.4	50.0	50.0	27.9	59.5	59.5
Volume/Cap:	1.01	0.80	0.59	0.80	1.01	0.14	0.35	0.84	1.01	1.01	0.38	0.26
Delay/Veh:	110.8	56.0	50.0	80.6	82.4	30.2	61.3	49.9	90.9	101.8	32.3	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	56.0	50.0	80.6	82.4	30.2	61.3	49.9	90.9	101.8	32.3	30.7
LOS by Move:	F	E+	D	F	F	C	E	D	F	F	C-	C
HCM2k95thQ:	23	28	20	20	47	6	7	41	57	33	17	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #22: 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:	356	689	202	179	1369	91	75	1389	496	452	707	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	689	202	179	1369	91	75	1389	496	452	707	176
Added Vol:	37	119	111	10	143	0	0	206	41	166	145	7
PasserByVol:	81	79	0	0	70	0	0	0	70	4	8	0
Initial Fut:	474	887	313	189	1582	91	75	1595	607	622	860	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	887	313	189	1582	91	75	1595	607	622	860	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	887	313	189	1582	91	75	1595	607	622	860	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	887	313	189	1582	91	75	1595	607	622	860	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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

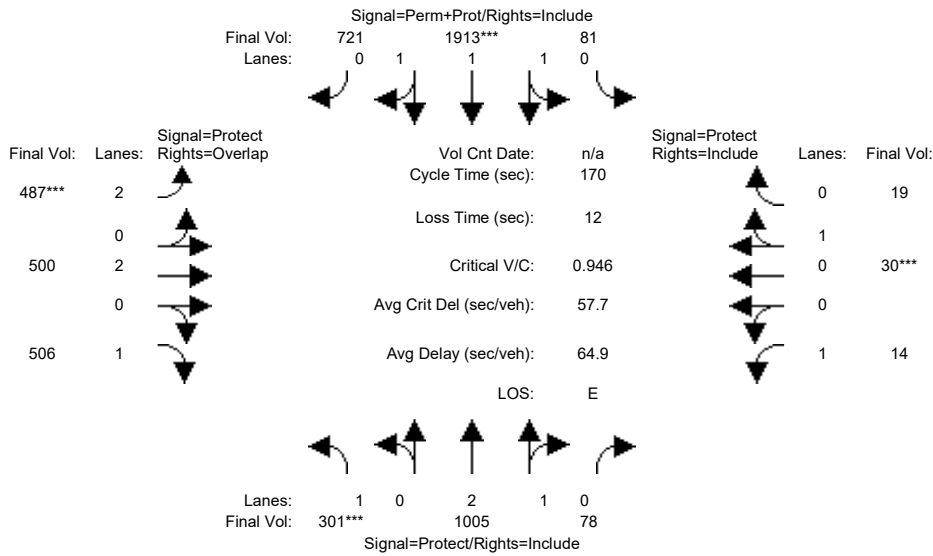
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.18	0.11	0.28	0.05	0.04	0.28	0.35	0.20	0.15	0.10
Crit Moves:	***			***			***			***		
Green Time:	21.4	41.5	41.5	19.2	39.4	57.6	18.2	49.2	49.2	28.0	59.0	59.0
Volume/Cap:	1.06	0.84	0.65	0.84	1.06	0.14	0.35	0.85	1.06	1.06	0.38	0.27
Delay/Veh:	122.6	57.5	50.8	88.0	95.2	30.1	61.5	51.0	103.9	114.0	32.6	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.6	57.5	50.8	88.0	95.2	30.1	61.5	51.0	103.9	114.0	32.6	31.0
LOS by Move:	F	E+	D	F	F	C	E	D-	F	F	C-	C
HCM2k95thQ:	25	31	23	21	51	6	7	41	61	36	17	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	213	773	71	81	1644	616	430	489	425	14	30	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	773	71	81	1644	616	430	489	425	14	30	19
Added Vol:	20	72	0	0	126	103	57	0	19	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	301	1005	78	81	1913	721	487	500	506	14	30	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1005	78	81	1913	721	487	500	506	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1005	78	81	1913	721	487	500	506	14	30	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	1005	78	81	1913	721	487	500	506	14	30	19

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	2.78	0.22	0.09	2.10	0.81	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5196	403	164	3875	1460	3150	3800	1750	1750	1102	698

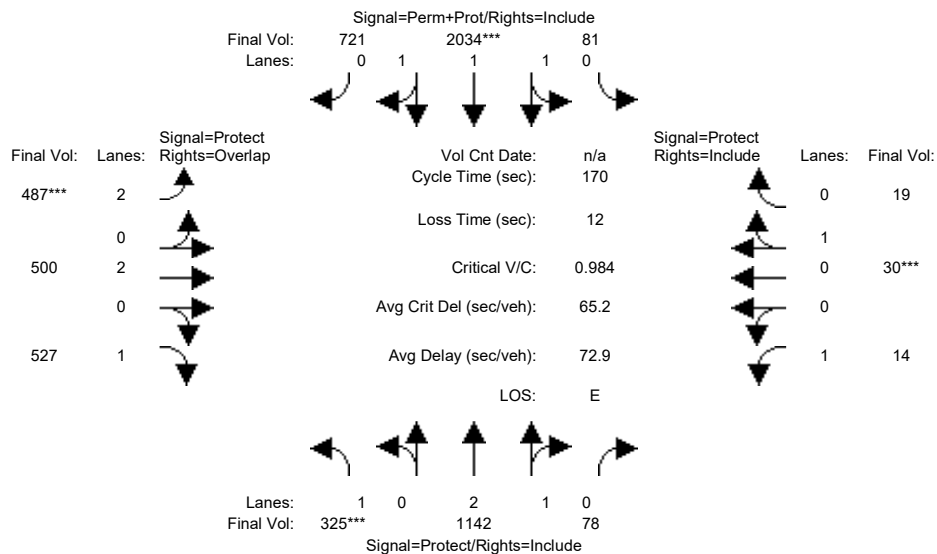
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.00	0.49	0.49	0.15	0.13	0.29	0.01	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	31.2	34.0	34.0	89.8	89.6	89.6	27.2	28.3	59.5	8.9	10.0	10.0
Volume/Cap:	0.94	0.97	0.97	0.93	0.94	0.94	0.97	0.79	0.83	0.15	0.46	0.46
Delay/Veh:	102.4	86.8	86.8	43.8	44.2	44.2	102.6	74.6	59.5	77.8	80.6	80.6
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:	102.4	86.8	86.8	43.8	44.2	44.2	102.6	74.6	59.5	77.8	80.6	80.6
LOS by Move:	F	F	F	D	D	D	F	E	E+	E-	F	F
HCM2k95thQ:	31	35	35	66	66	66	26	21	40	2	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	213	773	71	81	1644	616	430	489	425	14	30	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	773	71	81	1644	616	430	489	425	14	30	19
Added Vol:	44	209	0	0	247	103	57	0	40	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	325	1142	78	81	2034	721	487	500	527	14	30	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1142	78	81	2034	721	487	500	527	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1142	78	81	2034	721	487	500	527	14	30	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	1142	78	81	2034	721	487	500	527	14	30	19

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	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.80	0.20	0.09	2.13	0.78	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5241	358	157	3944	1398	3150	3800	1750	1750	1102	698

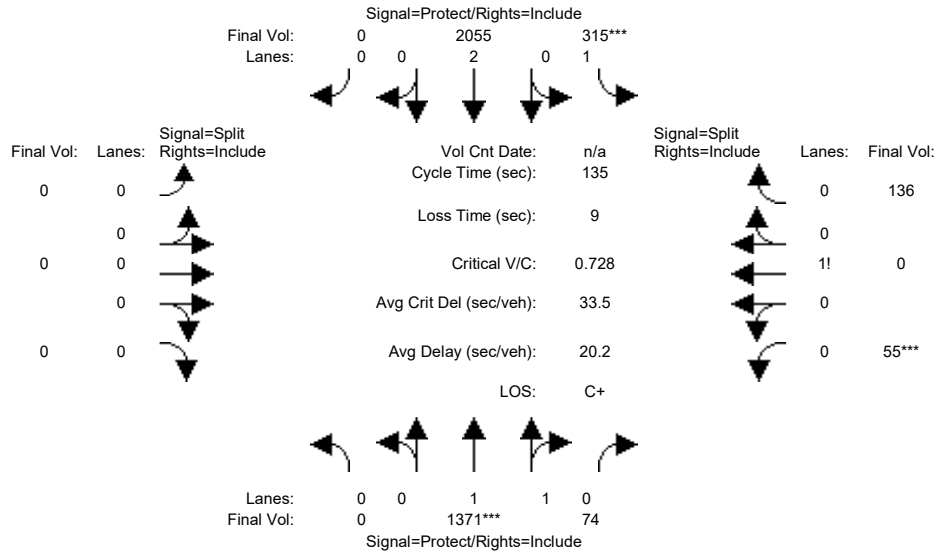
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.22	0.00	0.52	0.52	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	32.4	36.3	36.3	88.9	89.9	89.9	25.8	27.2	59.6	8.5	10.0	10.0
Volume/Cap:	0.98	1.02	1.02	0.99	0.98	0.98	1.02	0.82	0.86	0.16	0.46	0.46
Delay/Veh:	111.0	98.1	98.1	53.5	50.5	50.5	118.5	77.8	63.0	78.2	80.6	80.6
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:	111.0	98.1	98.1	53.5	50.5	50.5	118.5	77.8	63.0	78.2	80.6	80.6
LOS by Move:	F	F	F	D-	D	D	F	E-	E	E-	F	F
HCM2k95thQ:	33	40	40	74	73	73	27	21	42	2	6	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	1046	74	315	1688	0	0	0	0	55	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	74	315	1688	0	0	0	0	55	0	136
Added Vol:	0	92	0	0	145	0	0	0	0	0	0	0
PasserByVol:	0	233	0	0	222	0	0	0	0	0	0	0
Initial Fut:	0	1371	74	315	2055	0	0	0	0	55	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1371	74	315	2055	0	0	0	0	55	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1371	74	315	2055	0	0	0	0	55	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1371	74	315	2055	0	0	0	0	55	0	136

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	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	3510	189	1750	3800	0	0	0	0	504	0	1246

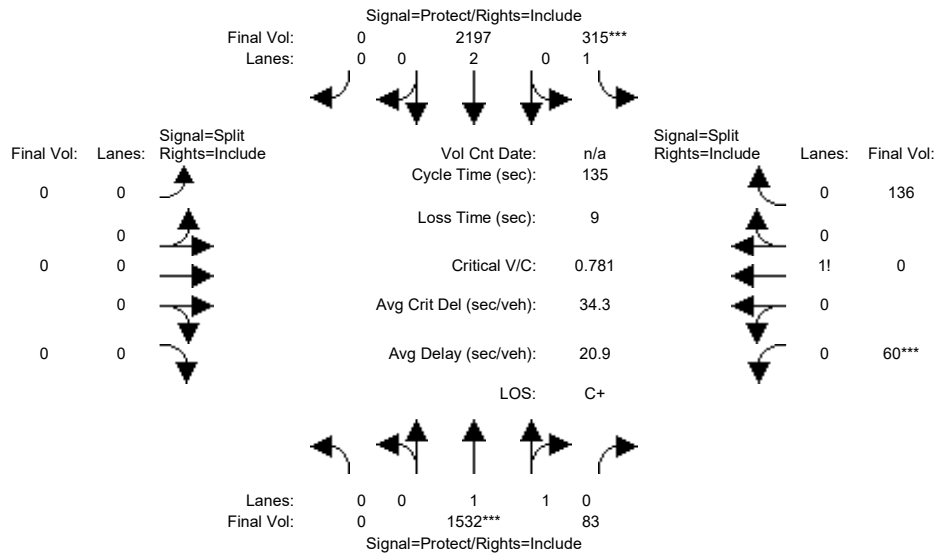
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.18	0.54	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	72.4	72.4	33.4	106	0.0	0.0	0.0	0.0	20.2	0.0	20.2
Volume/Cap:	0.00	0.73	0.73	0.73	0.69	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	25.2	25.2	52.8	7.6	0.0	0.0	0.0	0.0	64.6	0.0	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	25.2	52.8	7.6	0.0	0.0	0.0	0.0	64.6	0.0	64.6
LOS by Move:	A	C	C	D-	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	38	38	22	32	0	0	0	0	18	0	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	1046	74	315	1688	0	0	0	0	55	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	74	315	1688	0	0	0	0	55	0	136
Added Vol:	0	253	9	0	287	0	0	0	0	5	0	0
PasserByVol:	0	233	0	0	222	0	0	0	0	0	0	0
Initial Fut:	0	1532	83	315	2197	0	0	0	0	60	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1532	83	315	2197	0	0	0	0	60	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1532	83	315	2197	0	0	0	0	60	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1532	83	315	2197	0	0	0	0	60	0	136

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	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3510	190	1750	3800	0	0	0	0	536	0	1214

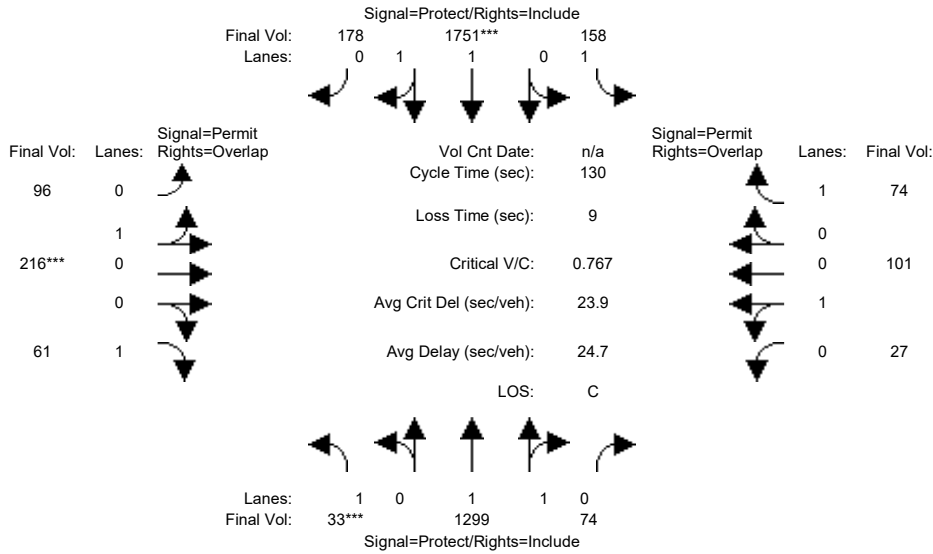
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.18	0.58	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	75.5	75.5	31.1	107	0.0	0.0	0.0	0.0	19.4	0.0	19.4
Volume/Cap:	0.00	0.78	0.78	0.78	0.73	0.00	0.00	0.00	0.00	0.78	0.00	0.78
Delay/Veh:	0.0	25.3	25.3	58.2	8.0	0.0	0.0	0.0	0.0	70.3	0.0	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	58.2	8.0	0.0	0.0	0.0	0.0	70.3	0.0	70.3
LOS by Move:	A	C	C	E+	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	43	43	22	35	0	0	0	0	19	0	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	21	974	72	158	1384	178	96	216	57	26	101	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	974	72	158	1384	178	96	216	57	26	101	74
Added Vol:	0	92	0	0	145	0	0	0	0	0	0	0
PasserByVol:	12	233	2	0	222	0	0	0	4	1	0	0
Initial Fut:	33	1299	74	158	1751	178	96	216	61	27	101	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1299	74	158	1751	178	96	216	61	27	101	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1299	74	158	1751	178	96	216	61	27	101	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1299	74	158	1751	178	96	216	61	27	101	74

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	1.89	0.11	1.00	1.81	0.19	0.31	0.69	1.00	0.21	0.79	1.00
Final Sat.:	1750	3500	199	1750	3358	341	554	1246	1750	380	1420	1750

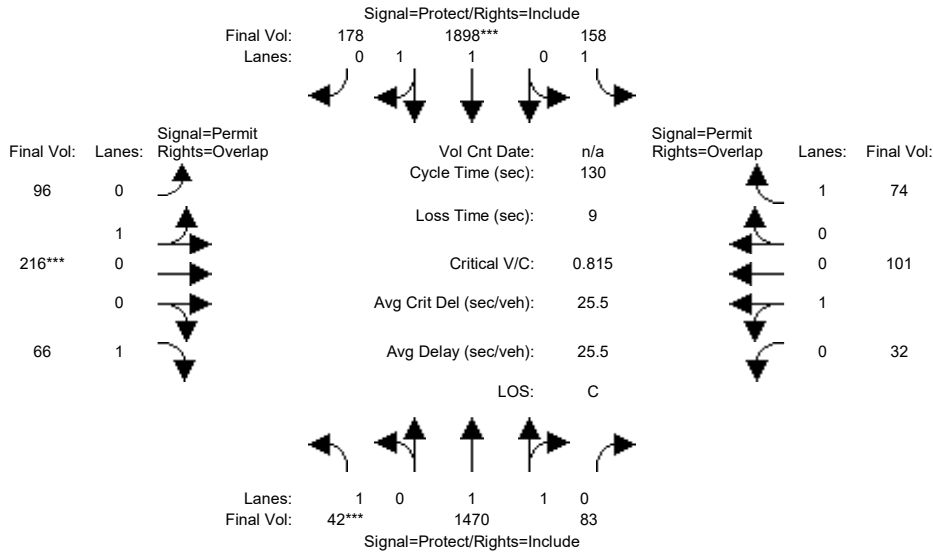
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.09	0.52	0.52	0.17	0.17	0.03	0.07	0.07	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	74.4	74.4	18.1	85.6	85.6	28.4	28.4	35.4	28.4	28.4	46.6
Volume/Cap:	0.35	0.65	0.65	0.65	0.79	0.79	0.79	0.79	0.13	0.33	0.33	0.12
Delay/Veh:	61.6	19.6	19.6	58.9	17.7	17.7	58.5	58.5	35.8	43.2	43.2	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	19.6	19.6	58.9	17.7	17.7	58.5	58.5	35.8	43.2	43.2	28.0
LOS by Move:	E	B-	B-	E+	B	B	E+	E+	D+	D	D	C
HCM2k95thQ:	3	32	32	12	45	45	25	25	4	9	9	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	21	974	72	158	1384	178	96	216	57	26	101	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	974	72	158	1384	178	96	216	57	26	101	74
Added Vol:	9	263	9	0	292	0	0	0	5	5	0	0
PasserByVol:	12	233	2	0	222	0	0	0	4	1	0	0
Initial Fut:	42	1470	83	158	1898	178	96	216	66	32	101	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1470	83	158	1898	178	96	216	66	32	101	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1470	83	158	1898	178	96	216	66	32	101	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1470	83	158	1898	178	96	216	66	32	101	74

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	1.89	0.11	1.00	1.82	0.18	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3502	198	1750	3383	317	554	1246	1750	433	1367	1750

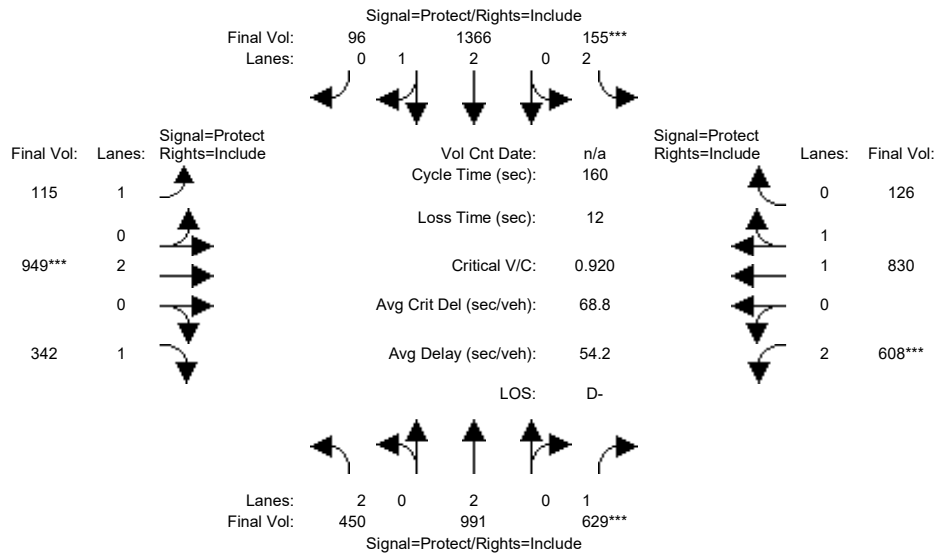
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.09	0.56	0.56	0.17	0.17	0.04	0.07	0.07	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	77.4	77.4	16.7	87.1	87.1	26.9	26.9	33.9	26.9	26.9	43.6
Volume/Cap:	0.45	0.70	0.70	0.70	0.84	0.84	0.84	0.84	0.14	0.36	0.36	0.13
Delay/Veh:	63.0	19.4	19.4	64.1	18.8	18.8	64.7	64.7	37.1	44.7	44.7	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	19.4	19.4	64.1	18.8	18.8	64.7	64.7	37.1	44.7	44.7	30.1
LOS by Move:	E	B-	B-	E	B-	B-	E	E	D+	D	D	C
HCM2k95thQ:	3	36	36	12	51	51	26	26	4	10	10	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	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:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	25	70	20	14	112	18	12	97	43	43	104	10
PasserByVol:	161	221	176	14	219	0	0	59	67	124	103	30
Initial Fut:	450	991	629	155	1366	96	115	949	342	608	830	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	991	629	155	1366	96	115	949	342	608	830	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	991	629	155	1366	96	115	949	342	608	830	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	450	991	629	155	1366	96	115	949	342	608	830	126

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	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	5232	368	1750	3800	1750	3150	3212	488

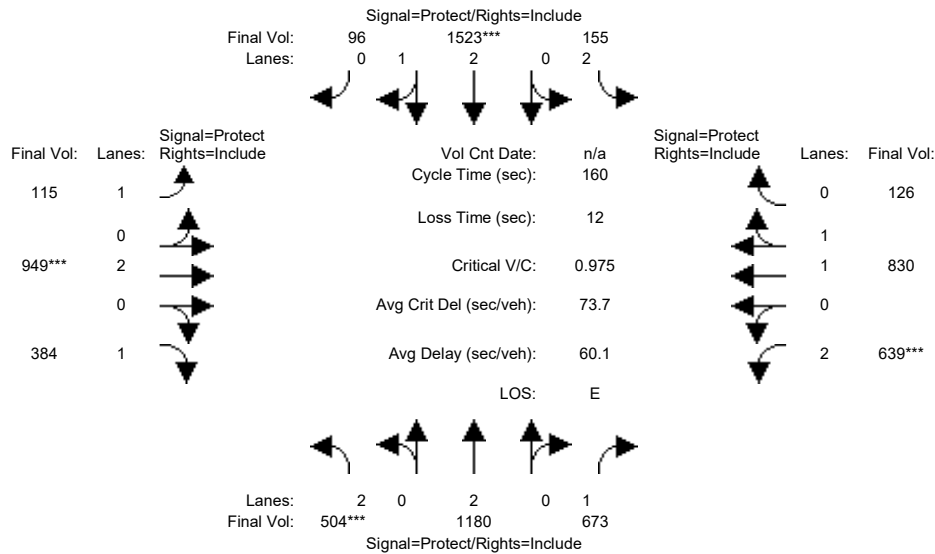
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.36	0.05	0.26	0.26	0.07	0.25	0.20	0.19	0.26	0.26
Crit Moves:			****	****			****			****		
Green Time:	25.1	62.5	62.5	8.6	45.9	45.9	15.6	43.4	43.4	33.6	61.4	61.4
Volume/Cap:	0.91	0.67	0.92	0.92	0.91	0.91	0.67	0.92	0.72	0.92	0.67	0.67
Delay/Veh:	78.9	24.2	44.3	119.3	48.3	48.3	79.9	69.6	58.1	80.1	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	24.2	44.3	119.3	48.3	48.3	79.9	69.6	58.1	80.1	42.3	42.3
LOS by Move:	E-	C	D	F	D	D	E-	E	E+	F	D	D
HCM2k95thQ:	25	26	50	10	38	38	11	38	26	31	30	30

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
	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:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	79	259	64	14	269	18	12	97	85	74	104	10
PasserByVol:	161	221	176	14	219	0	0	59	67	124	103	30
Initial Fut:	504	1180	673	155	1523	96	115	949	384	639	830	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1180	673	155	1523	96	115	949	384	639	830	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1180	673	155	1523	96	115	949	384	639	830	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	504	1180	673	155	1523	96	115	949	384	639	830	126

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	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.82	0.18	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	5268	332	1750	3800	1750	3150	3212	488

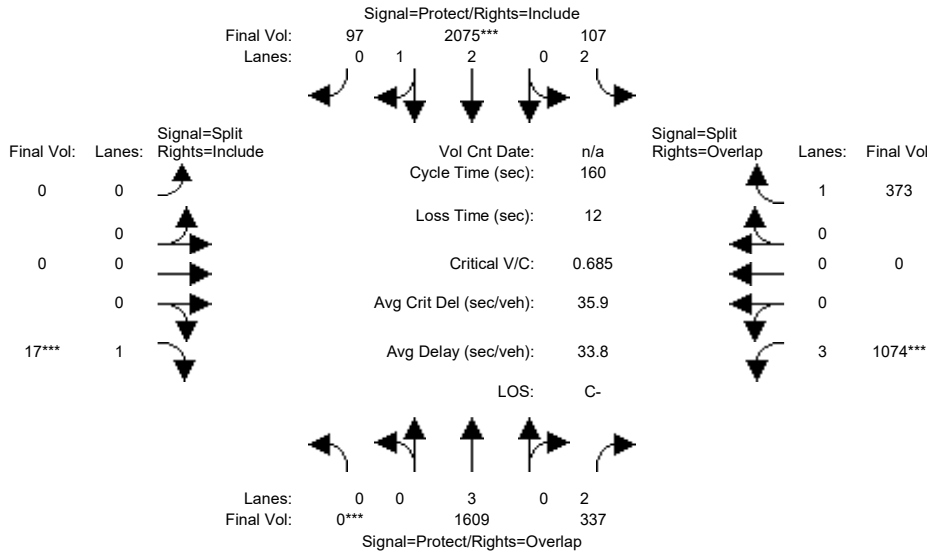
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.38	0.05	0.29	0.29	0.07	0.25	0.22	0.20	0.26	0.26
Crit Moves:	***			****			****			****		
Green Time:	26.3	65.4	65.4	8.4	47.5	47.5	15.1	41.0	41.0	33.3	59.2	59.2
Volume/Cap:	0.97	0.76	0.94	0.94	0.97	0.97	0.70	0.97	0.86	0.97	0.70	0.70
Delay/Veh:	90.9	24.2	45.2	125.8	56.5	56.5	82.7	81.8	71.7	91.7	44.4	44.4
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:	90.9	24.2	45.2	125.8	56.5	56.5	82.7	81.8	71.7	91.7	44.4	44.4
LOS by Move:	F	C	D	F	E+	E+	F	F	E	F	D	D
HCM2k95thQ:	29	33	54	10	45	45	11	40	32	34	31	31

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
Approach:	North Bound			South Bound			East 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	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:	North Wolfe			South Wolfe			East Apple			West Apple		
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	115	0	0	191	7	0	0	0	0	0	0
PasserByVol:	0	284	325	66	268	75	0	0	0	891	0	272
Initial Fut:	0	1609	337	107	2075	97	0	0	17	1074	0	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1609	337	107	2075	97	0	0	17	1074	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1609	337	107	2075	97	0	0	17	1074	0	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1609	337	107	2075	97	0	0	17	1074	0	373

Saturation Flow Module:	North Wolfe			South Wolfe			East Apple			West Apple		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.86	0.14	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5350	250	0	0	1750	4551	0	1750

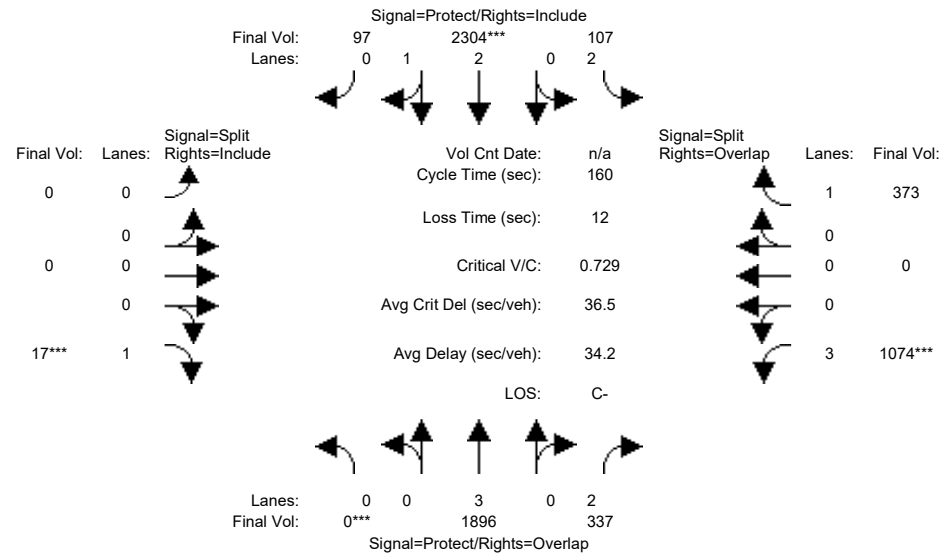
Capacity Analysis Module:	North Wolfe			South Wolfe			East Apple			West Apple		
Vol/Sat:	0.00	0.28	0.11	0.03	0.39	0.39	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***			****			****			****		
Green Time:	0.0	74.3	126.5	11.5	85.8	85.8	0.0	0.0	10.0	52.2	0.0	63.7
Volume/Cap:	0.00	0.61	0.14	0.47	0.72	0.72	0.00	0.00	0.16	0.72	0.00	0.54
Delay/Veh:	0.0	32.4	4.0	72.9	29.0	29.0	0.0	0.0	71.7	49.3	0.0	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.4	4.0	72.9	29.0	29.0	0.0	0.0	71.7	49.3	0.0	37.6
LOS by Move:	A	C-	A	E	C	C	A	A	E	D	A	D+
HCM2k95thQ:	0	33	5	6	42	42	0	0	2	34	0	26

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	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	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	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	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	402	0	0	420	7	0	0	0	0	0	0
PasserByVol:	0	284	325	66	268	75	0	0	0	891	0	272
Initial Fut:	0	1896	337	107	2304	97	0	0	17	1074	0	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1896	337	107	2304	97	0	0	17	1074	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1896	337	107	2304	97	0	0	17	1074	0	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1896	337	107	2304	97	0	0	17	1074	0	373

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.87	0.13	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5373	226	0	0	1750	4551	0	1750

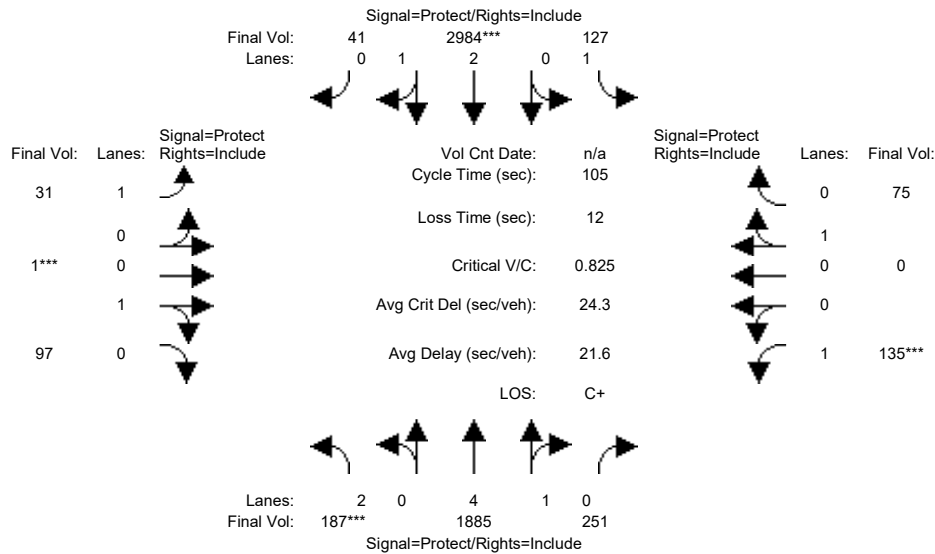
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.03	0.43	0.43	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***				****				****	****		
Green Time:	0.0	78.7	127.7	10.3	89.0	89.0	0.0	0.0	10.0	49.0	0.0	59.3
Volume/Cap:	0.00	0.68	0.13	0.53	0.77	0.77	0.00	0.00	0.16	0.77	0.00	0.57
Delay/Veh:	0.0	31.7	3.7	75.0	28.8	28.8	0.0	0.0	71.7	53.1	0.0	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	3.7	75.0	28.8	28.8	0.0	0.0	71.7	53.1	0.0	41.5
LOS by Move:	A	C	A	E	C	C	A	A	E	D-	A	D
HCM2k95thQ:	0	38	4	6	46	46	0	0	2	35	0	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	163	1217	70	40	1717	39	23	1	77	32	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25
Added Vol:	24	58	181	87	102	2	8	0	20	103	0	50
PasserByVol:	0	610	0	0	1165	0	0	0	0	0	0	0
Initial Fut:	187	1885	251	127	2984	41	31	1	97	135	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1885	251	127	2984	41	31	1	97	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1885	251	127	2984	41	31	1	97	135	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	1885	251	127	2984	41	31	1	97	135	0	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.39	0.61	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8293	1104	1750	5524	76	1750	18	1782	1750	0	1800

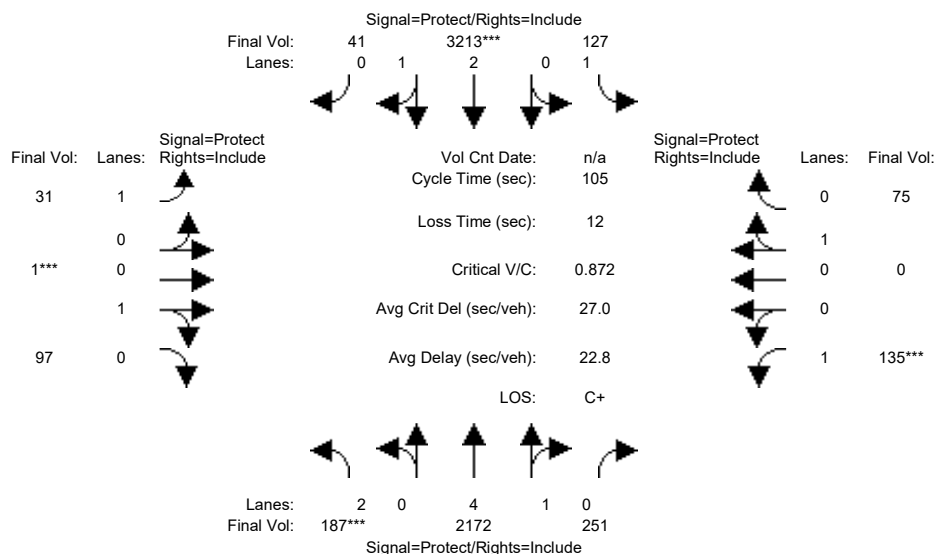
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.07	0.54	0.54	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.3	55.7	55.7	17.8	66.3	66.3	8.0	10.0	10.0	9.5	0.0	11.4
Volume/Cap:	0.86	0.43	0.43	0.43	0.86	0.86	0.23	0.57	0.57	0.86	0.00	0.38
Delay/Veh:	75.0	15.0	15.0	40.0	17.8	17.8	46.5	50.0	50.0	81.3	0.0	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:	75.0	15.0	15.0	40.0	17.8	17.8	46.5	50.0	50.0	81.3	0.0	44.7
LOS by Move:	E-	B	B	D	B	B	D	D	D	F	A	D
HCM2k95thQ:	8	15	15	8	44	44	3	8	8	14	0	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	163	1217	70	40	1717	39	23	1	77	32	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25
Added Vol:	24	345	181	87	331	2	8	0	20	103	0	50
PasserByVol:	0	610	0	0	1165	0	0	0	0	0	0	0
Initial Fut:	187	2172	251	127	3213	41	31	1	97	135	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	2172	251	127	3213	41	31	1	97	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	2172	251	127	3213	41	31	1	97	135	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	2172	251	127	3213	41	31	1	97	135	0	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.46	0.54	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8424	974	1750	5529	71	1750	18	1782	1750	0	1800

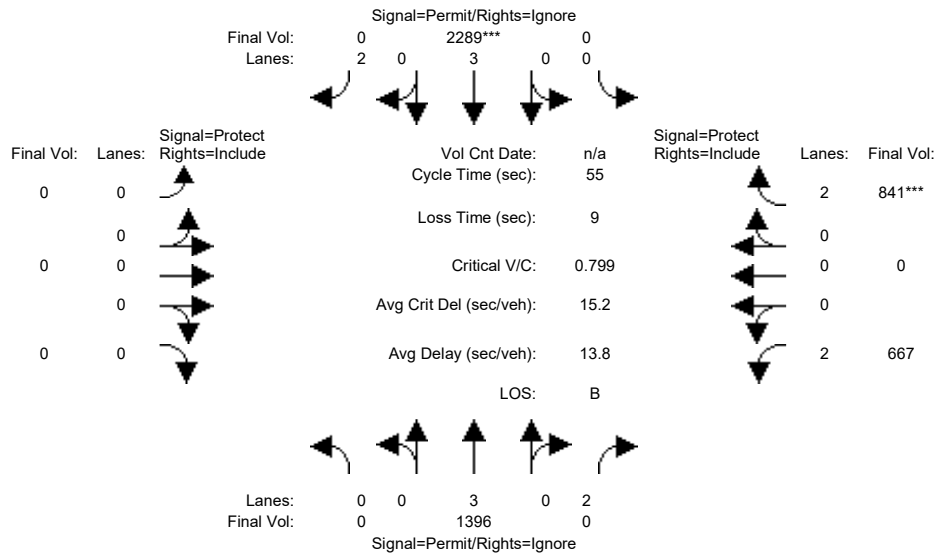
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.07	0.58	0.58	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	57.8	57.8	16.3	67.1	67.1	7.8	10.0	10.0	8.9	0.0	11.1
Volume/Cap:	0.89	0.47	0.47	0.47	0.91	0.91	0.24	0.57	0.57	0.91	0.00	0.39
Delay/Veh:	82.6	14.4	14.4	41.7	20.3	20.3	46.8	50.0	50.0	95.5	0.0	45.1
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:	82.6	14.4	14.4	41.7	20.3	20.3	46.8	50.0	50.0	95.5	0.0	45.1
LOS by Move:	F	B	B	D	C+	C+	D	D	D	F	A	D
HCM2k95thQ:	8	17	17	8	50	50	3	8	8	15	0	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (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:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	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	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	176	15	0	185	41	0	0	0	10	0	86
PasserByVol:	0	438	279	0	687	479	0	0	0	100	0	172
Initial Fut:	0	1396	820	0	2289	1082	0	0	0	667	0	841
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1396	0	0	2289	0	0	0	0	667	0	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1396	0	0	2289	0	0	0	0	667	0	841
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1396	0	0	2289	0	0	0	0	667	0	841

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	3150	0	5700	3150	0	0	0	3150	0	3150

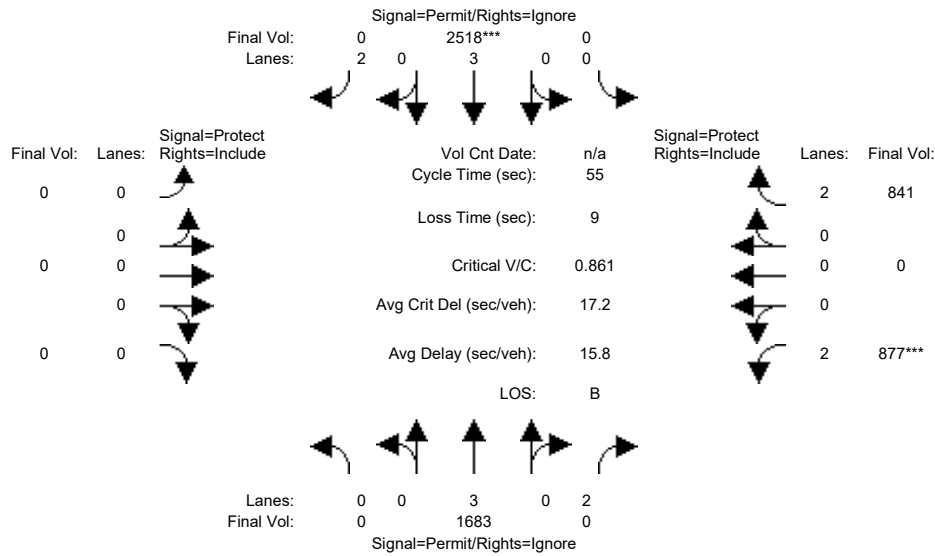
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.21	0.00	0.27
Crit Moves:					****							****
Green Time:	0.0	27.6	0.0	0.0	27.6	0.0	0.0	0.0	0.0	18.4	0.0	18.4
Volume/Cap:	0.00	0.49	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.63	0.00	0.80
Delay/Veh:	0.0	9.2	0.0	0.0	13.0	0.0	0.0	0.0	0.0	16.8	0.0	21.1
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	9.2	0.0	0.0	13.0	0.0	0.0	0.0	0.0	16.8	0.0	21.1
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	C+
HCM2k95thQ:	0	5	0	0	12	0	0	0	0	13	0	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #29: Wolfe Road / I-280 Ramp (North)



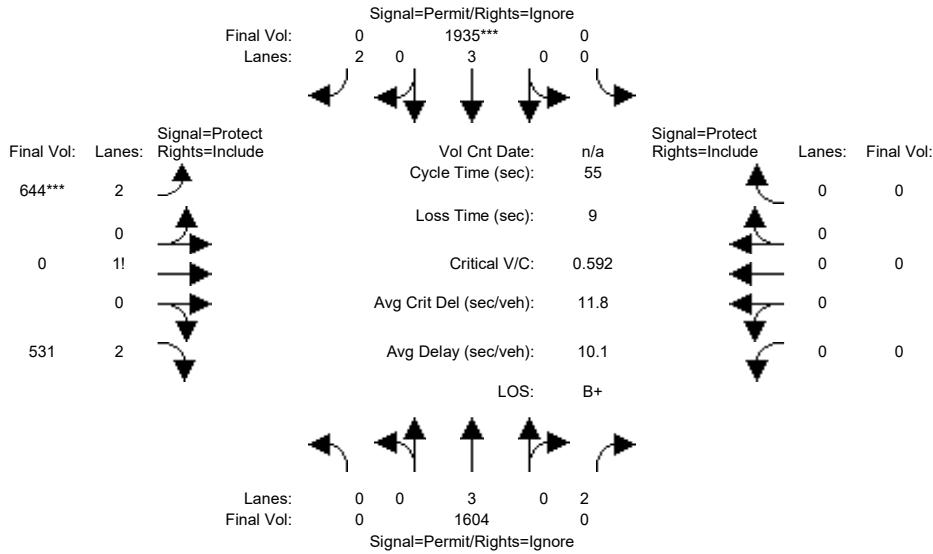
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	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	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	463	315	0	414	41	0	0	0	220	0	86
PasserByVol:	0	438	279	0	687	479	0	0	0	100	0	172
Initial Fut:	0	1683	1120	0	2518	1082	0	0	0	877	0	841
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1683	0	0	2518	0	0	0	0	877	0	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1683	0	0	2518	0	0	0	0	877	0	841
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1683	0	0	2518	0	0	0	0	877	0	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	3150	0	5700	3150	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.28	0.00	0.27
Crit Moves:					****					****		
Green Time:	0.0	28.2	0.0	0.0	28.2	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.00	0.58	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.00	0.83
Delay/Veh:	0.0	9.5	0.0	0.0	14.5	0.0	0.0	0.0	0.0	25.0	0.0	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	14.5	0.0	0.0	0.0	0.0	25.0	0.0	22.8
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C+
HCM2k95thQ:	0	6	0	0	15	0	0	0	0	22	0	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1099	463	0	1401	565	231	0	375	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	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	126	10	0	144	51	65	0	16	0	0	0
PasserByVol:	0	379	12	0	390	397	348	0	140	0	0	0
Initial Fut:	0	1604	485	0	1935	1013	644	0	531	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1604	0	0	1935	0	644	0	531	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1604	0	0	1935	0	644	0	531	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1604	0	0	1935	0	644	0	531	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	0.83	0.92	1.00	0.83	0.85	1.00	0.84	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.54	0.00	2.46	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4127	0	3918	0	0	0

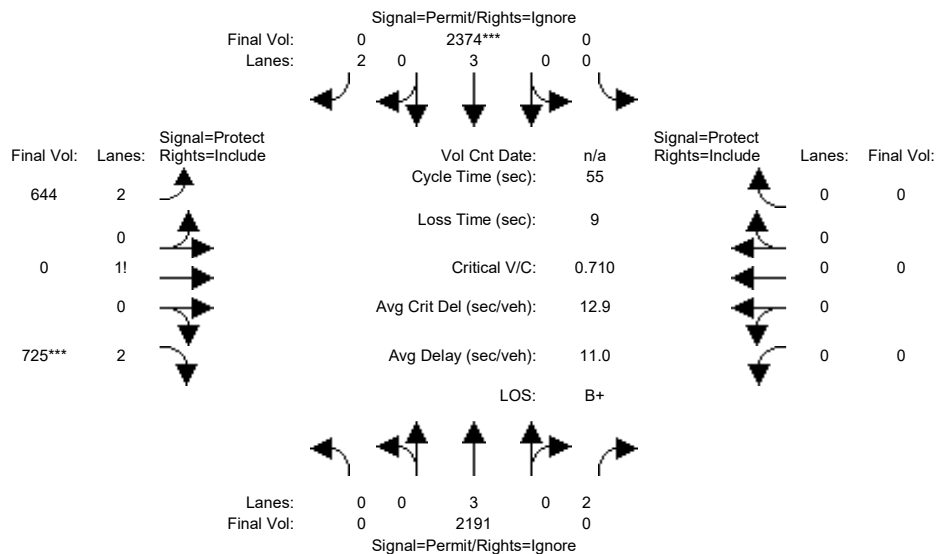
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.34	0.00	0.16	0.00	0.14	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	31.5	0.0	0.0	31.5	0.0	14.5	0.0	14.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.59	0.00	0.59	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	7.1	0.0	0.0	7.9	0.0	18.2	0.0	17.5	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	7.1	0.0	0.0	7.9	0.0	18.2	0.0	17.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B	A	A	A
HCM2k95thQ:	0	2	0	0	3	0	10	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



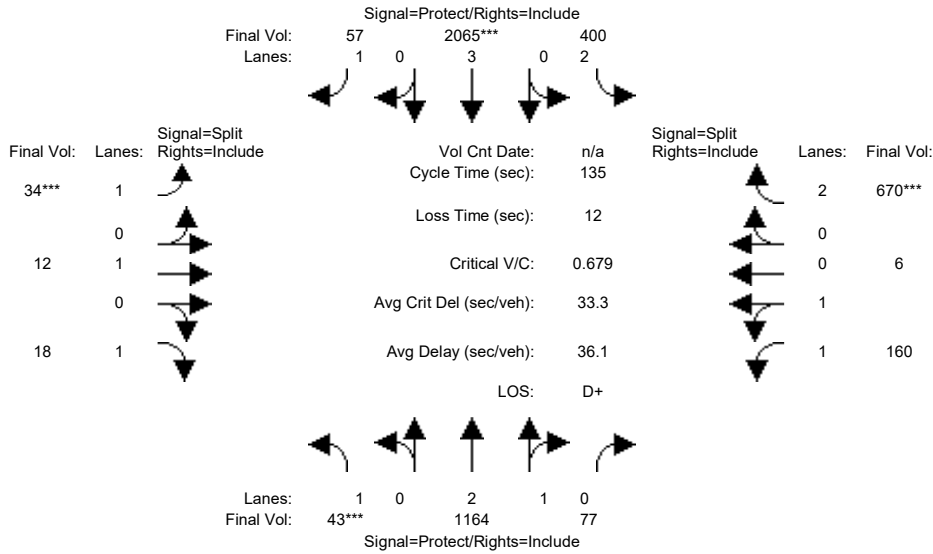
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	565	231	0	375	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	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	713	381	0	583	51	65	0	210	0	0	0
PasserByVol:	0	379	12	0	390	397	348	0	140	0	0	0
Initial Fut:	0	2191	856	0	2374	1013	644	0	725	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2191	0	0	2374	0	644	0	725	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2191	0	0	2374	0	644	0	725	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2191	0	0	2374	0	644	0	725	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	0.83	0.92	1.00	0.83	0.84	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.47	0.00	2.53	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	3960	0	4088	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.42	0.00	0.16	0.00	0.18	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	32.3	0.0	0.0	32.3	0.0	13.7	0.0	13.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.00	0.00	0.71	0.00	0.65	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	0.0	0.0	8.8	0.0	19.2	0.0	20.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	8.8	0.0	19.2	0.0	20.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	C+	A	A	A
HCM2k95thQ:	0	3	0	0	3	0	11	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	0	107	1	32	128	0	0	0	0	3	0	1
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	43	1164	77	400	2065	57	34	12	18	160	6	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1164	77	400	2065	57	34	12	18	160	6	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1164	77	400	2065	57	34	12	18	160	6	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	1164	77	400	2065	57	34	12	18	160	6	670

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	0.93	0.95	0.83
Lanes:	1.00	2.81	0.19	2.00	3.00	1.00	1.00	1.00	1.00	1.93	0.07	2.00
Final Sat.:	1750	5252	347	3150	5700	1750	1750	1900	1750	3422	128	3150

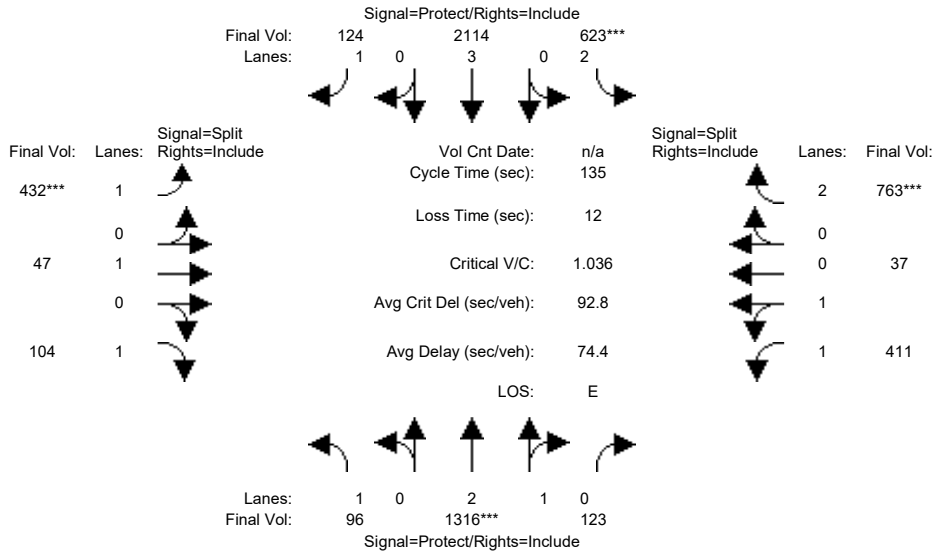
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.13	0.36	0.03	0.02	0.01	0.01	0.05	0.05	0.21
Crit Moves:	***			****			****					****
Green Time:	7.0	46.9	46.9	26.9	66.8	66.8	10.0	10.0	10.0	39.2	39.2	39.2
Volume/Cap:	0.47	0.64	0.64	0.64	0.73	0.07	0.26	0.09	0.14	0.16	0.16	0.73
Delay/Veh:	66.1	37.6	37.6	51.8	28.0	17.8	60.1	58.5	59.0	35.7	35.7	46.2
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:	66.1	37.6	37.6	51.8	28.0	17.8	60.1	58.5	59.0	35.7	35.7	46.2
LOS by Move:	E	D+	D+	D-	C	B	E	E+	E+	D+	D+	D
HCM2k95thQ:	4	25	25	17	38	3	3	1	2	5	5	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	53	259	47	255	177	67	398	35	86	254	31	94
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	96	1316	123	623	2114	124	432	47	104	411	37	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1316	123	623	2114	124	432	47	104	411	37	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1316	123	623	2114	124	432	47	104	411	37	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	1316	123	623	2114	124	432	47	104	411	37	763

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	0.93	0.95	0.83
Lanes:	1.00	2.73	0.27	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5121	479	3150	5700	1750	1750	1900	1750	3257	293	3150

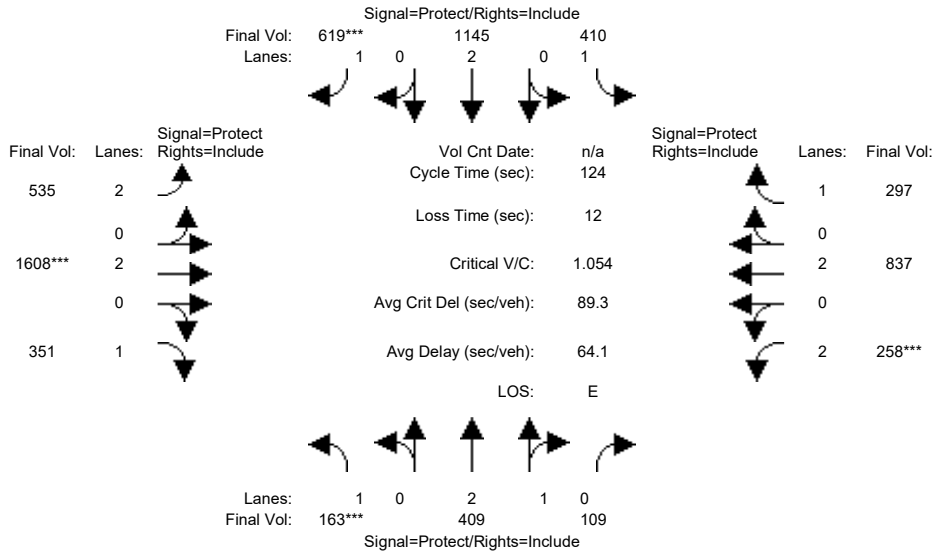
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.20	0.37	0.07	0.25	0.02	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.6	33.5	33.5	25.8	51.6	51.6	32.2	32.2	32.2	31.6	31.6	31.6
Volume/Cap:	0.97	1.04	1.04	1.04	0.97	0.19	1.04	0.10	0.25	0.54	0.54	1.04
Delay/Veh:	143.9	84.7	84.7	100.9	53.8	27.8	105.1	40.3	42.0	46.1	46.1	94.5
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:	143.9	84.7	84.7	100.9	53.8	27.8	105.1	40.3	42.0	46.1	46.1	94.5
LOS by Move:	F	F	F	F	D-	C	F	D	D	D	D	F
HCM2k95thQ:	9	37	37	33	52	7	43	3	7	15	15	37

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	11	49	11	12	77	42	40	198	24	30	136	19
PasserByVol:	0	46	10	111	164	148	69	62	0	21	88	77
Initial Fut:	163	409	109	410	1145	619	535	1608	351	258	837	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	409	109	410	1145	619	535	1608	351	258	837	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	409	109	410	1145	619	535	1608	351	258	837	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	409	109	410	1145	619	535	1608	351	258	837	297

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	1.00	0.92
Lanes:	1.00	2.35	0.65	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4420	1178	1750	3800	1750	3150	3800	1750	3150	3800	1750

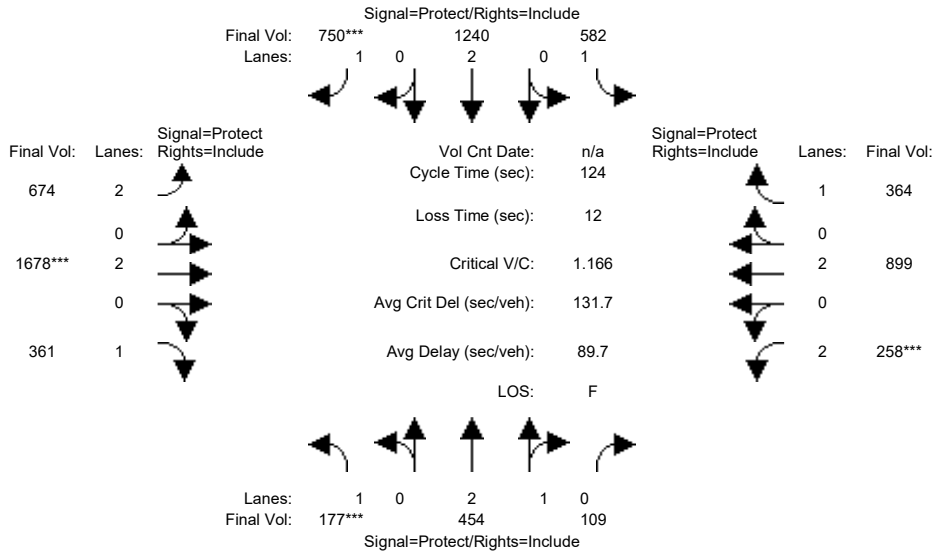
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.23	0.30	0.35	0.17	0.42	0.20	0.08	0.22	0.17
Crit Moves:	***					***	***			***		
Green Time:	11.0	14.9	14.9	37.7	41.6	41.6	25.9	49.8	49.8	9.6	33.6	33.6
Volume/Cap:	1.05	0.77	0.77	0.77	0.90	1.05	0.81	1.05	0.50	1.05	0.81	0.63
Delay/Veh:	143.9	58.4	58.4	46.1	47.9	93.3	54.5	75.8	28.3	129.6	47.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.9	58.4	58.4	46.1	47.9	93.3	54.5	75.8	28.3	129.6	47.4	42.4
LOS by Move:	F	E+	E+	D	D	F	D-	E-	C	F	D	D
HCM2k95thQ:	17	13	13	25	35	50	21	60	13	15	26	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	25	94	11	184	172	173	179	268	34	30	198	86
PasserByVol:	0	46	10	111	164	148	69	62	0	21	88	77
Initial Fut:	177	454	109	582	1240	750	674	1678	361	258	899	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	454	109	582	1240	750	674	1678	361	258	899	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	454	109	582	1240	750	674	1678	361	258	899	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	454	109	582	1240	750	674	1678	361	258	899	364

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	1.00	0.92
Lanes:	1.00	2.40	0.60	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4514	1084	1750	3800	1750	3150	3800	1750	3150	3800	1750

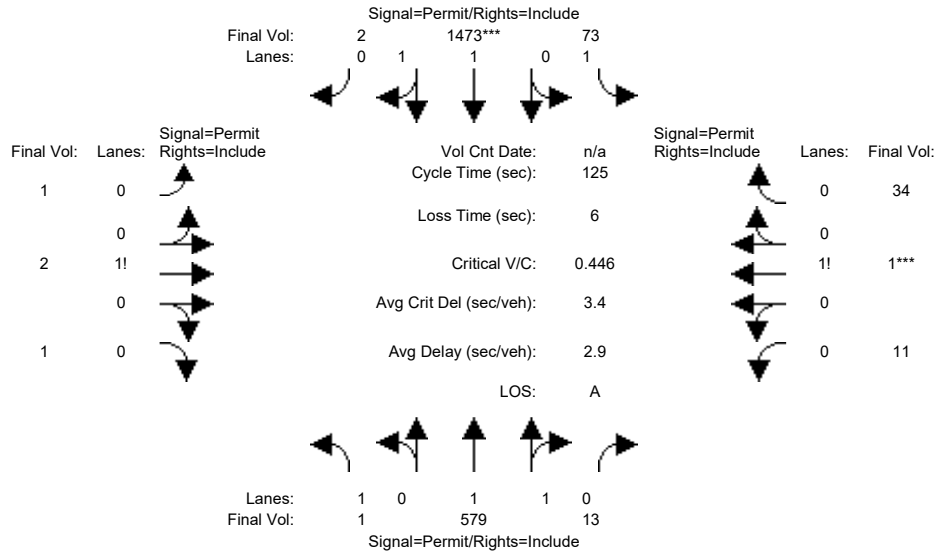
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.33	0.33	0.43	0.21	0.44	0.21	0.08	0.24	0.21
Crit Moves:	***					****		****		****		
Green Time:	10.8	13.1	13.1	43.3	45.6	45.6	26.4	47.0	47.0	8.7	29.2	29.2
Volume/Cap:	1.17	0.95	0.95	0.95	0.89	1.17	1.00	1.17	0.54	1.17	1.00	0.88
Delay/Veh:	181.3	81.0	81.0	64.7	44.1	130.1	84.4	121	31.1	170.3	78.3	65.2
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:	181.3	81.0	81.0	64.7	44.1	130.1	84.4	121	31.1	170.3	78.3	65.2
LOS by Move:	F	F	F	E	D	F	F	F	C	F	E-	E
HCM2k95thQ:	21	16	16	38	34	67	30	71	15	17	35	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	71	0	0	131	0	0	0	0	0	0	0
PasserByVol:	0	49	0	0	150	0	0	0	0	0	0	0
Initial Fut:	1	579	13	73	1473	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	579	13	73	1473	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	579	13	73	1473	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	579	13	73	1473	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3619	81	1750	3695	5	438	875	438	418	38	1293

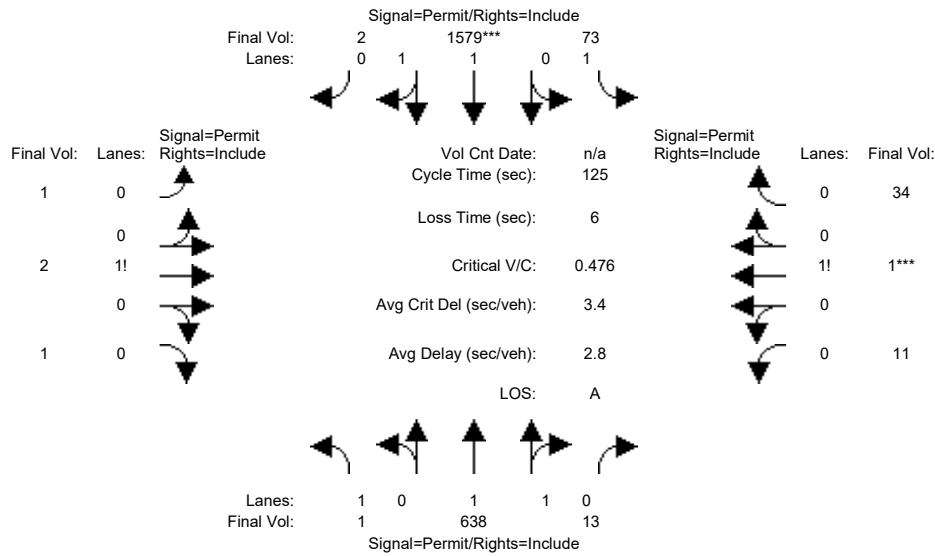
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.40	0.40	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.18	0.18	0.05	0.46	0.46	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.2	1.2	1.1	1.8	1.8	53.1	53.1	53.1	55.7	55.7	55.7
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:	1.0	1.2	1.2	1.1	1.8	1.8	53.1	53.1	53.1	55.7	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+
HCM2k95thQ:	0	4	4	1	11	11	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	130	0	0	237	0	0	0	0	0	0	0
PasserByVol:	0	49	0	0	150	0	0	0	0	0	0	0
Initial Fut:	1	638	13	73	1579	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	638	13	73	1579	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	638	13	73	1579	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	638	13	73	1579	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3626	74	1750	3695	5	438	875	438	418	38	1293

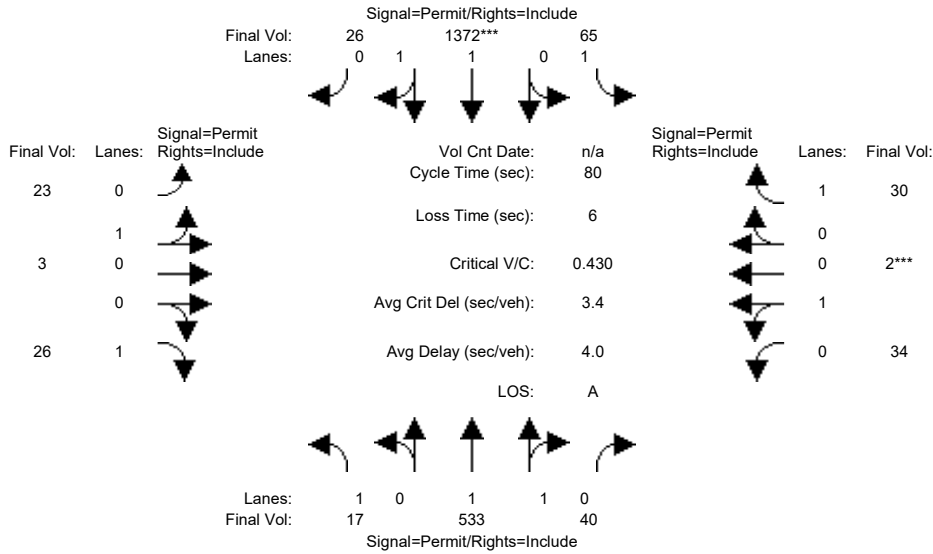
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.04	0.43	0.43	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.20	0.20	0.05	0.49	0.49	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	1.3	1.1	1.9	1.9	53.1	53.1	53.1	55.7	55.7	55.7
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:	1.0	1.3	1.3	1.1	1.9	1.9	53.1	53.1	53.1	55.7	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+
HCM2k95thQ:	0	4	4	1	13	13	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	71	0	0	131	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	130	0	0	0	0	0	0	0
Initial Fut:	17	533	40	65	1372	26	23	3	26	34	2	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:	17	533	40	65	1372	26	23	3	26	34	2	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	533	40	65	1372	26	23	3	26	34	2	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
Final Volume:	17	533	40	65	1372	26	23	3	26	34	2	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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3442	258	1750	3631	69	1592	208	1750	1700	100	1750

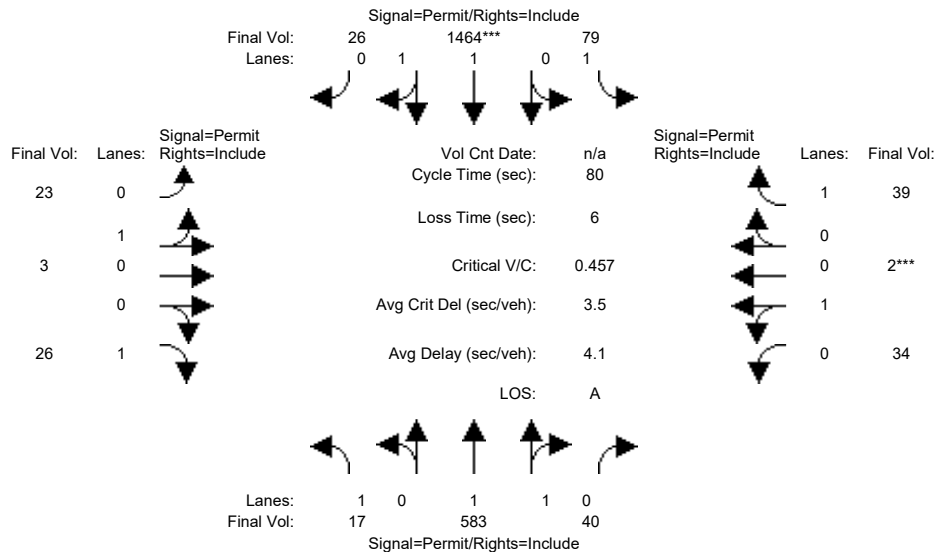
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.04	0.38	0.38	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.19	0.19	0.05	0.47	0.47	0.12	0.12	0.12	0.16	0.16	0.14
Delay/Veh:	1.6	1.9	1.9	1.7	2.7	2.7	31.3	31.3	31.3	31.6	31.6	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:	1.6	1.9	1.9	1.7	2.7	2.7	31.3	31.3	31.3	31.6	31.6	31.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	4	4	1	11	11	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	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:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	121	0	14	223	0	0	0	0	0	0	9
PasserByVol:	0	39	0	0	130	0	0	0	0	0	0	0
Initial Fut:	17	583	40	79	1464	26	23	3	26	34	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	583	40	79	1464	26	23	3	26	34	2	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	583	40	79	1464	26	23	3	26	34	2	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	583	40	79	1464	26	23	3	26	34	2	39

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3462	238	1750	3635	65	1592	208	1750	1700	100	1750

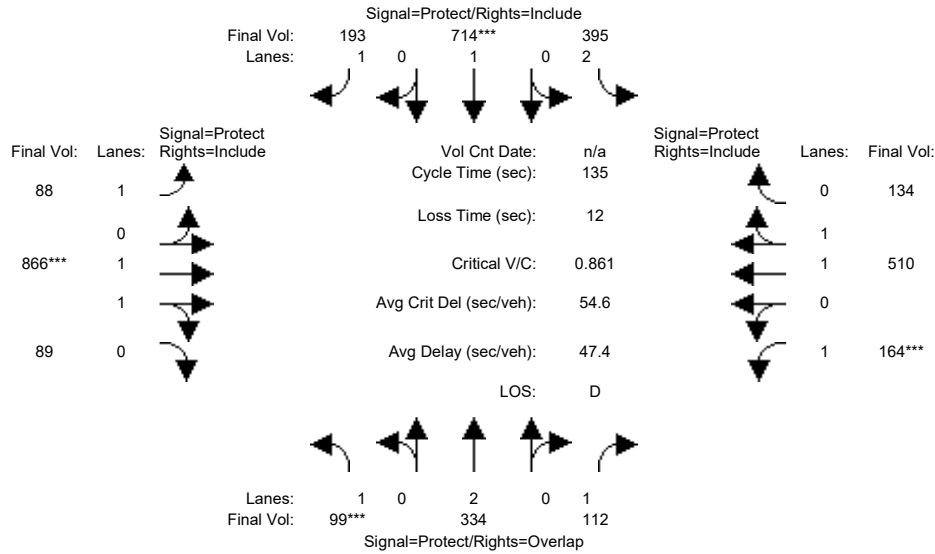
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.17	0.17	0.05	0.40	0.40	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.21	0.21	0.06	0.50	0.50	0.12	0.12	0.12	0.16	0.16	0.18
Delay/Veh:	1.6	2.0	2.0	1.7	2.8	2.8	31.3	31.3	31.3	31.6	31.6	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	2.0	2.0	1.7	2.8	2.8	31.3	31.3	31.3	31.6	31.6	31.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	4	4	1	12	12	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	71	9	0	131	0	0	27	0	26	10	0
PasserByVol:	0	27	0	2	96	9	6	0	0	0	0	1
Initial Fut:	99	334	112	395	714	193	88	866	89	164	510	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	334	112	395	714	193	88	866	89	164	510	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	334	112	395	714	193	88	866	89	164	510	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	334	112	395	714	193	88	866	89	164	510	134

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.81	0.19	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3355	345	1750	2930	770

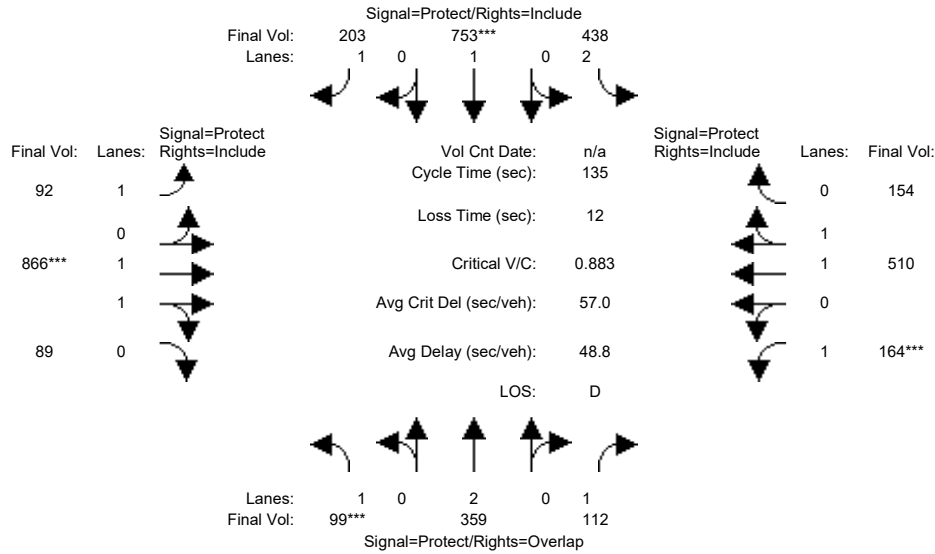
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.13	0.38	0.11	0.05	0.26	0.26	0.09	0.17	0.17
Crit Moves:	***				****			****		****		
Green Time:	8.9	27.9	42.6	39.9	58.9	58.9	12.7	40.5	40.5	14.7	42.5	42.5
Volume/Cap:	0.86	0.42	0.20	0.42	0.86	0.25	0.54	0.86	0.86	0.86	0.55	0.55
Delay/Veh:	106.6	46.9	33.9	38.6	43.4	24.3	61.8	51.6	51.6	89.7	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:	106.6	46.9	33.9	38.6	43.4	24.3	61.8	51.6	51.6	89.7	38.9	38.9
LOS by Move:	F	D	C-	D+	D	C	E	D-	D-	F	D+	D+
HCM2k95thQ:	10	11	7	14	45	10	7	34	34	15	20	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	96	9	43	170	10	4	27	0	26	10	20
PasserByVol:	0	27	0	2	96	9	6	0	0	0	0	1
Initial Fut:	99	359	112	438	753	203	92	866	89	164	510	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	359	112	438	753	203	92	866	89	164	510	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	359	112	438	753	203	92	866	89	164	510	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	359	112	438	753	203	92	866	89	164	510	154

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.81	0.19	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3355	345	1750	2841	858

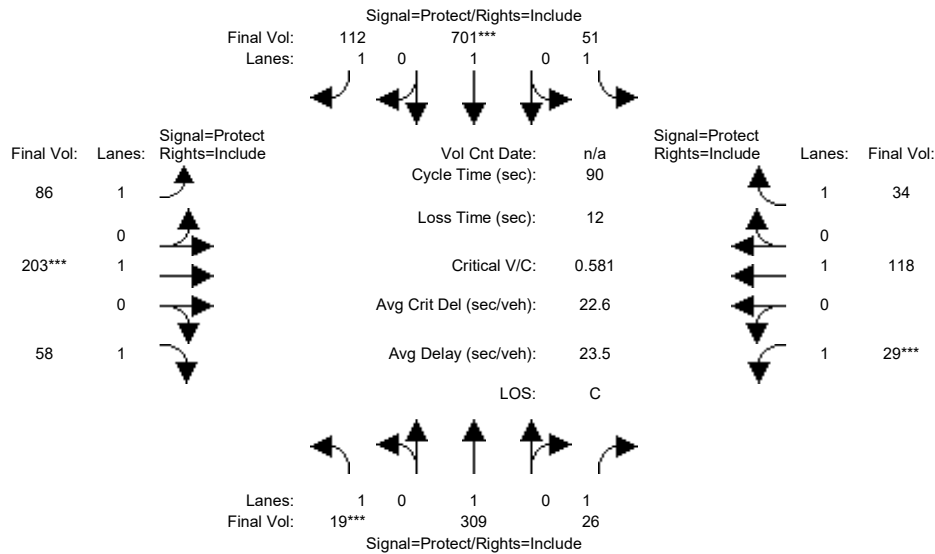
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.14	0.40	0.12	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	8.6	28.0	42.3	41.2	60.6	60.6	12.2	39.5	39.5	14.3	41.6	41.6
Volume/Cap:	0.88	0.46	0.20	0.46	0.88	0.26	0.58	0.88	0.88	0.88	0.58	0.58
Delay/Veh:	113.1	47.2	34.2	38.2	44.8	23.4	64.4	54.4	54.4	95.1	40.2	40.2
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:	113.1	47.2	34.2	38.2	44.8	23.4	64.4	54.4	54.4	95.1	40.2	40.2
LOS by Move:	F	D	C-	D+	D	C	E	D-	D-	F	D	D
HCM2k95thQ:	10	12	7	16	48	10	8	35	35	15	21	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	19	208	26	51	469	112	86	148	58	29	93	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34
Added Vol:	0	80	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	75	0	0	55	0	0	25	0
Initial Fut:	19	309	26	51	701	112	86	203	58	29	118	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	309	26	51	701	112	86	203	58	29	118	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	309	26	51	701	112	86	203	58	29	118	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	309	26	51	701	112	86	203	58	29	118	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

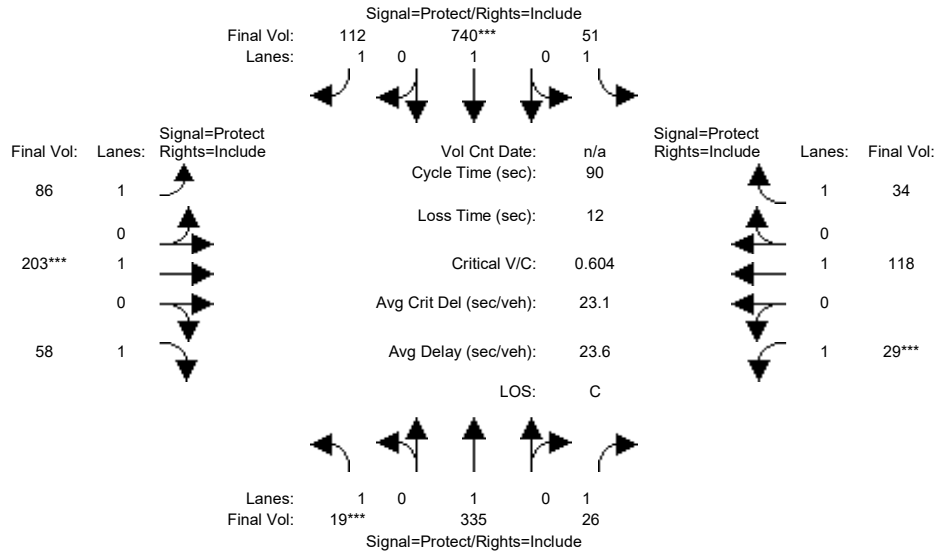
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.01	0.03	0.37	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	38.3	38.3	18.3	49.6	49.6	8.8	14.4	14.4	7.0	12.6	12.6
Volume/Cap:	0.14	0.38	0.03	0.14	0.67	0.12	0.50	0.67	0.21	0.21	0.44	0.14
Delay/Veh:	39.2	18.0	15.1	29.6	16.0	9.7	40.9	41.2	33.2	39.7	36.7	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	18.0	15.1	29.6	16.0	9.7	40.9	41.2	33.2	39.7	36.7	34.2
LOS by Move:	D	B-	B	C	B	A	D	D	C-	D	D+	C-
HCM2k95thQ:	1	11	1	2	23	3	6	13	3	2	7	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	19	208	26	51	469	112	86	148	58	29	93	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34
Added Vol:	0	106	0	0	196	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	75	0	0	55	0	0	25	0
Initial Fut:	19	335	26	51	740	112	86	203	58	29	118	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	335	26	51	740	112	86	203	58	29	118	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	335	26	51	740	112	86	203	58	29	118	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	335	26	51	740	112	86	203	58	29	118	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

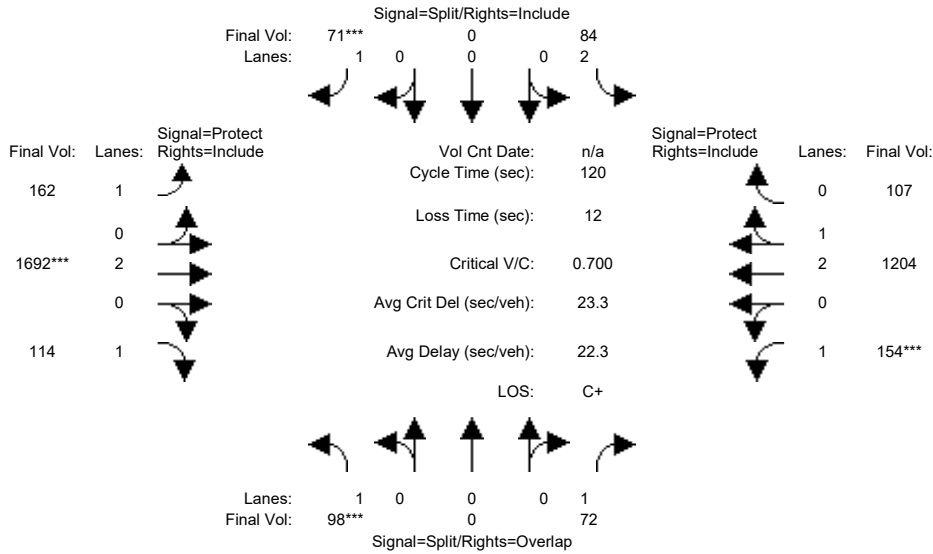
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.03	0.39	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.7	39.7	17.5	50.2	50.2	8.6	13.8	13.8	7.0	12.2	12.2
Volume/Cap:	0.14	0.40	0.03	0.15	0.70	0.11	0.52	0.70	0.22	0.21	0.46	0.14
Delay/Veh:	39.2	17.4	14.3	30.3	16.5	9.4	41.6	43.4	33.8	39.7	37.1	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	17.4	14.3	30.3	16.5	9.4	41.6	43.4	33.8	39.7	37.1	34.6
LOS by Move:	D	B	B	C	B	A	D	D	C-	D	D+	C-
HCM2k95thQ:	1	12	1	2	25	3	6	13	3	2	7	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	98	0	72	60	0	50	134	1366	114	144	868	82
Growth Adj:	1.00	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	0	72	60	0	50	134	1366	114	144	868	82
Added Vol:	0	0	0	0	0	0	0	220	0	0	186	0
PasserByVol:	0	0	0	24	0	21	28	106	0	10	150	25
Initial Fut:	98	0	72	84	0	71	162	1692	114	154	1204	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	72	84	0	71	162	1692	114	154	1204	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1692	114	154	1204	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	0	72	84	0	71	162	1692	114	154	1204	107

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	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5142	457

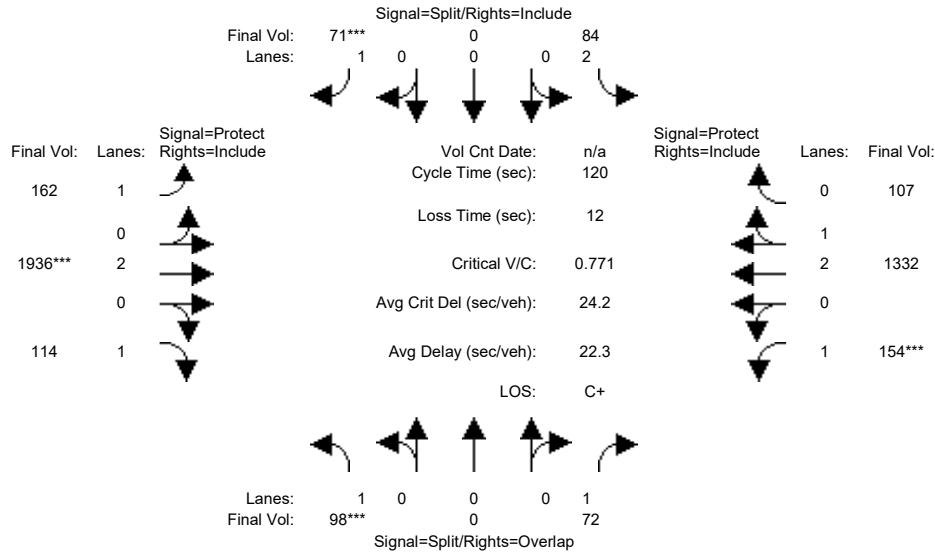
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.45	0.07	0.09	0.23	0.23
Crit Moves:	***					***	***	***		***		
Green Time:	9.6	0.0	24.7	7.0	0.0	7.0	25.9	76.4	76.4	15.1	65.5	65.5
Volume/Cap:	0.70	0.00	0.20	0.46	0.00	0.70	0.43	0.70	0.10	0.70	0.43	0.43
Delay/Veh:	68.4	0.0	39.7	56.5	0.0	75.0	41.4	15.2	8.5	59.9	16.2	16.2
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:	68.4	0.0	39.7	56.5	0.0	75.0	41.4	15.2	8.5	59.9	16.2	16.2
LOS by Move:	E	A	D	E+	A	E-	D	B	A	E+	B	B
HCM2k95thQ:	10	0	5	5	0	8	10	32	3	11	17	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	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:	98	0	72	60	0	50	134	1366	114	144	868	82
Growth Adj:	1.00	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	0	72	60	0	50	134	1366	114	144	868	82
Added Vol:	0	0	0	0	0	0	0	464	0	0	314	0
PasserByVol:	0	0	0	24	0	21	28	106	0	10	150	25
Initial Fut:	98	0	72	84	0	71	162	1936	114	154	1332	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	72	84	0	71	162	1936	114	154	1332	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1936	114	154	1332	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	0	72	84	0	71	162	1936	114	154	1332	107

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	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.77	0.23
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5183	416

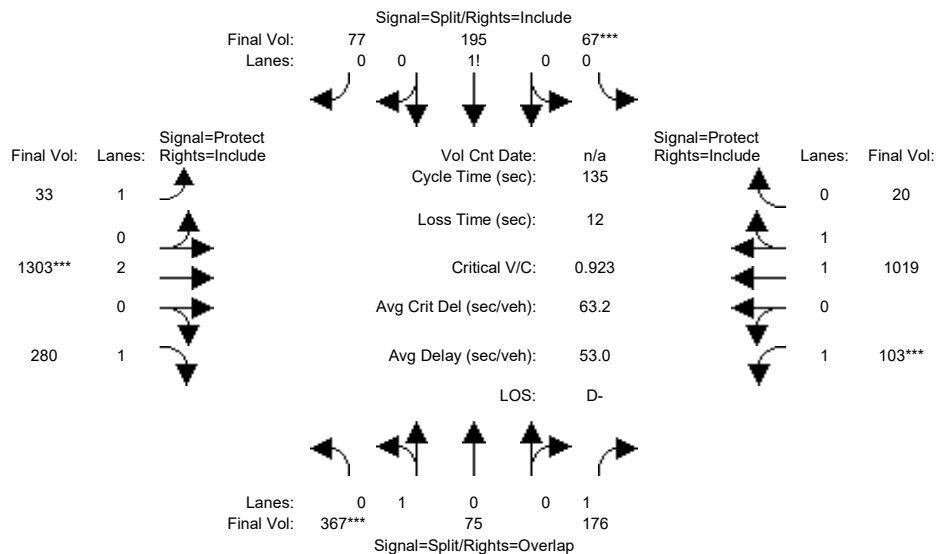
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.51	0.07	0.09	0.26	0.26
Crit Moves:	***					***		***		***		
Green Time:	8.7	0.0	22.4	6.3	0.0	6.3	24.6	79.3	79.3	13.7	68.4	68.4
Volume/Cap:	0.77	0.00	0.22	0.51	0.00	0.77	0.45	0.77	0.10	0.77	0.45	0.45
Delay/Veh:	79.3	0.0	41.7	57.9	0.0	88.3	42.7	15.6	7.4	68.3	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	0.0	41.7	57.9	0.0	88.3	42.7	15.6	7.4	68.3	15.1	15.1
LOS by Move:	E-	A	D	E+	A	F	D	B	A	E	B	B
HCM2k95thQ:	11	0	5	5	0	9	10	38	3	12	18	18

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	1	0	0	0	0	131	0	1	157	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	176	67	195	77	33	1303	280	103	1019	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	75	176	67	195	77	33	1303	280	103	1019	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	176	67	195	77	33	1303	280	103	1019	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	75	176	67	195	77	33	1303	280	103	1019	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.83	0.17	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1495	305	1750	346	1007	397	1750	3800	1750	1750	3629	71

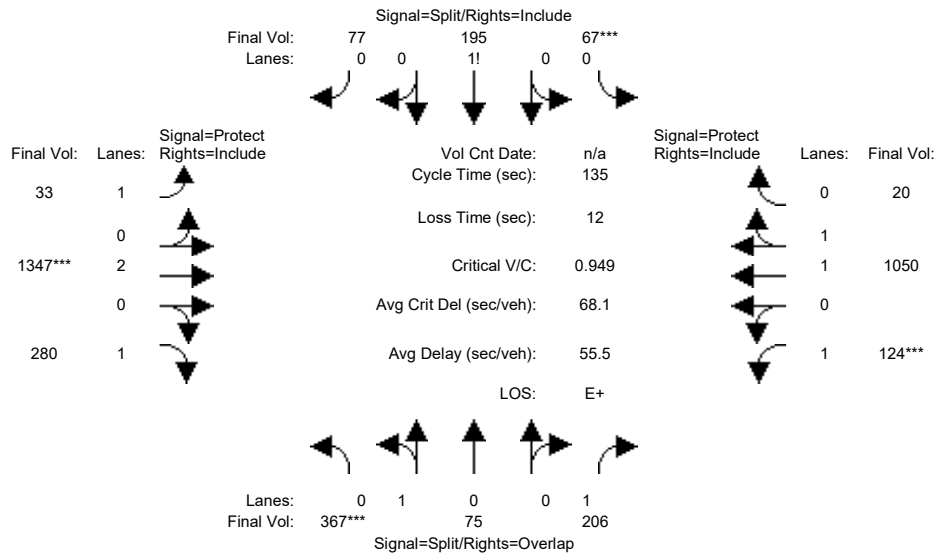
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.10	0.19	0.19	0.19	0.02	0.34	0.16	0.06	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	35.9	35.9	44.5	28.3	28.3	28.3	9.2	50.1	50.1	8.6	49.6	49.6
Volume/Cap:	0.92	0.92	0.30	0.92	0.92	0.92	0.28	0.92	0.43	0.92	0.76	0.76
Delay/Veh:	71.7	71.7	34.0	80.6	80.6	80.6	61.1	50.9	32.2	124.1	40.2	40.2
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:	71.7	71.7	34.0	80.6	80.6	80.6	61.1	50.9	32.2	124.1	40.2	40.2
LOS by Move:	E	E	C-	F	F	F	E	D	C-	F	D	D
HCM2k95thQ:	35	35	11	32	32	32	3	42	16	10	33	33

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	31	0	0	0	0	175	0	22	188	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	206	67	195	77	33	1347	280	124	1050	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	75	206	67	195	77	33	1347	280	124	1050	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	206	67	195	77	33	1347	280	124	1050	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	75	206	67	195	77	33	1347	280	124	1050	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.83	0.17	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1495	305	1750	346	1007	397	1750	3800	1750	1750	3631	69

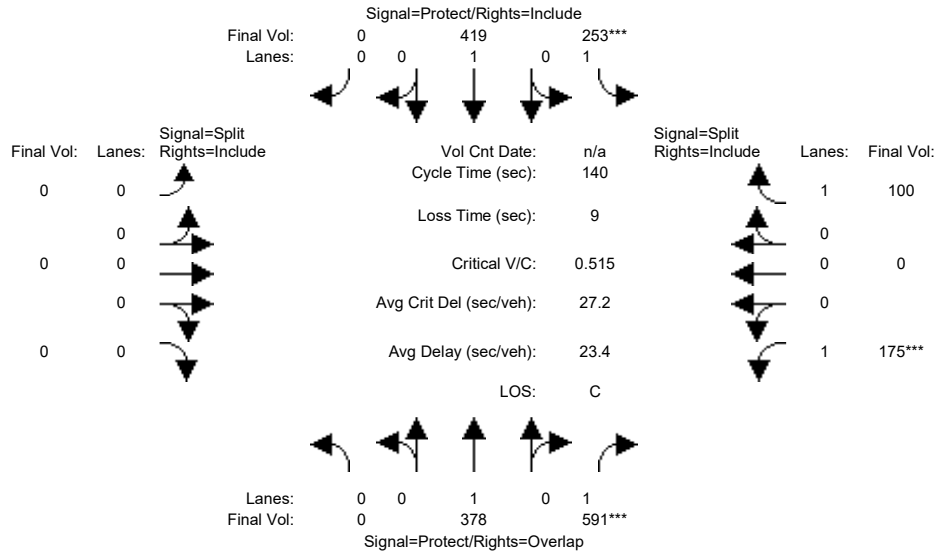
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.12	0.19	0.19	0.19	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***			***			***			***		
Green Time:	34.9	34.9	45.0	27.6	27.6	27.6	9.2	50.4	50.4	10.1	51.3	51.3
Volume/Cap:	0.95	0.95	0.35	0.95	0.95	0.95	0.28	0.95	0.43	0.95	0.76	0.76
Delay/Veh:	78.3	78.3	34.4	87.5	87.5	87.5	61.0	54.6	32.0	125.1	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:	78.3	78.3	34.4	87.5	87.5	87.5	61.0	54.6	32.0	125.1	39.0	39.0
LOS by Move:	E-	E-	C-	F	F	F	E	D-	C	F	D+	D+
HCM2k95thQ:	36	36	13	33	33	33	3	43	16	12	33	33

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	1	2	0	1	0	0	0	0	2	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	378	591	253	419	0	0	0	0	175	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	591	253	419	0	0	0	0	175	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	378	591	253	419	0	0	0	0	175	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	378	591	253	419	0	0	0	0	175	0	100

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

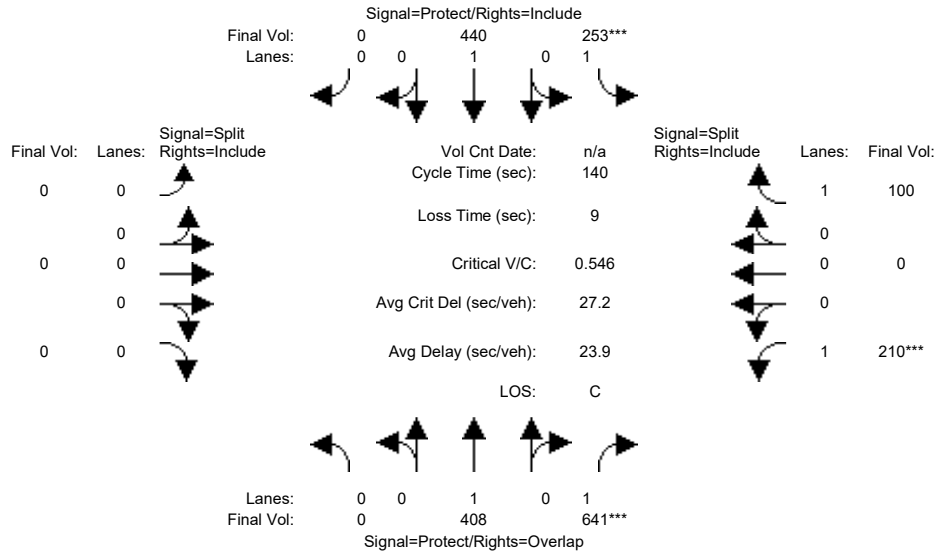
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.14	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	64.6	91.7	39.3	104	0.0	0.0	0.0	0.0	27.2	0.0	27.2
Volume/Cap:	0.00	0.43	0.52	0.52	0.30	0.00	0.00	0.00	0.00	0.52	0.00	0.29
Delay/Veh:	0.0	25.7	13.0	43.3	6.1	0.0	0.0	0.0	0.0	51.9	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	13.0	43.3	6.1	0.0	0.0	0.0	0.0	51.9	0.0	48.7
LOS by Move:	A	C	B	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	19	24	17	11	0	0	0	0	14	0	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	205	399	249	296	0	0	0	0	135	0	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:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	31	52	0	22	0	0	0	0	37	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	408	641	253	440	0	0	0	0	210	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	641	253	440	0	0	0	0	210	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	641	253	440	0	0	0	0	210	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	408	641	253	440	0	0	0	0	210	0	100

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

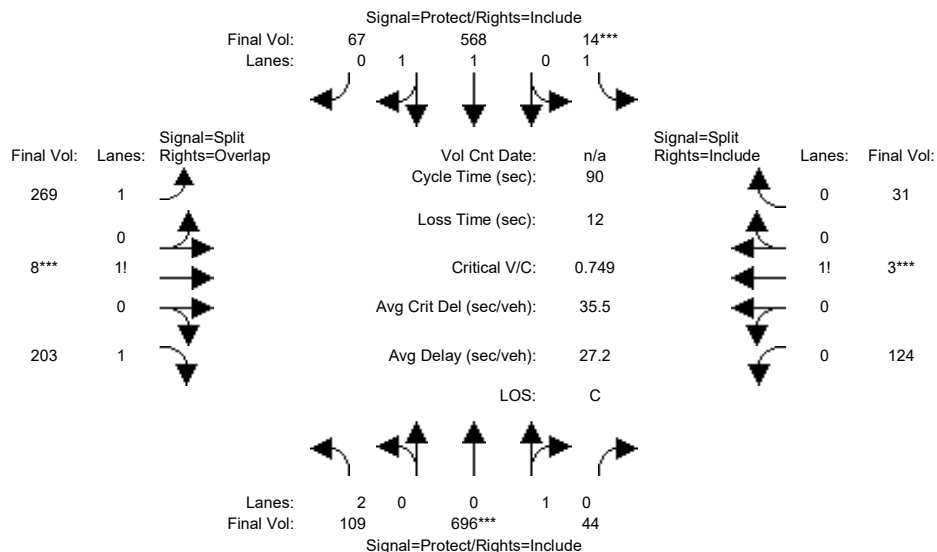
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.37	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	63.2	93.9	37.1	100	0.0	0.0	0.0	0.0	30.8	0.0	30.8
Volume/Cap:	0.00	0.48	0.55	0.55	0.32	0.00	0.00	0.00	0.00	0.55	0.00	0.26
Delay/Veh:	0.0	27.3	12.5	45.6	7.5	0.0	0.0	0.0	0.0	50.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	12.5	45.6	7.5	0.0	0.0	0.0	0.0	50.1	0.0	45.6
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	21	26	17	12	0	0	0	0	16	0	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	696	44	14	568	67	269	8	203	124	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	696	44	14	568	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	696	44	14	568	67	269	8	203	124	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	696	44	14	568	67	269	8	203	124	3	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.94	0.06	1.00	1.78	0.22	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1693	107	1750	3309	390	2715	57	2478	1373	33	343

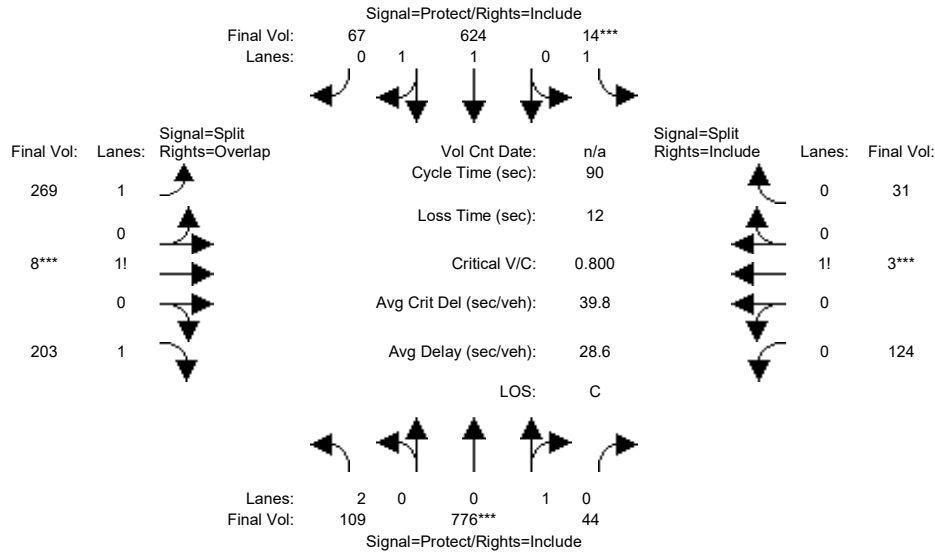
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.01	0.17	0.17	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.4	45.5	45.5	7.0	36.2	36.2	15.4	15.4	31.8	10.0	10.0	10.0
Volume/Cap:	0.19	0.81	0.81	0.10	0.43	0.43	0.58	0.81	0.23	0.81	0.81	0.81
Delay/Veh:	31.3	24.3	24.3	38.9	19.6	19.6	35.3	44.3	20.5	61.3	61.3	61.3
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:	31.3	24.3	24.3	38.9	19.6	19.6	35.3	44.3	20.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2k95thQ:	3	32	32	1	12	12	11	18	6	13	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	83	0	0	59	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	776	44	14	624	67	269	8	203	124	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	776	44	14	624	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	776	44	14	624	67	269	8	203	124	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	776	44	14	624	67	269	8	203	124	3	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.95	0.05	1.00	1.80	0.20	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1703	97	1750	3341	359	2715	57	2478	1373	33	343

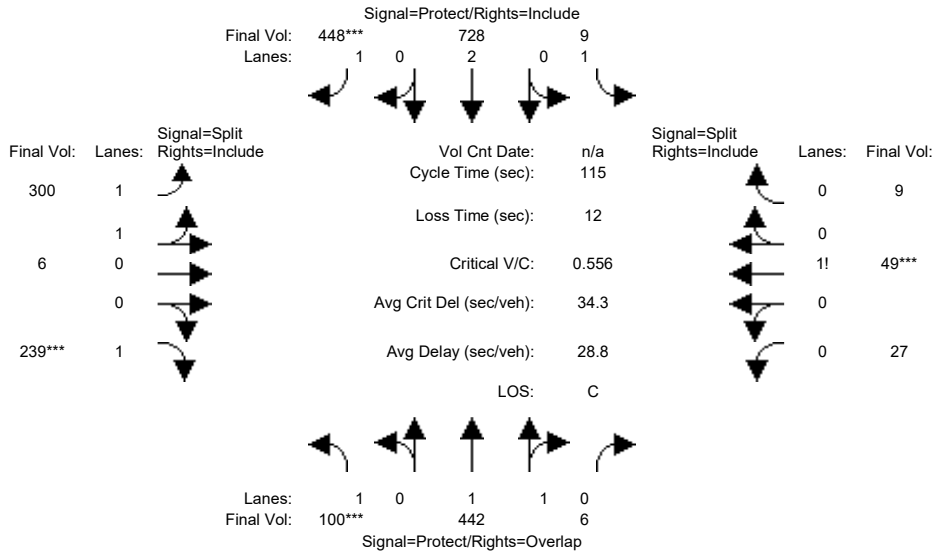
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.01	0.19	0.19	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.8	46.7	46.7	7.0	37.9	37.9	14.3	14.3	30.1	10.0	10.0	10.0
Volume/Cap:	0.20	0.88	0.88	0.10	0.44	0.44	0.62	0.88	0.25	0.81	0.81	0.81
Delay/Veh:	31.9	28.6	28.6	38.9	18.7	18.7	37.0	52.0	21.8	61.3	61.3	61.3
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:	31.9	28.6	28.6	38.9	18.7	18.7	37.0	52.0	21.8	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D-	C+	E	E	E
HCM2k95thQ:	3	38	38	1	13	13	11	19	6	13	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	5	0	0	0	0	3	3	0	5	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	100	442	6	9	728	448	300	6	239	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	442	6	9	728	448	300	6	239	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	442	6	9	728	448	300	6	239	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	442	6	9	728	448	300	6	239	27	49	9

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10
Final Sat.:	1750	3650	50	1750	3800	1750	3480	70	1750	556	1009	185

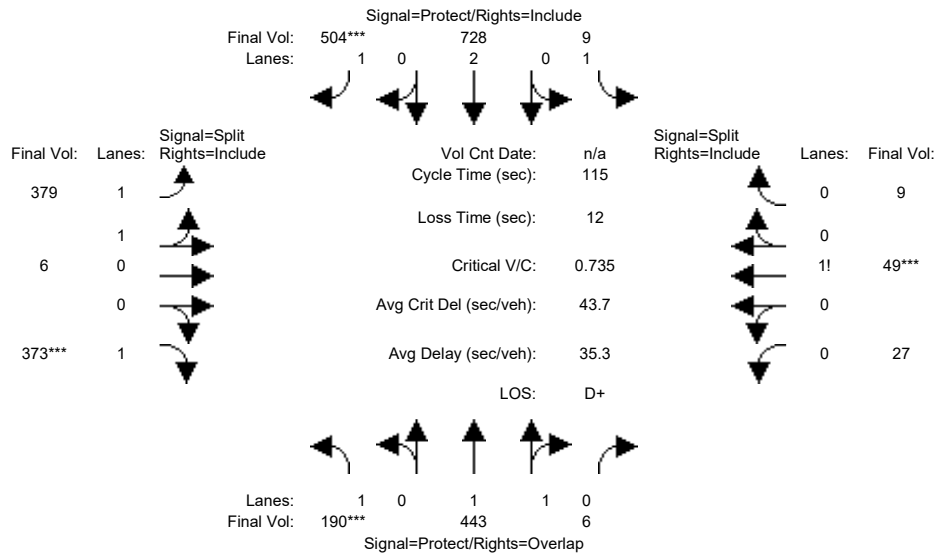
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.01	0.19	0.26	0.09	0.09	0.14	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	11.8	43.1	53.1	21.7	52.9	52.9	28.2	28.2	28.2	10.0	10.0	10.0
Volume/Cap:	0.56	0.32	0.26	0.03	0.42	0.56	0.35	0.35	0.56	0.56	0.56	0.56
Delay/Veh:	52.9	25.7	19.0	38.1	20.9	23.4	36.1	36.1	39.5	54.8	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	25.7	19.0	38.1	20.9	23.4	36.1	36.1	39.5	54.8	54.8	54.8
LOS by Move:	D-	C	B-	D+	C+	C	D+	D+	D	D-	D-	D-
HCM2k95thQ:	7	10	9	1	15	22	9	9	15	8	8	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	95	1	0	0	0	59	82	0	139	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	190	443	6	9	728	504	379	6	373	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	443	6	9	728	504	379	6	373	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	443	6	9	728	504	379	6	373	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	443	6	9	728	504	379	6	373	27	49	9

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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.97	0.03	1.00	0.32	0.58	0.10
Final Sat.:	1750	3651	49	1750	3800	1750	3495	55	1750	556	1009	185

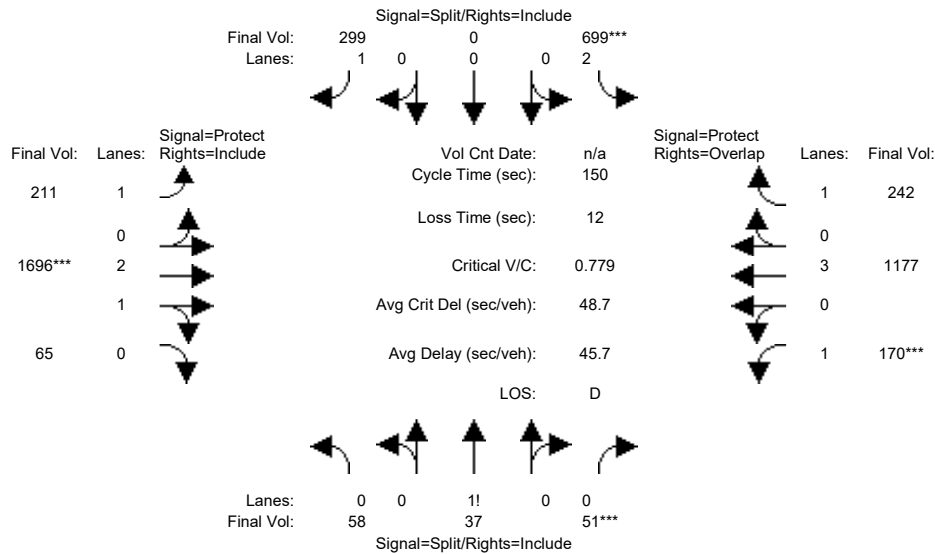
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.19	0.29	0.11	0.11	0.21	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	16.6	40.3	50.3	20.2	43.9	43.9	32.5	32.5	32.5	10.0	10.0	10.0
Volume/Cap:	0.75	0.35	0.28	0.03	0.50	0.75	0.38	0.38	0.75	0.56	0.56	0.56
Delay/Veh:	59.4	27.8	20.8	39.3	27.4	35.7	33.4	33.4	44.1	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	27.8	20.8	39.3	27.4	35.7	33.4	33.4	44.1	55.0	55.0	55.0
LOS by Move:	E+	C	C+	D	C	D+	C-	C-	D	D-	D-	D-
HCM2k95thQ:	13	11	9	1	18	29	11	11	24	8	8	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	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:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	0	0	0	5	0	0	0	220	0	0	186	5
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	58	37	51	699	0	299	211	1696	65	170	1177	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	37	51	699	0	299	211	1696	65	170	1177	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	37	51	699	0	299	211	1696	65	170	1177	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	37	51	699	0	299	211	1696	65	170	1177	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.40	0.25	0.35	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	695	443	611	3150	0	1750	1750	5393	207	1750	5700	1750

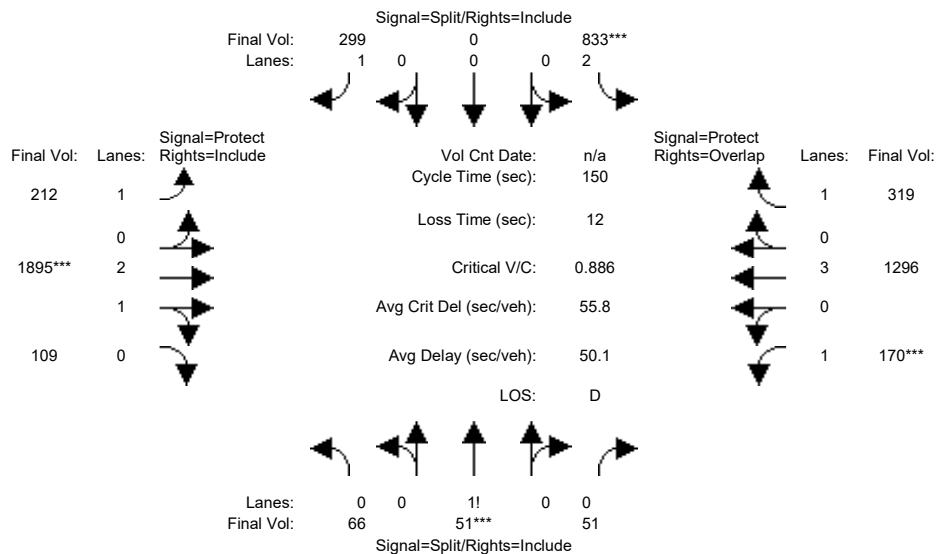
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.00	0.17	0.12	0.31	0.31	0.10	0.21	0.14
Crit Moves:			****	****				****		****		
Green Time:	16.1	16.1	16.1	42.7	0.0	42.7	29.2	60.5	60.5	18.7	50.0	92.7
Volume/Cap:	0.78	0.78	0.78	0.78	0.00	0.60	0.62	0.78	0.78	0.78	0.62	0.22
Delay/Veh:	83.8	83.8	83.8	53.7	0.0	48.3	58.8	40.7	40.7	79.9	42.6	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	83.8	83.8	53.7	0.0	48.3	58.8	40.7	40.7	79.9	42.6	12.8
LOS by Move:	F	F	F	D-	A	D	E+	D	D	E-	D	B
HCM2k95thQ:	14	14	14	31	0	23	17	39	39	16	26	10

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	8	14	0	139	0	0	1	419	44	0	305	82
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	66	51	51	833	0	299	212	1895	109	170	1296	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	51	51	833	0	299	212	1895	109	170	1296	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	51	51	833	0	299	212	1895	109	170	1296	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	51	51	833	0	299	212	1895	109	170	1296	319

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.40	0.30	0.30	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	688	531	531	3150	0	1750	1750	5295	305	1750	5700	1750

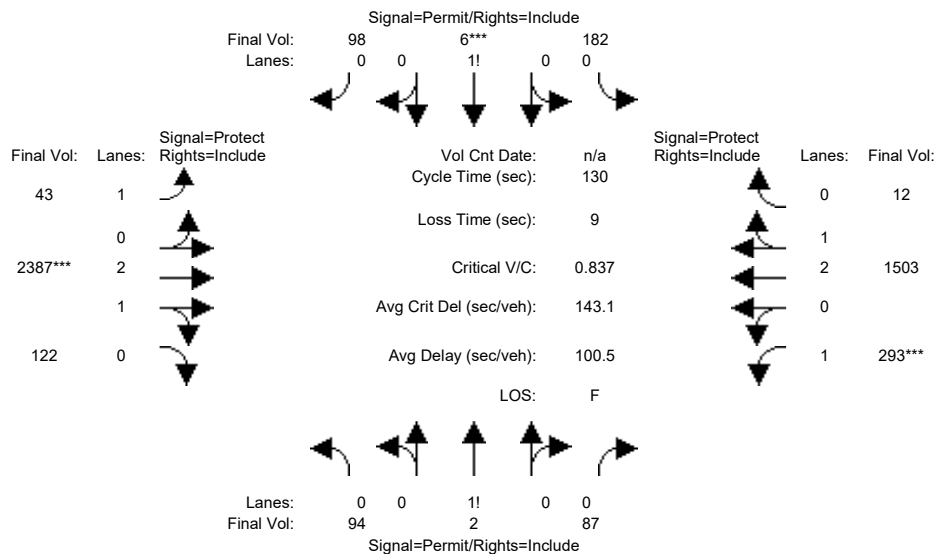
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.26	0.00	0.17	0.12	0.36	0.36	0.10	0.23	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.2	16.2	16.2	44.8	0.0	44.8	26.8	60.6	60.6	16.4	50.2	95.0
Volume/Cap:	0.89	0.89	0.89	0.89	0.00	0.57	0.68	0.89	0.89	0.89	0.68	0.29
Delay/Veh:	101.7	102	101.7	60.4	0.0	46.1	63.5	46.2	46.2	101.3	43.9	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	102	101.7	60.4	0.0	46.1	63.5	46.2	46.2	101.3	43.9	12.5
LOS by Move:	F	F	F	E	A	D	E	D	D	F	D	B
HCM2k95thQ:	17	17	17	39	0	22	18	47	47	17	29	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	225	0	0	191	0
PasserByVol:	0	1	0	39	0	12	5	360	0	88	318	4
Initial Fut:	88	2	82	171	6	92	40	2244	115	275	1413	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	2	87	182	6	98	43	2387	122	293	1503	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2387	122	293	1503	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2	87	182	6	98	43	2387	122	293	1503	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.64	0.02	0.34	1.00	2.85	0.15	1.00	2.98	0.02
Final Sat.:	895	20	834	1112	39	599	1750	5327	273	1750	5557	43

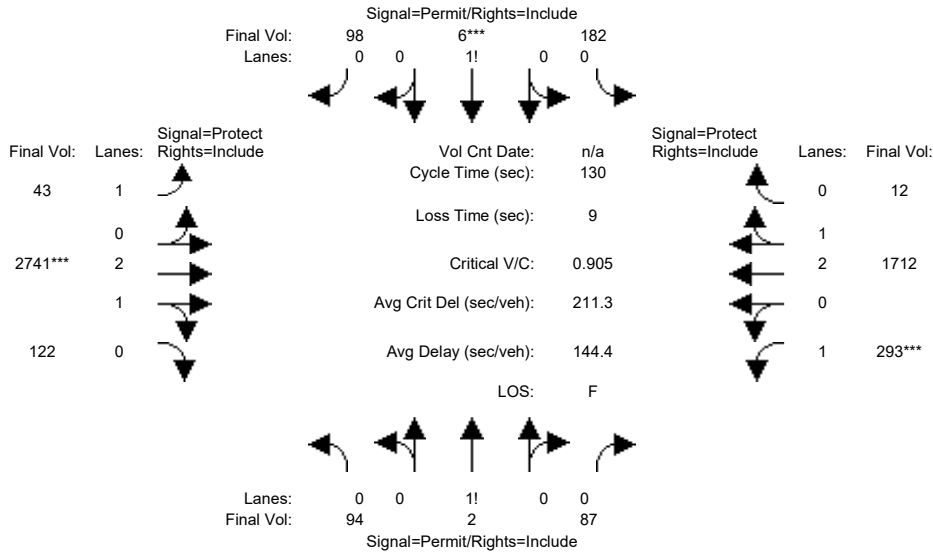
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.45	0.45	0.17	0.27	0.27
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.27	1.27	0.72	0.55	0.55
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	166	166.1	52.6	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	166	166.1	52.6	23.3	23.3
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2k95thQ:	11	11	11	18	18	18	3	84	84	21	24	24

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	558	0	0	387	0
PasserByVol:	0	1	0	39	0	12	5	360	0	88	318	4
Initial Fut:	88	2	82	171	6	92	40	2577	115	275	1609	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	2	87	182	6	98	43	2741	122	293	1712	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2741	122	293	1712	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2	87	182	6	98	43	2741	122	293	1712	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.64	0.02	0.34	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	895	20	834	1112	39	599	1750	5360	239	1750	5562	38

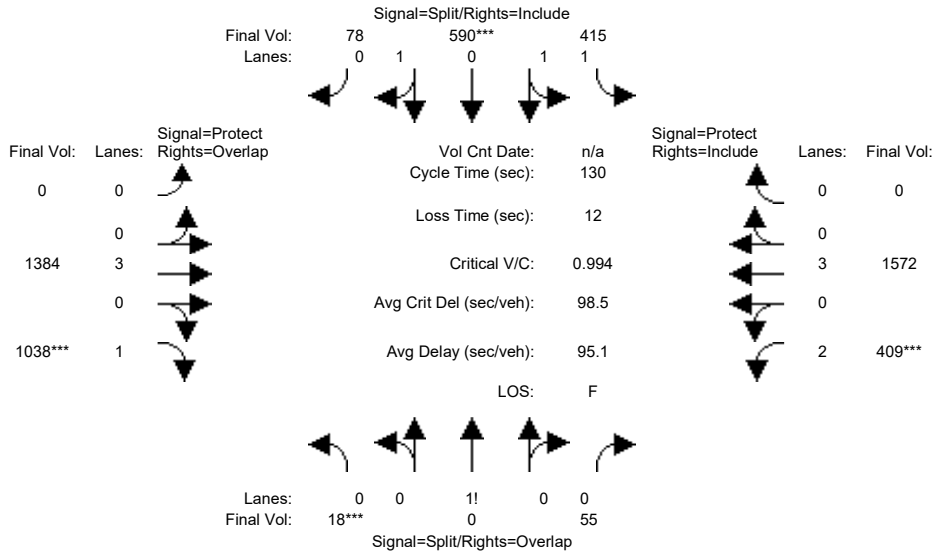
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.51	0.51	0.17	0.31	0.31
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.45	1.45	0.72	0.63	0.63
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	245	245.3	52.6	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	245	245.3	52.6	24.7	24.7
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2k95thQ:	11	11	11	18	18	18	3	111	111	20	28	28

Note: Queue reported is the number of cars per lane.

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SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	0.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	76	0	0	158	67	60	191	0
PasserByVol:	0	0	0	2	18	4	0	130	343	0	311	0
Initial Fut:	18	0	55	415	590	78	0	1384	1038	409	1572	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:	18	0	55	415	590	78	0	1384	1038	409	1572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	590	78	0	1384	1038	409	1572	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
Final Volume:	18	0	55	415	590	78	0	1384	1038	409	1572	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	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.17	1.62	0.21	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2050	2914	385	0	5700	1750	3150	5700	0

Capacity Analysis Module:

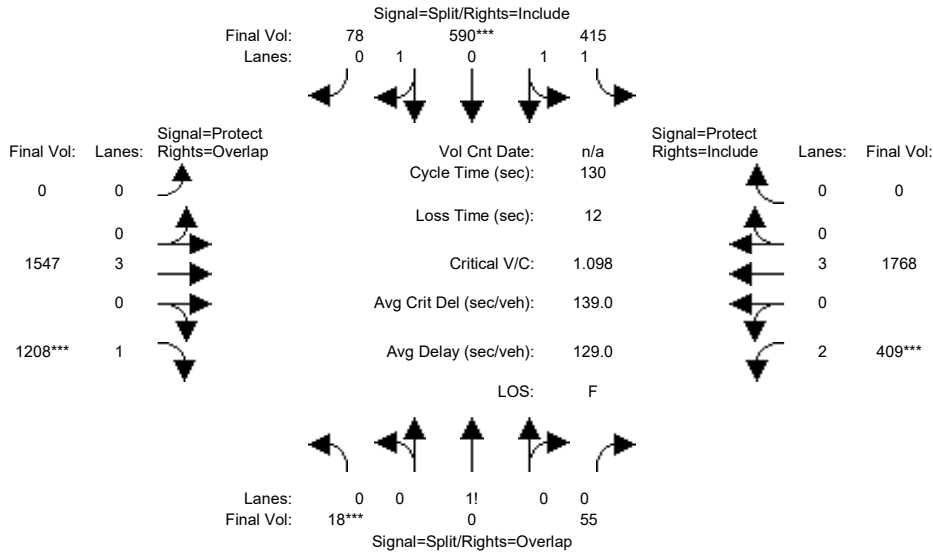
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.24	0.59	0.13	0.28	0.00
Crit Moves:	***			***	***		***	***	***	***	***	
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.14	1.21	0.81	0.74	0.00
Delay/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	143	151.6	79.7	48.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	143	151.6	79.7	48.5	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D	A
HCM2k95thQ:	6	0	5	33	33	33	0	48	120	23	39	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	0.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	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:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	76	0	0	321	237	60	387	0
PasserByVol:	0	0	0	2	18	4	0	130	343	0	311	0
Initial Fut:	18	0	55	415	590	78	0	1547	1208	409	1768	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:	18	0	55	415	590	78	0	1547	1208	409	1768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	590	78	0	1547	1208	409	1768	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:	18	0	55	415	590	78	0	1547	1208	409	1768	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	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.17	1.62	0.21	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2050	2914	385	0	5700	1750	3150	5700	0

Capacity Analysis Module:

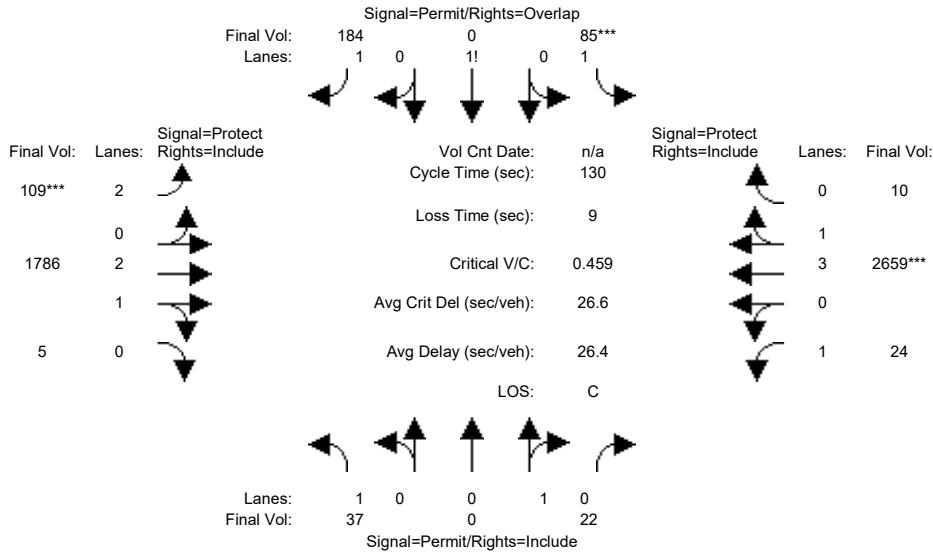
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.27	0.69	0.13	0.31	0.00
Crit Moves:	***			****					****	****		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.28	1.41	0.81	0.83	0.00
Delay/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	199	237.3	79.7	52.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	199	237.3	79.7	52.4	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D-	A
HCM2k95thQ:	6	0	5	33	33	33	0	61	168	23	45	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:												
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	158	0	0	258	0
PasserByVol:	0	0	0	0	0	0	24	101	0	0	313	0
Initial Fut:	35	0	21	80	0	173	102	1679	5	23	2499	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	109	1786	5	24	2659	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1786	5	24	2659	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	109	1786	5	24	2659	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.99	0.01
Final Sat.:	1750	0	1800	2314	0	3020	3150	5583	17	1750	7473	27

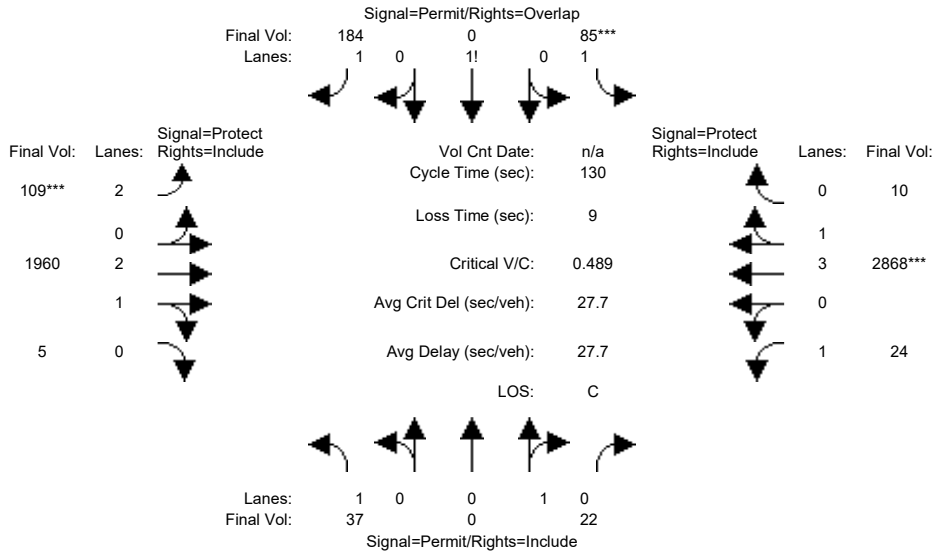
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.32	0.32	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.66	0.66	0.14	0.70	0.70
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.2	26.2	53.6	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.2	26.2	53.6	25.0	25.0
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2k95thQ:	2	0	1	4	0	6	5	29	29	2	34	34

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:												
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	321	0	0	455	0
PasserByVol:	0	0	0	0	0	0	24	101	0	0	313	0
Initial Fut:	35	0	21	80	0	173	102	1842	5	23	2696	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	109	1960	5	24	2868	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1960	5	24	2868	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	109	1960	5	24	2868	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.99	0.01
Final Sat.:	1750	0	1800	2314	0	3020	3150	5585	15	1750	7475	25

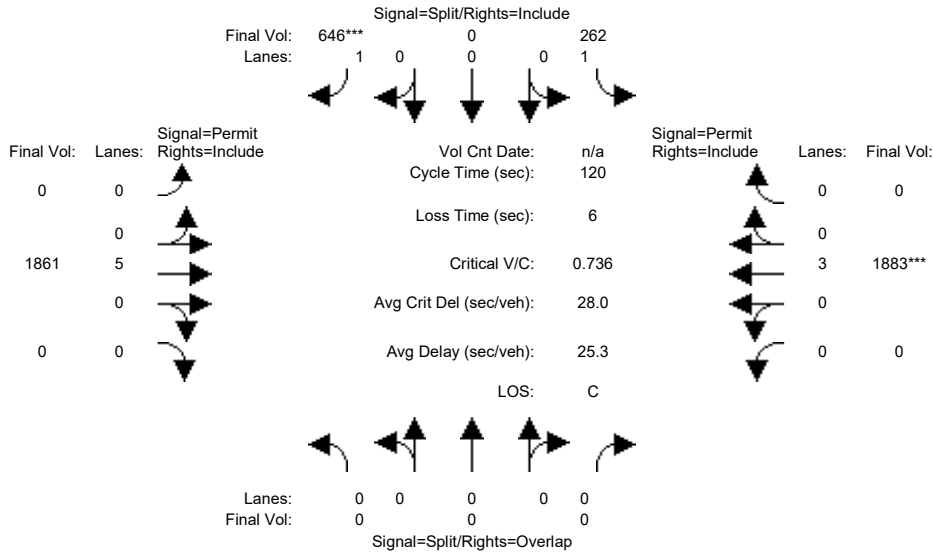
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.35	0.35	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.73	0.73	0.14	0.76	0.76
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.8	27.8	53.6	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.8	27.8	53.6	26.5	26.5
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2k95thQ:	2	0	1	4	0	6	5	33	33	2	37	37

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	59	0	49	0	158	0	0	210	0
PasserByVol:	0	0	0	0	0	17	0	108	0	0	298	0
Initial Fut:	0	0	0	262	0	646	0	1861	0	0	1883	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	262	0	646	0	1861	0	0	1883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	646	0	1861	0	0	1883	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
Final Volume:	0	0	0	262	0	646	0	1861	0	0	1883	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

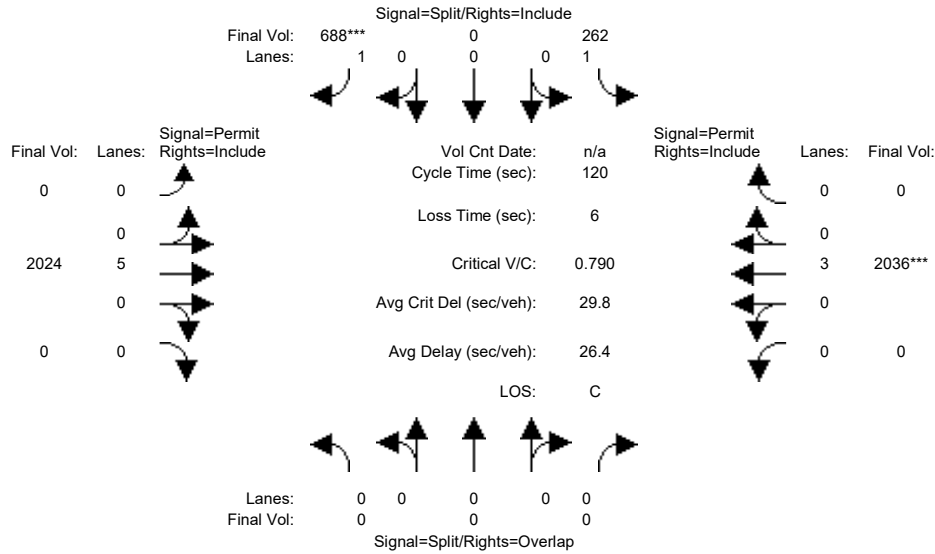
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.37	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	60.2	0.0	60.2	0.0	53.8	0.0	0.0	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.74	0.00	0.44	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	26.9	0.0	22.8	0.0	0.0	28.4	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	17.7	0.0	26.9	0.0	22.8	0.0	0.0	28.4	0.0
LOS by Move:	A	A	A	B	A	C	A	C+	A	A	C	A
HCM2k95thQ:	0	0	0	12	0	36	0	17	0	0	32	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	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	203	0	580	0	1595	0	0	1375	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	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	59	0	91	0	321	0	0	363	0
PasserByVol:	0	0	0	0	0	17	0	108	0	0	298	0
Initial Fut:	0	0	0	262	0	688	0	2024	0	0	2036	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	262	0	688	0	2024	0	0	2036	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	688	0	2024	0	0	2036	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
Final Volume:	0	0	0	262	0	688	0	2024	0	0	2036	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	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

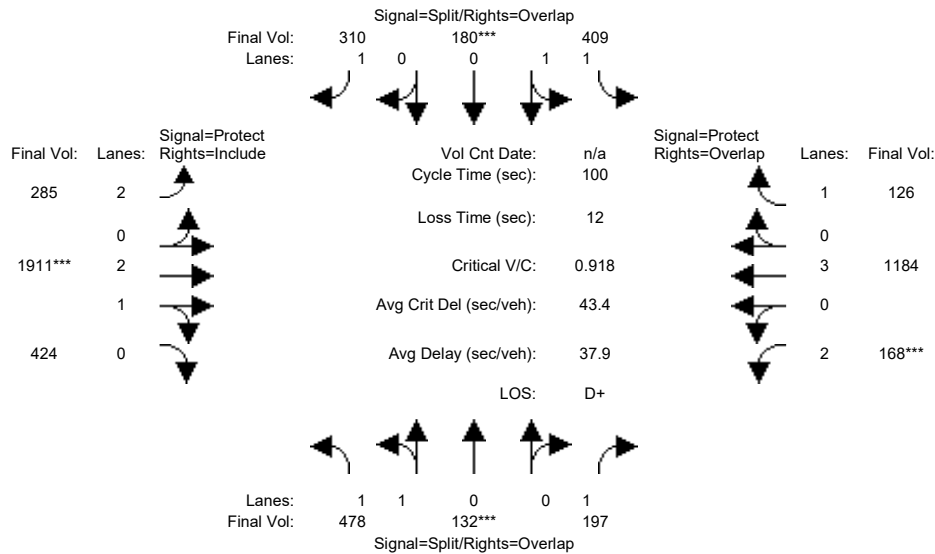
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.39	0.00	0.21	0.00	0.00	0.36	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	59.7	0.0	59.7	0.0	54.3	0.0	0.0	54.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.79	0.00	0.47	0.00	0.00	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	0.0	29.9	0.0	23.0	0.0	0.0	29.7	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	18.0	0.0	29.9	0.0	23.0	0.0	0.0	29.7	0.0
LOS by Move:	A	A	A	B	A	C	A	C+	A	A	C	A
HCM2k95thQ:	0	0	0	12	0	40	0	18	0	0	36	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	125	122	0	0	159	123	68	113	155	0	102	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	478	132	197	409	180	310	285	1911	424	168	1184	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	478	132	197	409	180	310	285	1911	424	168	1184	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	132	197	409	180	310	285	1911	424	168	1184	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	478	132	197	409	180	310	285	1911	424	168	1184	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.57	0.43	1.00	1.40	0.60	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2782	768	1750	2465	1085	1750	3150	4582	1017	3150	5700	1750

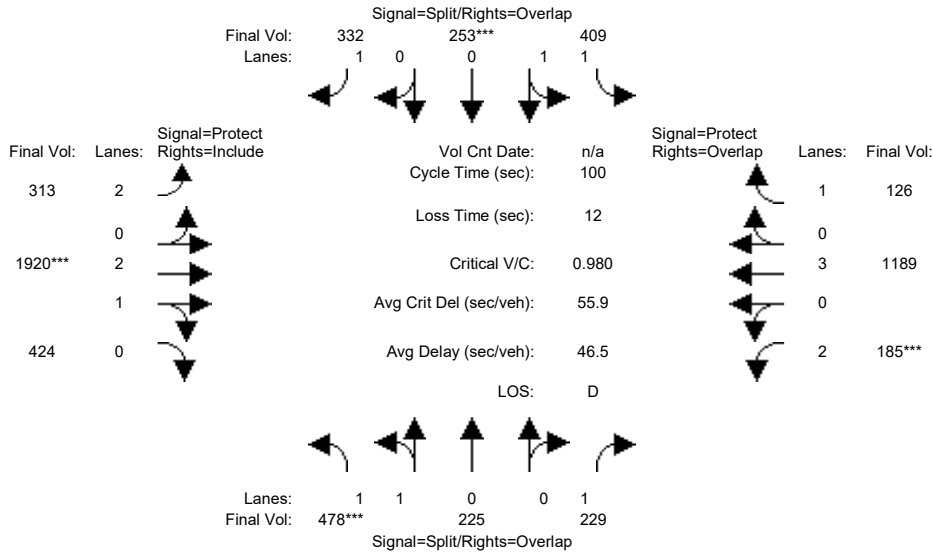
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.11	0.17	0.17	0.18	0.09	0.42	0.42	0.05	0.21	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.4	18.4	25.4	17.8	17.8	33.5	15.7	44.8	44.8	7.0	36.1	53.9
Volume/Cap:	0.93	0.93	0.44	0.93	0.93	0.53	0.58	0.93	0.93	0.76	0.58	0.13
Delay/Veh:	60.4	60.4	32.0	61.2	61.2	27.8	40.7	33.3	33.3	60.1	26.2	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	60.4	32.0	61.2	61.2	27.8	40.7	33.3	33.3	60.1	26.2	11.5
LOS by Move:	E	E	C-	E	E	C	D	C-	C-	E	C	B+
HCM2k95thQ:	25	25	11	17	17	15	9	39	39	10	19	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	125	215	32	0	232	145	96	122	155	17	107	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	478	225	229	409	253	332	313	1920	424	185	1189	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	478	225	229	409	253	332	313	1920	424	185	1189	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	225	229	409	253	332	313	1920	424	185	1189	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	478	225	229	409	253	332	313	1920	424	185	1189	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.37	0.63	1.00	1.25	0.75	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2414	1136	1750	2193	1357	1750	3150	4586	1013	3150	5700	1750

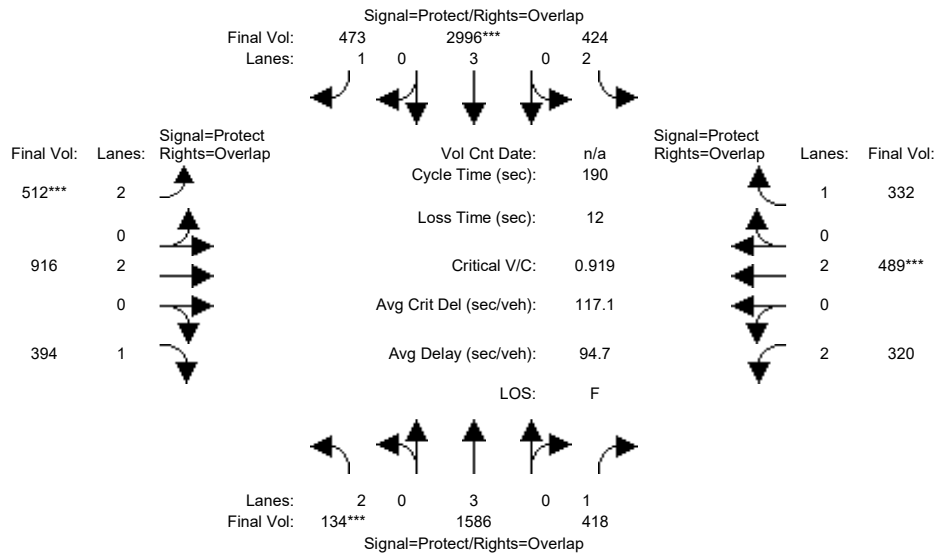
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.13	0.19	0.19	0.19	0.10	0.42	0.42	0.06	0.21	0.07
Crit Moves:	***			****			****			****		
Green Time:	20.0	20.0	27.0	18.8	18.8	34.7	15.9	42.2	42.2	7.0	33.3	52.1
Volume/Cap:	0.99	0.99	0.49	0.99	0.99	0.55	0.63	0.99	0.99	0.84	0.63	0.14
Delay/Veh:	71.5	71.5	31.5	73.1	73.1	27.4	41.8	45.2	45.2	69.7	28.7	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	71.5	31.5	73.1	73.1	27.4	41.8	45.2	45.2	69.7	28.7	12.4
LOS by Move:	E	E	C	E	E	C	D	D	D	E	C	B
HCM2k95thQ:	30	30	13	20	20	15	10	44	44	11	20	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	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:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	327	24	127	638	100	56	76	0	20	58	96
PasserByVol:	8	160	29	47	234	44	66	71	32	12	40	35
Initial Fut:	134	1983	418	424	3793	473	512	916	394	320	489	332
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1586	418	424	2996	473	512	916	394	320	489	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1586	418	424	2996	473	512	916	394	320	489	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1586	418	424	2996	473	512	916	394	320	489	332

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

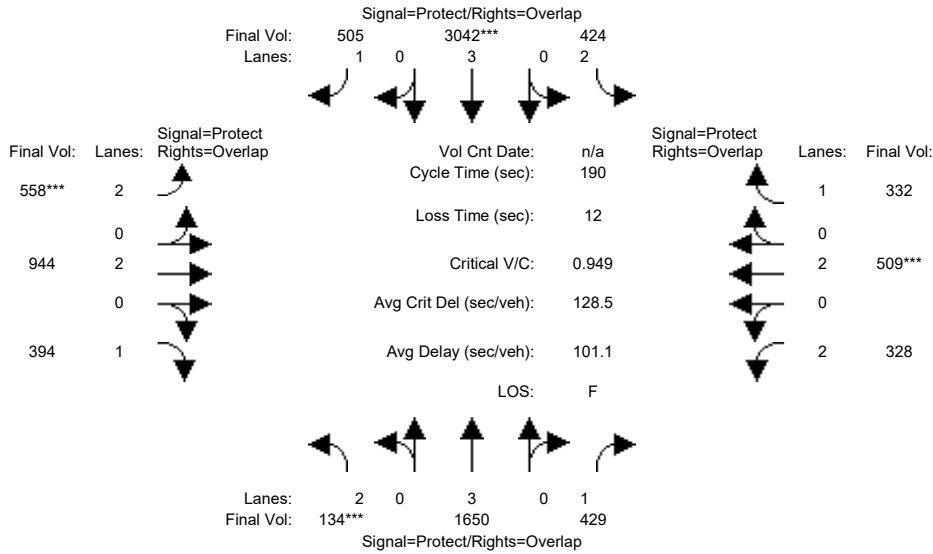
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.24	0.13	0.53	0.27	0.16	0.24	0.23	0.10	0.13	0.19
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.60	0.42	1.09	1.05	0.43	1.26	1.02	0.70	0.90	0.58	0.55
Delay/Veh:	87.7	59.0	42.2	160.7	110	37.6	216.4	106	58.9	106.1	65.9	50.5
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:	87.7	59.0	42.2	160.7	110	37.6	216.4	106	58.9	106.1	65.9	50.5
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	43	36	34	100	40	40	45	34	24	23	28

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	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:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	407	35	127	696	132	102	104	0	28	78	96
PasserByVol:	8	160	29	47	234	44	66	71	32	12	40	35
Initial Fut:	134	2063	429	424	3851	505	558	944	394	328	509	332
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1650	429	424	3042	505	558	944	394	328	509	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1650	429	424	3042	505	558	944	394	328	509	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1650	429	424	3042	505	558	944	394	328	509	332

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

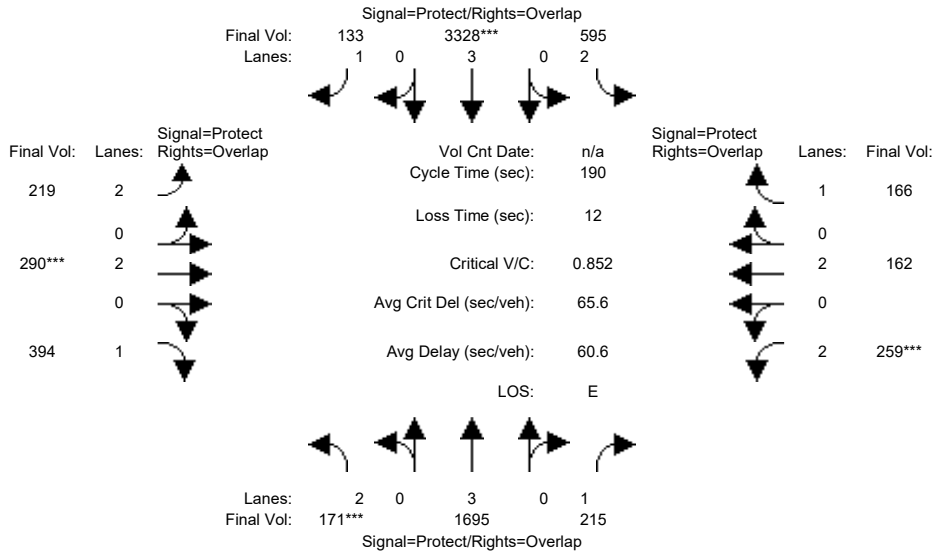
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.25	0.13	0.53	0.29	0.18	0.25	0.23	0.10	0.13	0.19
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.63	0.43	1.09	1.07	0.46	1.37	1.05	0.70	0.92	0.61	0.55
Delay/Veh:	87.7	60.0	42.6	160.7	116	38.6	263.8	115	58.9	110.5	66.6	50.5
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:	87.7	60.0	42.6	160.7	116	38.6	263.8	115	58.9	110.5	66.6	50.5
LOS by Move:	F	E	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	45	37	34	103	42	47	47	34	25	24	28

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	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:	131	1657	201	498	3360	120	168	269	199	251	119	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:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	351	0	0	657	1	1	1	0	0	1	0
PasserByVol:	40	111	14	97	196	12	50	20	195	8	42	11
Initial Fut:	171	2119	215	595	4213	133	219	290	394	259	162	166
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1695	215	595	3328	133	219	290	394	259	162	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1695	215	595	3328	133	219	290	394	259	162	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
Final Volume:	171	1695	215	595	3328	133	219	290	394	259	162	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

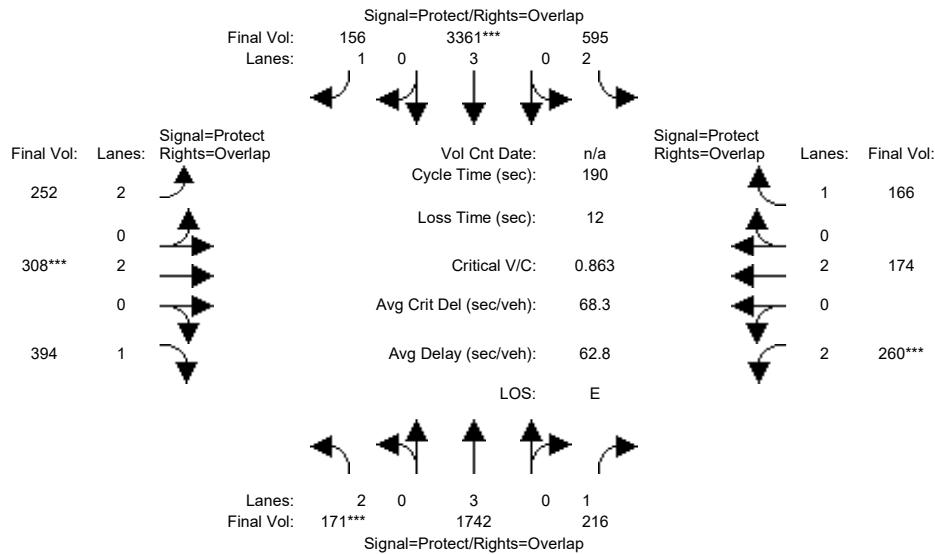
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.58	0.08	0.07	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.66	0.22	0.88	1.02	0.12	0.81	0.49	0.89	0.73	0.23	0.24
Delay/Veh:	82.6	40.4	20.2	83.2	62.4	12.0	99.8	72.4	86.6	87.2	65.0	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	40.4	20.2	83.2	62.4	12.0	99.8	72.4	86.6	87.2	65.0	37.4
LOS by Move:	F	D	C+	F	E	B+	F	E	F	F	E	D+
HCM2k95thQ:	12	41	12	31	96	6	15	14	41	18	8	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	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:	131	1657	201	498	3360	120	168	269	199	251	119	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:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	409	1	0	699	24	34	19	0	1	13	0
PasserByVol:	40	111	14	97	196	12	50	20	195	8	42	11
Initial Fut:	171	2177	216	595	4255	156	252	308	394	260	174	166
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1742	216	595	3361	156	252	308	394	260	174	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1742	216	595	3361	156	252	308	394	260	174	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
Final Volume:	171	1742	216	595	3361	156	252	308	394	260	174	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

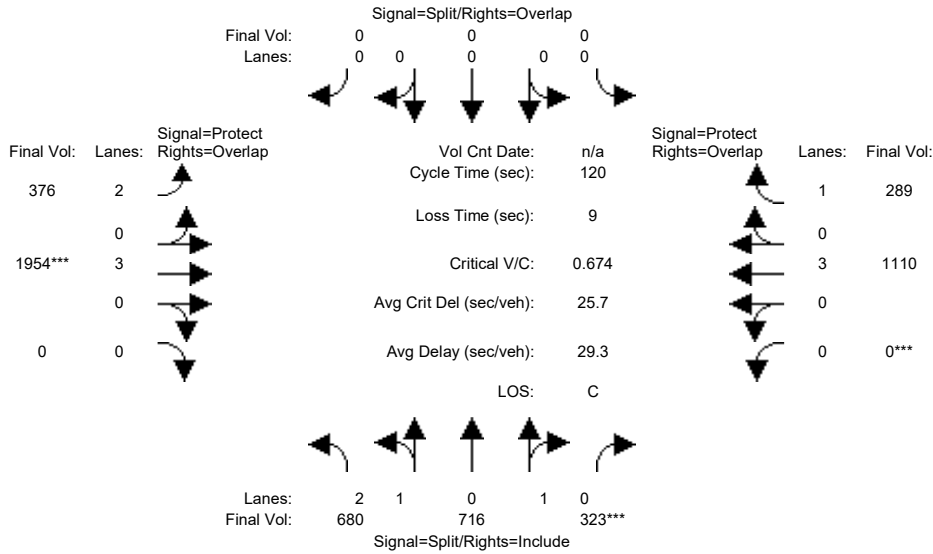
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.19	0.59	0.09	0.08	0.08	0.23	0.08	0.05	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.68	0.22	0.88	1.03	0.14	0.93	0.52	0.89	0.73	0.25	0.24
Delay/Veh:	82.6	41.0	20.2	83.2	65.7	12.1	120.8	72.9	86.6	87.3	65.3	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	41.0	20.2	83.2	65.7	12.1	120.8	72.9	86.6	87.3	65.3	37.4
LOS by Move:	F	D	C+	F	E	B	F	E	F	F	E	D+
HCM2k95thQ:	12	42	12	31	98	7	18	15	41	18	8	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	32	89	73	0	0	0	18	200	0	0	178	36
PasserByVol:	194	13	0	0	0	0	33	74	0	0	106	0
Initial Fut:	680	716	323	0	0	0	376	1954	0	0	1110	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	716	323	0	0	0	376	1954	0	0	1110	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	716	323	0	0	0	376	1954	0	0	1110	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	680	716	323	0	0	0	376	1954	0	0	1110	289

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.36	0.64	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	2549	1150	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

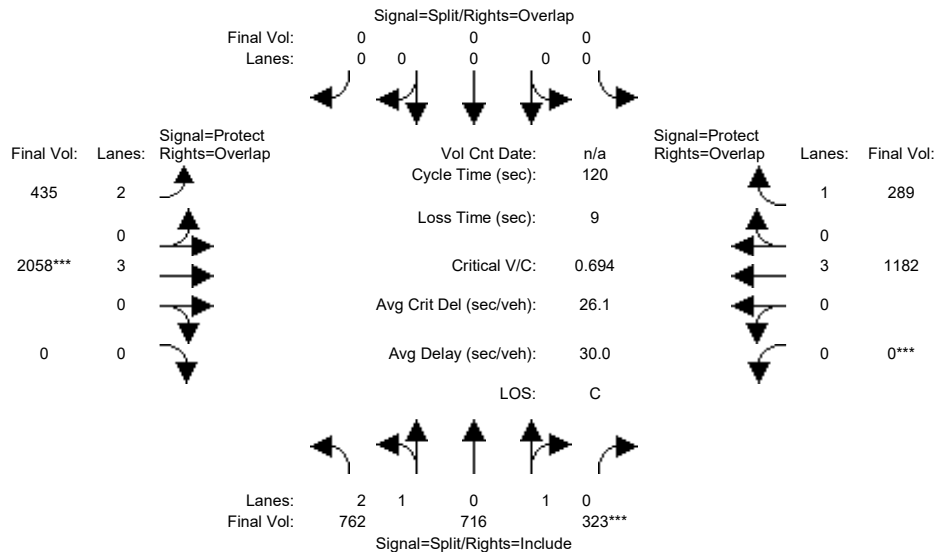
Vol/Sat:	0.22	0.28	0.28	0.00	0.00	0.00	0.12	0.34	0.00	0.00	0.19	0.17
Crit Moves:	****						****			****		
Green Time:	50.0	50.0	50.0	0.0	0.0	0.0	23.2	61.0	0.0	0.0	37.8	37.8
Volume/Cap:	0.52	0.67	0.67	0.00	0.00	0.00	0.62	0.67	0.00	0.00	0.62	0.52
Delay/Veh:	26.2	29.1	29.1	0.0	0.0	0.0	46.3	22.7	0.0	0.0	35.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	29.1	29.1	0.0	0.0	0.0	46.3	22.7	0.0	0.0	35.6	34.6
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	C-
HCM2k95thQ:	20	29	29	0	0	0	14	31	0	0	20	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	L	T	R	L	T	R
Base Vol:	454	614	250	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0
Added Vol:	114	89	73	0	0	0
PasserByVol:	194	13	0	0	0	0
Initial Fut:	762	716	323	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	762	716	323	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	762	716	323	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	762	716	323	0	0	0

Saturation Flow Module:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.36	0.64	0.00	0.00	0.00
Final Sat.:	3150	2549	1150	0	0	0

Capacity Analysis Module:

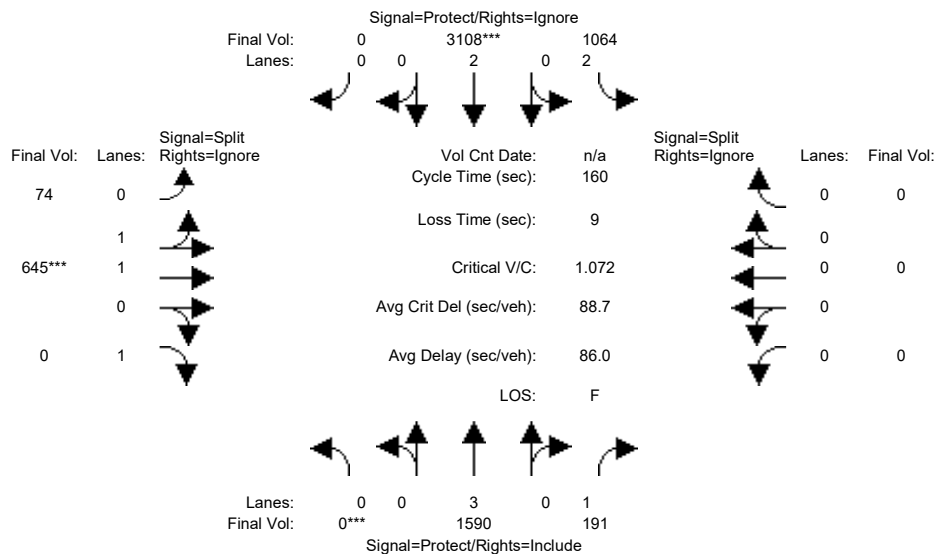
	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard		
	L	T	R	L	T	R
Vol/Sat:	0.24	0.28	0.28	0.00	0.00	0.00
Crit Moves:	****			****		
Green Time:	48.6	48.6	48.6	0.0	0.0	0.0
Volume/Cap:	0.60	0.69	0.69	0.00	0.00	0.00
Delay/Veh:	28.4	30.4	30.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	30.4	30.4	0.0	0.0	0.0
LOS by Move:	C	C	C	A	A	A
HCM2k95thQ:	24	29	29	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	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	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	296	34	195	355	0	0	32	172	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1590	191	1064	3108	0	74	645	1156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1590	191	1064	3108	0	74	645	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1590	191	1064	3108	0	74	645	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1590	191	1064	3108	0	74	645	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.21	1.79	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	381	3319	1750	0	0	0

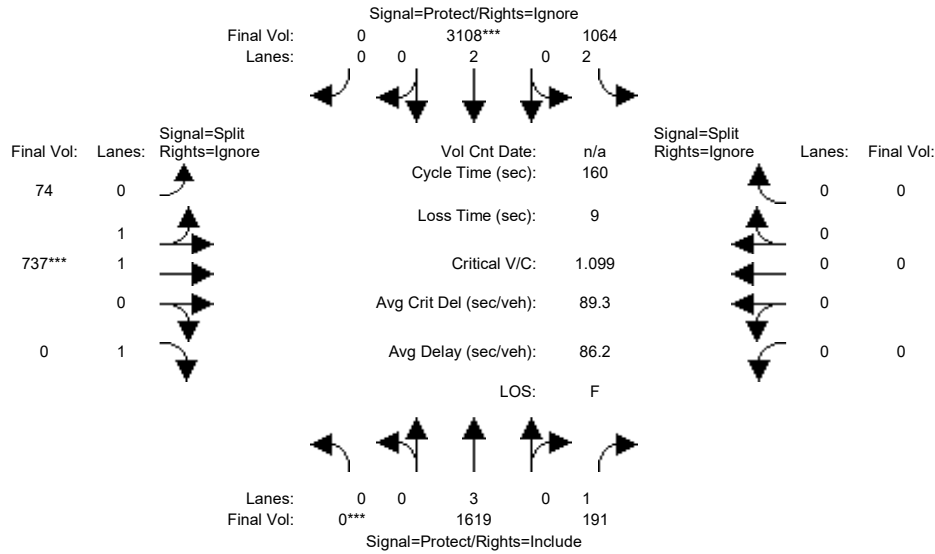
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.34	0.82	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.27	1.21	1.19	0.00	0.76	0.76	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.2	28.0	162.5	95.5	0.0	59.2	59.2	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	35.2	28.0	162.5	95.5	0.0	59.2	59.2	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	F	A	E+	E+	A	A	A	A
HCM2k95thQ:	0	32	10	72	158	0	27	27	0	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	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	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	325	34	195	355	0	0	124	249	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1619	191	1064	3108	0	74	737	1233	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1619	191	1064	3108	0	74	737	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1619	191	1064	3108	0	74	737	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1619	191	1064	3108	0	74	737	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.19	1.81	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	338	3362	1750	0	0	0

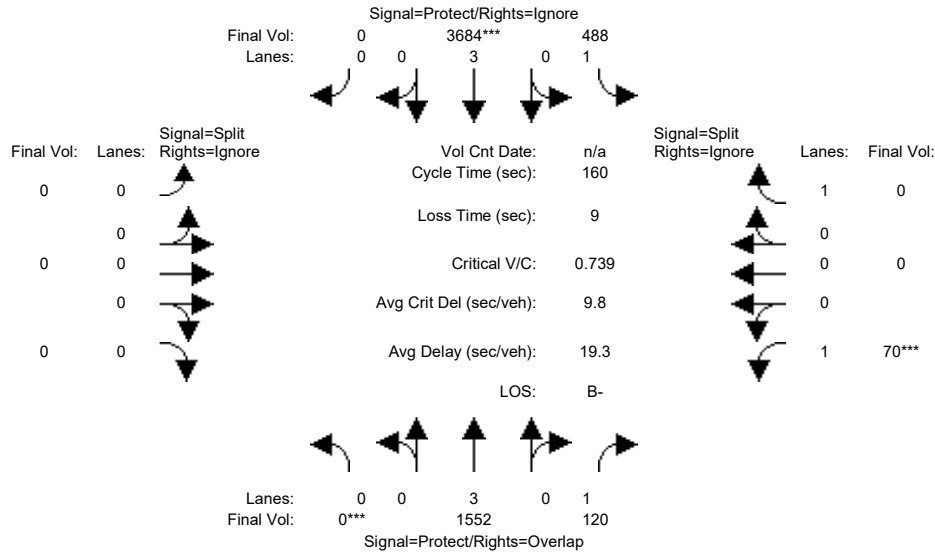
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.34	0.82	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.27	1.21	1.19	0.00	0.86	0.86	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	28.0	162.5	95.5	0.0	65.4	65.4	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	35.5	28.0	162.5	95.5	0.0	65.4	65.4	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	F	A	E	E	A	A	A	A
HCM2k95thQ:	0	32	10	72	158	0	31	31	0	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	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	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	330	0	0	526	0	0	0	0	0	0	0
PasserByVol:	0	173	0	21	380	14	0	0	0	0	0	3
Initial Fut:	0	1552	120	488	3684	14	0	0	0	70	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1552	120	488	3684	0	0	0	0	70	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1552	120	488	3684	0	0	0	0	70	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1552	120	488	3684	0	0	0	0	70	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

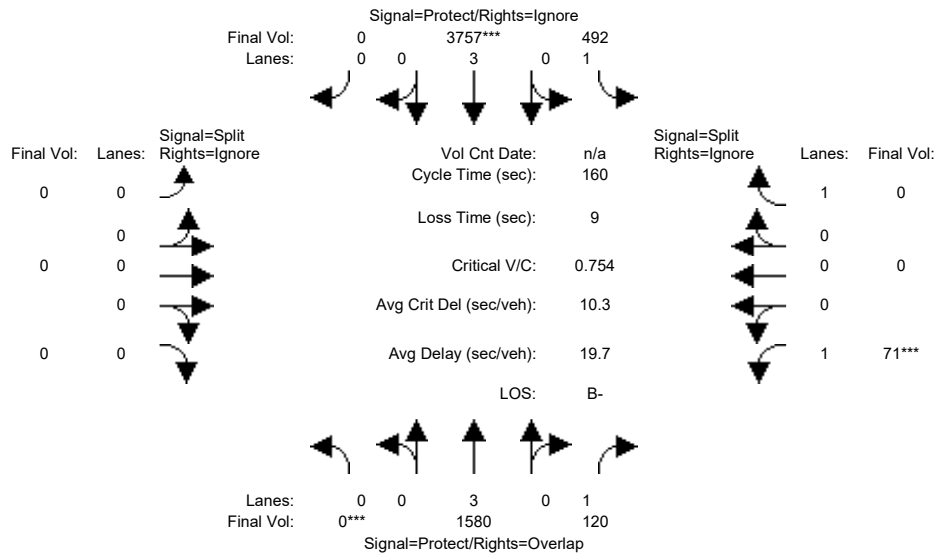
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.07	0.28	0.66	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.12	0.78	0.80	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.4	14.8	51.9	8.8	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.4	14.8	51.9	8.8	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C-	B	D-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	31	5	36	48	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	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	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	358	0	4	599	0	0	0	0	1	0	1
PasserByVol:	0	173	0	21	380	14	0	0	0	0	0	3
Initial Fut:	0	1580	120	492	3757	14	0	0	0	71	0	241
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1580	120	492	3757	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	120	492	3757	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1580	120	492	3757	0	0	0	0	71	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

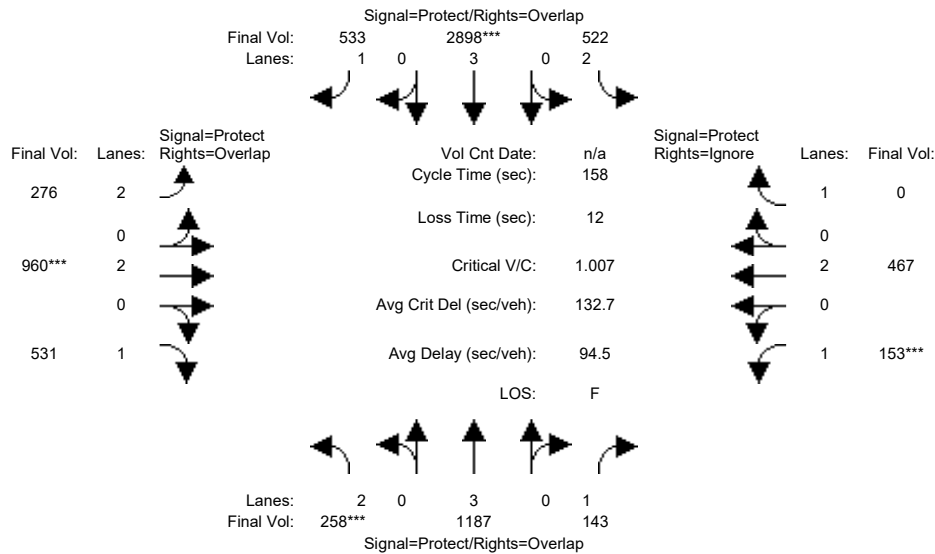
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.28	0.67	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.12	0.78	0.82	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.6	14.8	52.3	9.2	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	14.8	52.3	9.2	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C-	B	D-	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	32	5	36	51	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	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:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	10	320	0	0	500	26	9	0	27	0	0	0
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	258	1187	143	522	2898	533	276	960	531	153	467	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	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:	258	1187	143	522	2898	533	276	960	531	153	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1187	143	522	2898	533	276	960	531	153	467	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
Final Volume:	258	1187	143	522	2898	533	276	960	531	153	467	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

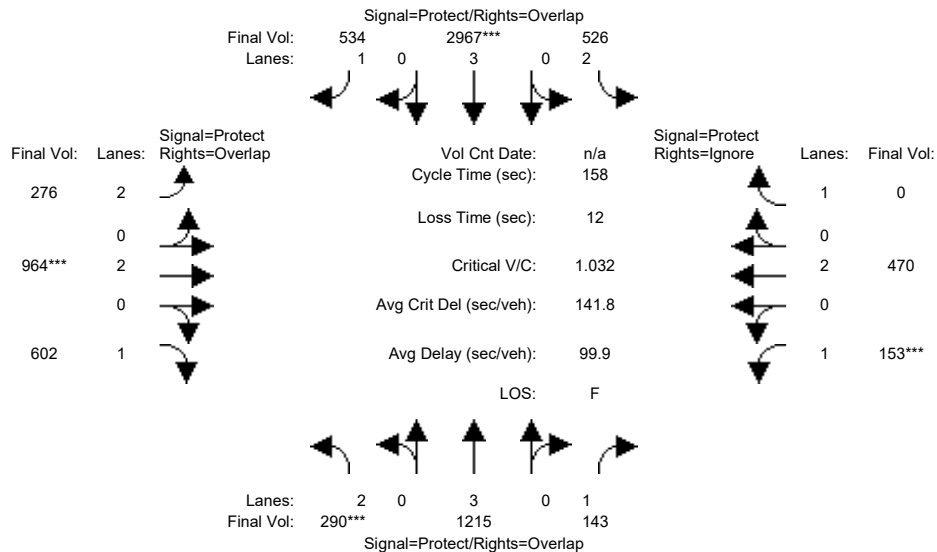
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.08	0.17	0.51	0.30	0.09	0.25	0.30	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.9	73.9	27.1	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.68	0.58	0.17	0.97	1.24	0.58	0.76	0.89	0.75	0.81	0.44	0.00
Delay/Veh:	71.6	38.6	19.9	95.3	163	33.3	76.5	63.1	44.6	91.8	47.4	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:	71.6	38.6	19.9	95.3	163	33.3	76.5	63.1	44.6	91.8	47.4	0.0
LOS by Move:	E	D+	B-	F	F	C-	E-	E	D	F	D	A
HCM2k95thQ:	13	24	6	28	102	36	15	39	40	18	17	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	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:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	42	348	0	4	569	27	9	4	98	0	3	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	290	1215	143	526	2967	534	276	964	602	153	470	126
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:	290	1215	143	526	2967	534	276	964	602	153	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1215	143	526	2967	534	276	964	602	153	470	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
Final Volume:	290	1215	143	526	2967	534	276	964	602	153	470	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

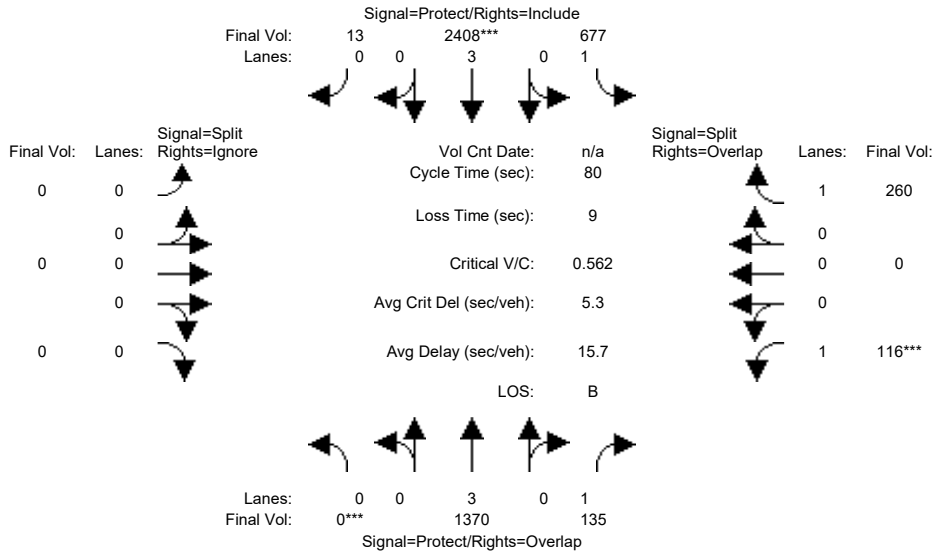
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.17	0.52	0.31	0.09	0.25	0.34	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.77	0.59	0.18	0.97	1.27	0.58	0.76	0.89	0.85	0.81	0.45	0.00
Delay/Veh:	76.4	39.0	20.0	95.7	176	33.3	76.5	63.5	52.1	91.8	47.5	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:	76.4	39.0	20.0	95.7	176	33.3	76.5	63.5	52.1	91.8	47.5	0.0
LOS by Move:	E-	D	C+	F	F	C-	E-	E	D-	F	D	A
HCM2k95thQ:	15	24	6	28	107	36	15	40	48	18	17	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	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	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	331	0	0	527	0	0	0	0	0	0	0
PasserByVol:	0	139	0	36	250	13	0	0	0	0	0	1
Initial Fut:	0	1370	135	677	2408	13	0	0	0	116	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1370	135	677	2408	13	0	0	0	116	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1370	135	677	2408	13	0	0	0	116	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1370	135	677	2408	13	0	0	0	116	0	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.98	0.02	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5570	30	0	0	0	1750	0	1750

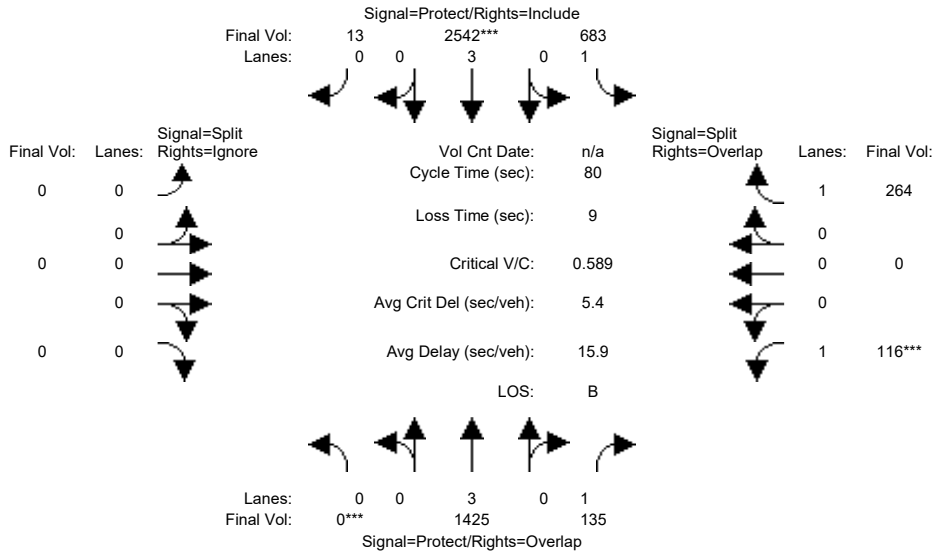
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.08	0.39	0.43	0.43	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.65	0.16	0.95	0.56	0.56	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.8	11.8	45.1	3.7	3.7	0.0	0.0	0.0	38.4	0.0	11.0
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	21.8	11.8	45.1	3.7	3.7	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	C+	B+	D	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	17	4	29	14	14	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	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	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	386	0	6	661	0	0	0	0	0	0	4
PasserByVol:	0	139	0	36	250	13	0	0	0	0	0	1
Initial Fut:	0	1425	135	683	2542	13	0	0	0	116	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1425	135	683	2542	13	0	0	0	116	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1425	135	683	2542	13	0	0	0	116	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1425	135	683	2542	13	0	0	0	116	0	264

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.98	0.02	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5571	28	0	0	0	1750	0	1750

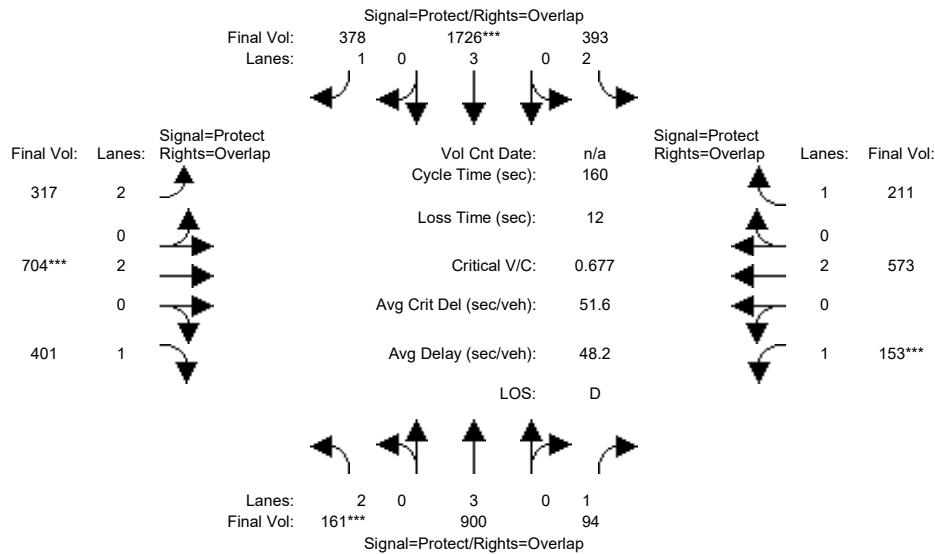
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.39	0.46	0.46	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.3	38.3	32.7	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.7
Volume/Cap:	0.00	0.68	0.16	0.96	0.59	0.59	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	22.4	11.9	46.1	3.9	3.9	0.0	0.0	0.0	38.4	0.0	11.0
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	22.4	11.9	46.1	3.9	3.9	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	C+	B+	D	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	18	4	29	15	15	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	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	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	331	0	0	527	0	0	0	0	0	0	0
PasserByVol:	0	135	0	19	225	19	1	0	0	0	4	2
Initial Fut:	161	900	94	393	1726	378	317	704	401	153	573	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	900	94	393	1726	378	317	704	401	153	573	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	900	94	393	1726	378	317	704	401	153	573	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	900	94	393	1726	378	317	704	401	153	573	211

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

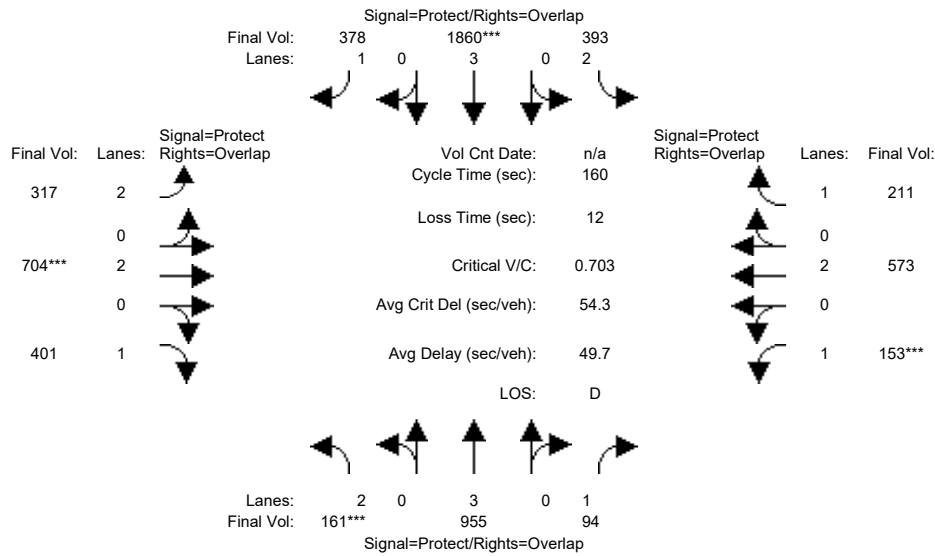
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.05	0.12	0.30	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.57	0.13	0.59	0.84	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	50.2	29.7	58.4	49.8	20.9	59.7	48.2	34.3	73.4	54.1	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	50.2	29.7	58.4	49.8	20.9	59.7	48.2	34.3	73.4	54.1	26.6
LOS by Move:	E	D	C	E+	D	C+	E+	D	C-	E	D-	C
HCM2k95thQ:	9	23	6	19	43	20	16	25	27	16	23	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	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	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	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	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	386	0	0	661	0	0	0	0	0	0	0
PasserByVol:	0	135	0	19	225	19	1	0	0	0	4	2
Initial Fut:	161	955	94	393	1860	378	317	704	401	153	573	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	955	94	393	1860	378	317	704	401	153	573	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	955	94	393	1860	378	317	704	401	153	573	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	955	94	393	1860	378	317	704	401	153	573	211

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

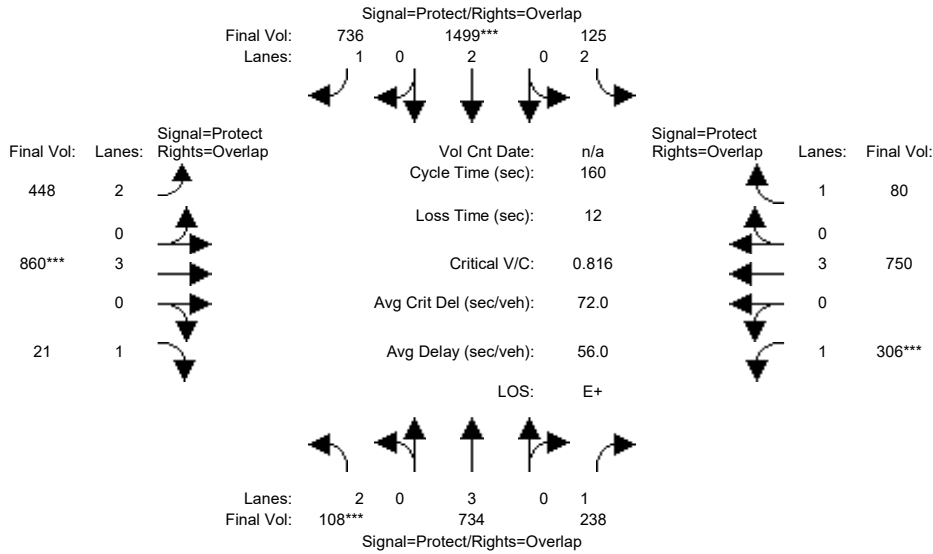
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.05	0.12	0.33	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.61	0.13	0.59	0.90	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	51.0	29.7	58.4	54.1	20.9	59.7	48.2	34.3	73.4	54.1	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	51.0	29.7	58.4	54.1	20.9	59.7	48.2	34.3	73.4	54.1	26.6
LOS by Move:	E	D	C	E+	D-	C+	E+	D	C-	E	D-	C
HCM2k95thQ:	9	24	6	19	48	20	16	25	27	16	23	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80
Added Vol:	0	331	0	0	527	0	0	0	0	0	0	0
PasserByVol:	27	68	0	2	102	175	143	42	0	40	31	0
Initial Fut:	108	734	238	125	1499	736	448	860	21	306	750	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	734	238	125	1499	736	448	860	21	306	750	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	734	238	125	1499	736	448	860	21	306	750	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	734	238	125	1499	736	448	860	21	306	750	80

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

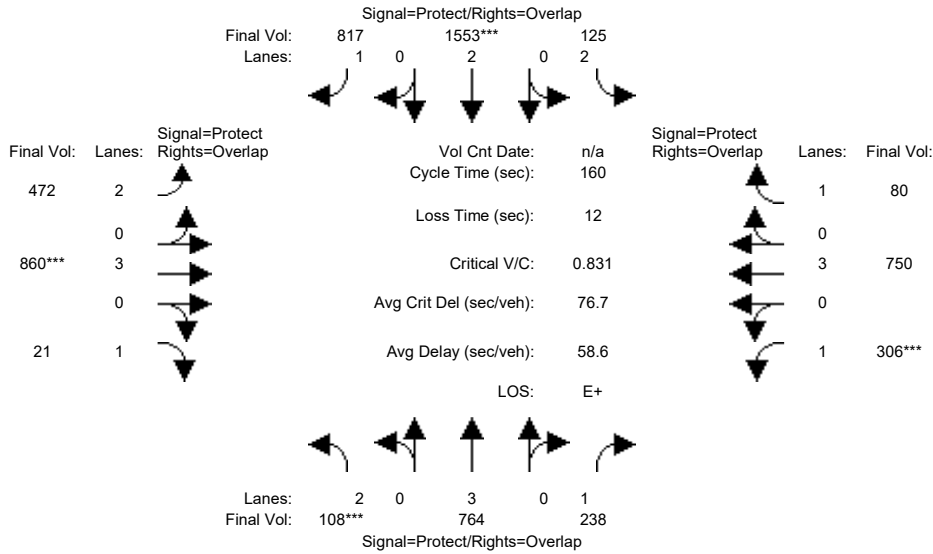
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.04	0.39	0.42	0.14	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	56.5	84.2	18.8	62.4	93.6	31.3	45.0	58.0	27.6	41.4	60.2
Volume/Cap:	0.42	0.36	0.26	0.34	1.01	0.72	0.73	0.54	0.03	1.01	0.51	0.12
Delay/Veh:	71.1	38.5	21.0	65.4	75.2	26.2	64.7	49.0	32.9	121.1	50.9	32.7
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:	71.1	38.5	21.0	65.4	75.2	26.2	64.7	49.0	32.9	121.1	50.9	32.7
LOS by Move:	E	D+	C+	E	E-	C	E	D	C-	F	D	C-
HCM2k95thQ:	7	16	13	7	68	45	21	20	1	36	19	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80
Added Vol:	0	361	0	0	581	81	24	0	0	0	0	0
PasserByVol:	27	68	0	2	102	175	143	42	0	40	31	0
Initial Fut:	108	764	238	125	1553	817	472	860	21	306	750	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	764	238	125	1553	817	472	860	21	306	750	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	764	238	125	1553	817	472	860	21	306	750	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	764	238	125	1553	817	472	860	21	306	750	80

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

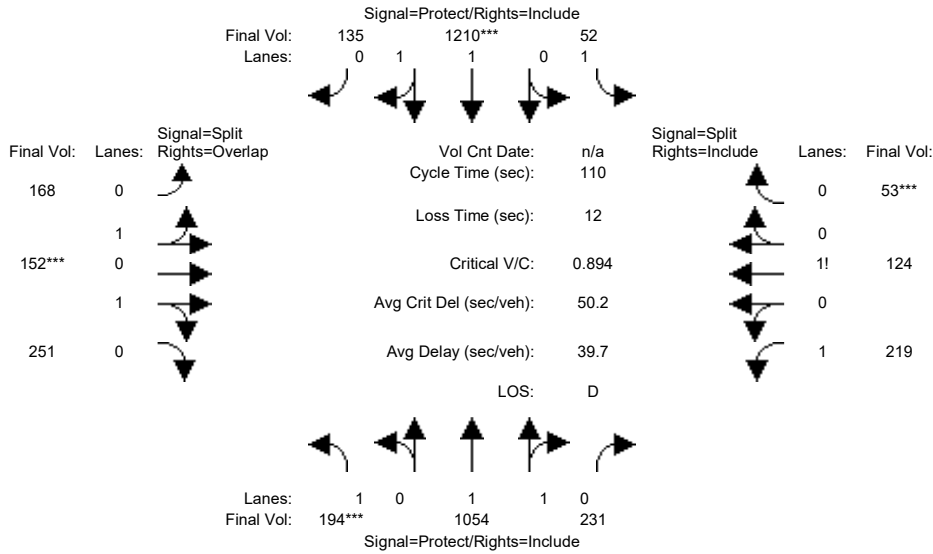
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.04	0.41	0.47	0.15	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	57.0	84.0	19.0	63.0	94.0	31.0	45.0	58.0	27.0	41.0	60.0
Volume/Cap:	0.42	0.38	0.26	0.33	1.04	0.79	0.77	0.54	0.03	1.04	0.51	0.12
Delay/Veh:	71.1	38.4	21.0	65.2	82.2	29.9	67.3	49.0	32.9	128.6	51.3	32.8
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:	71.1	38.4	21.0	65.2	82.2	29.9	67.3	49.0	32.9	128.6	51.3	32.8
LOS by Move:	E	D+	C+	E	F	C	E	D	C-	F	D-	C-
HCM2k95thQ:	7	17	13	7	72	54	22	20	1	37	19	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	156	0	0	205	0	0	0	0	0	0	0
Initial Fut:	194	1054	231	52	1210	135	168	152	251	219	124	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:	194	1054	231	52	1210	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1054	231	52	1210	135	168	152	251	219	124	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
Final Volume:	194	1054	231	52	1210	135	168	152	251	219	124	53

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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.79	0.21	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3034	665	1750	3328	371	1059	958	1582	2419	757	324

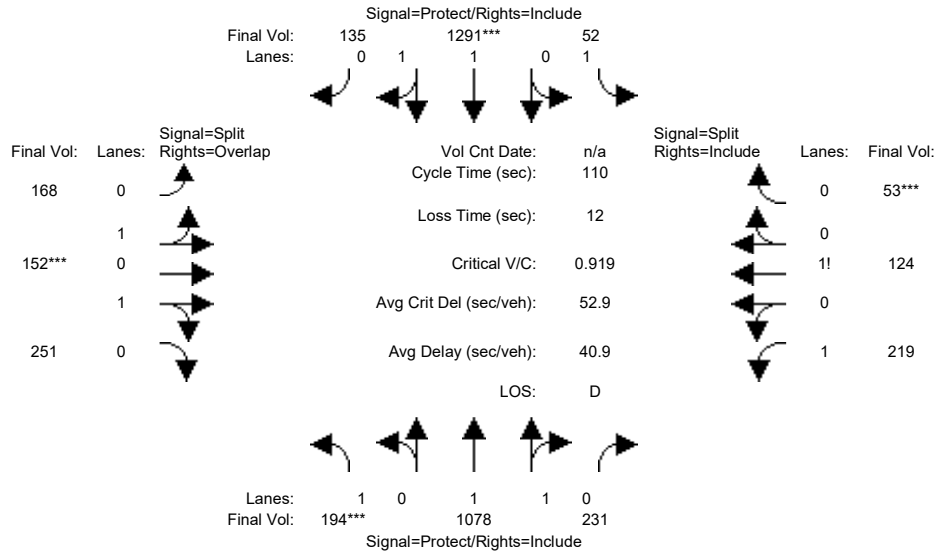
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.36	0.36	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.6	49.3	49.3	9.0	44.7	44.7	19.5	19.5	33.1	20.1	20.1	20.1
Volume/Cap:	0.89	0.77	0.77	0.36	0.89	0.89	0.89	0.89	0.53	0.49	0.89	0.89
Delay/Veh:	81.5	28.0	28.0	49.3	37.7	37.7	59.3	59.3	32.4	40.8	64.0	64.0
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:	81.5	28.0	28.0	49.3	37.7	37.7	59.3	59.3	32.4	40.8	64.0	64.0
LOS by Move:	F	C	C	D	D+	D+	E+	E+	C-	D	E	E
HCM2k95thQ:	15	33	33	3	34	34	24	24	16	11	24	24

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #57: Saratoga Avenue / Cox Avenue

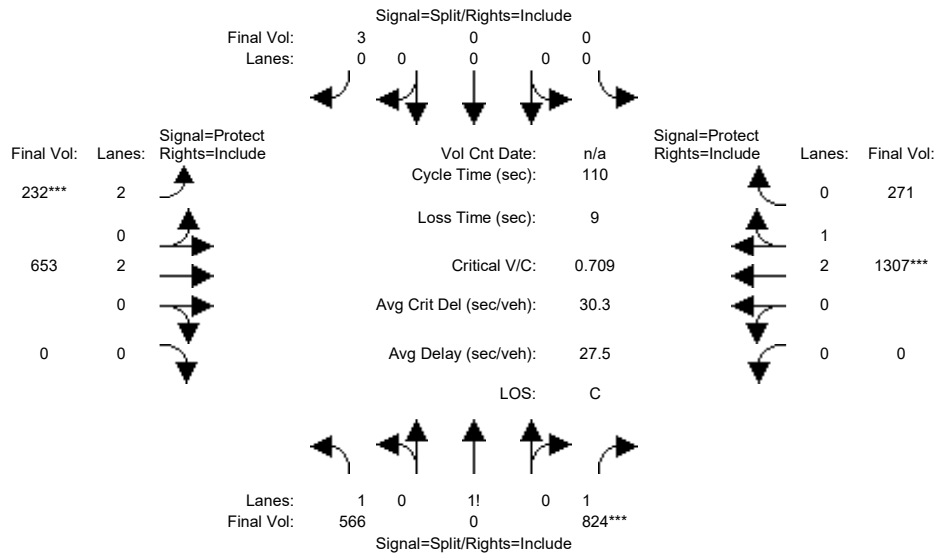


Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	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:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	24	0	0	81	0	0	0	0	0	0	0
PasserByVol:	0	156	0	0	205	0	0	0	0	0	0	0
Initial Fut:	194	1078	231	52	1291	135	168	152	251	219	124	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:	194	1078	231	52	1291	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1078	231	52	1291	135	168	152	251	219	124	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:	194	1078	231	52	1291	135	168	152	251	219	124	53
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	0.95	0.92	0.92	0.92
Lanes:	1.00	1.64	0.36	1.00	1.81	0.19	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3047	653	1750	3349	350	1059	958	1582	2419	757	324
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.39	0.39	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****					****
Green Time:	13.3	50.4	50.4	9.1	46.1	46.1	19.0	19.0	32.3	19.6	19.6	19.6
Volume/Cap:	0.92	0.77	0.77	0.36	0.92	0.92	0.92	0.92	0.54	0.51	0.92	0.92
Delay/Veh:	87.9	27.3	27.3	49.3	39.3	39.3	63.6	63.6	33.2	41.4	69.0	69.0
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:	87.9	27.3	27.3	49.3	39.3	39.3	63.6	63.6	33.2	41.4	69.0	69.0
LOS by Move:	F	C	C	D	D	D	E	E	C-	D	E	E
HCM2k95thQ:	16	33	33	3	37	37	24	24	17	11	25	25

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	82	0	0	3	0	75	0	0	161	16
Initial Fut:	566	0	824	0	0	3	232	653	0	0	1307	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	824	0	0	3	232	653	0	0	1307	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	824	0	0	3	232	653	0	0	1307	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	824	0	0	3	232	653	0	0	1307	271

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	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.41	0.00	1.59	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	2463	0	2787	0	0	0	3150	3800	0	0	4637	961

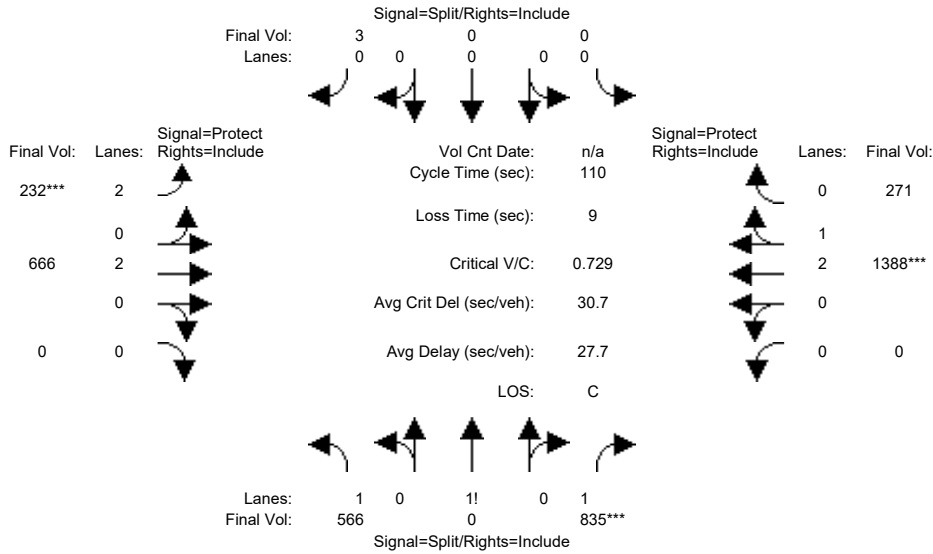
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.28	0.28
Crit Moves:			***				****				****	
Green Time:	45.9	0.0	45.9	0.0	0.0	0.0	11.4	55.1	0.0	0.0	43.7	43.7
Volume/Cap:	0.55	0.00	0.71	0.00	0.00	xxxx	0.71	0.34	0.00	0.00	0.71	0.71
Delay/Veh:	24.5	0.0	27.8	0.0	0.0	0.0	54.7	16.6	0.0	0.0	28.9	28.9
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:	24.5	0.0	27.8	0.0	0.0	0.0	54.7	16.6	0.0	0.0	28.9	28.9
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2k95thQ:	21	0	29	0	0	0	9	12	0	0	25	25

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	11	0	0	0	0	13	0	0	81	0
PasserByVol:	0	0	82	0	0	3	0	75	0	0	161	16
Initial Fut:	566	0	835	0	0	3	232	666	0	0	1388	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	835	0	0	3	232	666	0	0	1388	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	835	0	0	3	232	666	0	0	1388	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	835	0	0	3	232	666	0	0	1388	271

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	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.40	0.00	1.60	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	2457	0	2793	0	0	0	3150	3800	0	0	4684	915

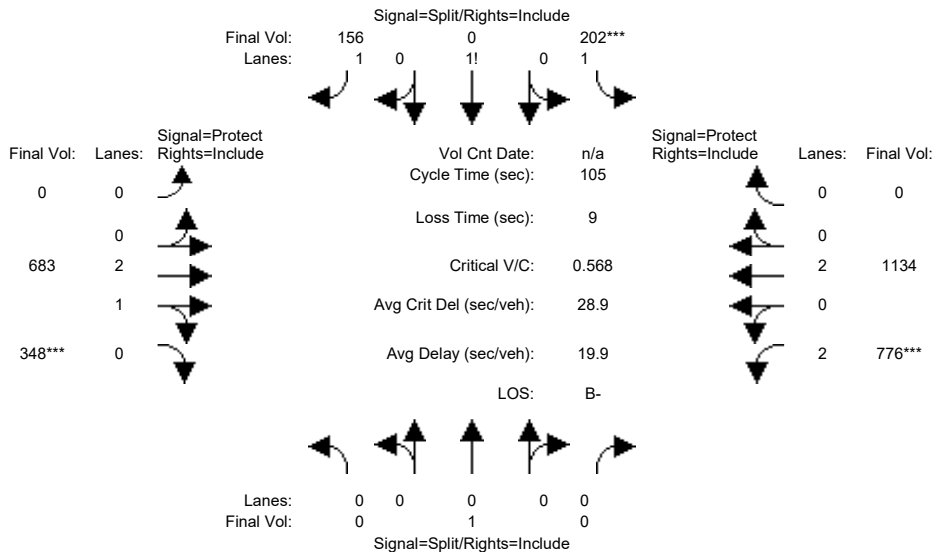
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.18	0.00	0.00	0.30	0.30
Crit Moves:			***				****				****	
Green Time:	45.1	0.0	45.1	0.0	0.0	0.0	11.1	55.9	0.0	0.0	44.7	44.7
Volume/Cap:	0.56	0.00	0.73	0.00	0.00	xxxx	0.73	0.35	0.00	0.00	0.73	0.73
Delay/Veh:	25.1	0.0	28.7	0.0	0.0	0.0	56.2	16.3	0.0	0.0	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	0.0	28.7	0.0	0.0	0.0	56.2	16.3	0.0	0.0	28.7	28.7
LOS by Move:	C	A	C	A	A	A	E+	B	A	A	C	C
HCM2k95thQ:	21	0	30	0	0	0	9	12	0	0	26	26

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #59: SR-85 (South) / Saratoga Avenue



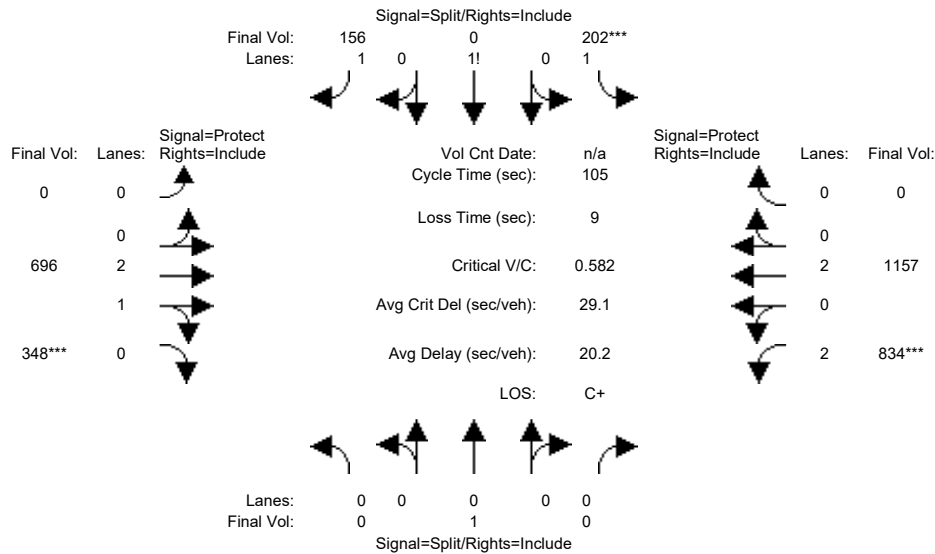
Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	34	0	0	0	38	0	157	30	0
Initial Fut:	0	1	0	202	0	156	0	683	348	776	1134	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	1	0	202	0	156	0	683	348	776	1134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	202	0	156	0	683	348	776	1134	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
Final Volume:	0	1	0	202	0	156	0	683	348	776	1134	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2737	0	2513	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.25	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.6	0.0	13.6	0.0	36.8	36.8	45.6	82.4	0.0
Volume/Cap:	0.00	xxxx	0.00	0.57	0.00	0.48	0.00	0.51	0.57	0.57	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	44.1	0.0	42.9	0.0	27.2	28.1	22.9	3.6	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	44.1	0.0	42.9	0.0	27.2	28.1	22.9	3.6	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2k95thQ:	0	0	0	10	0	8	0	17	19	20	11	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



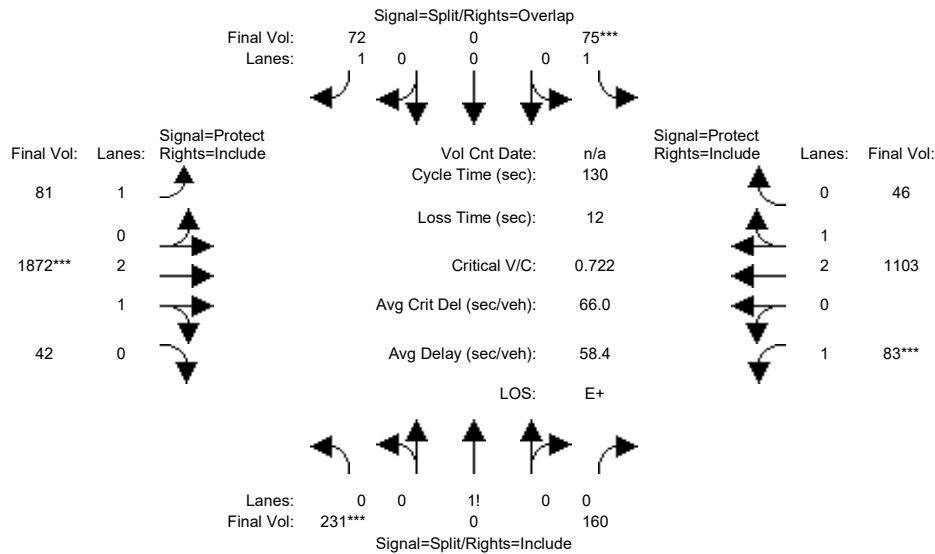
Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	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	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	13	0	58	23	0
PasserByVol:	0	1	0	34	0	0	0	38	0	157	30	0
Initial Fut:	0	1	0	202	0	156	0	696	348	834	1157	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	1	0	202	0	156	0	696	348	834	1157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	202	0	156	0	696	348	834	1157	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
Final Volume:	0	1	0	202	0	156	0	696	348	834	1157	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	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2737	0	2513	0	3800	1800	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.19	0.26	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.3	0.0	13.3	0.0	34.9	34.9	47.8	82.7	0.0
Volume/Cap:	0.00	xxxx	0.00	0.58	0.00	0.49	0.00	0.55	0.58	0.58	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	43.2	0.0	29.0	29.5	21.8	3.5	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	44.6	0.0	43.2	0.0	29.0	29.5	21.8	3.5	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2k95thQ:	0	0	0	10	0	8	0	18	19	21	11	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	0.0	6.4	6.4

Volume Module: 5:15:00 PM

Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	0	0	272	0	0	213	0
PasserByVol:	0	0	0	4	0	0	2	71	2	0	106	20
Initial Fut:	215	0	149	70	0	67	75	1741	39	77	1026	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	75	0	72	81	1872	42	83	1103	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	75	0	72	81	1872	42	83	1103	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	75	0	72	81	1872	42	83	1103	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.87	0.13
Final Sat.:	1034	0	716	1750	0	1750	1750	5477	123	1750	5374	225

Capacity Analysis Module:

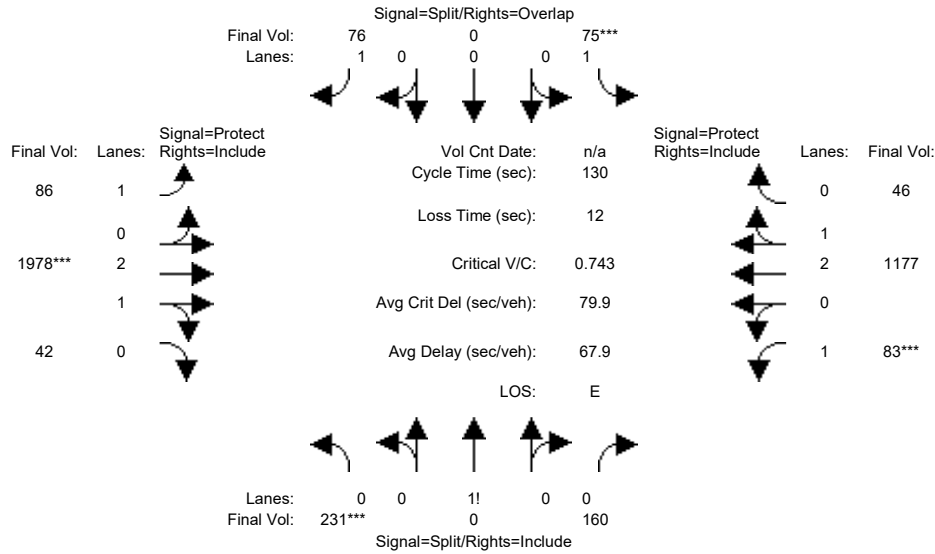
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.34	0.34	0.05	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.33	1.01	1.01	0.62	0.74	0.74
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.7	51.4	66.1	66.1	66.4	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:	70.4	0.0	70.4	38.8	0.0	25.7	51.4	66.1	66.1	66.4	44.7	44.7
LOS by Move:	E	A	E	D+	A	C	D-	E	E	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	48	48	7	25	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	0.0	6.4	6.4

Volume Module: 5:15:00 PM

Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	4	5	371	0	0	282	0
PasserByVol:	0	0	0	4	0	0	2	71	2	0	106	20
Initial Fut:	215	0	149	70	0	71	80	1840	39	77	1095	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	75	0	76	86	1978	42	83	1177	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	75	0	76	86	1978	42	83	1177	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	75	0	76	86	1978	42	83	1177	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.94	0.06	1.00	2.88	0.12
Final Sat.:	1034	0	716	1750	0	1750	1750	5484	116	1750	5388	212

Capacity Analysis Module:

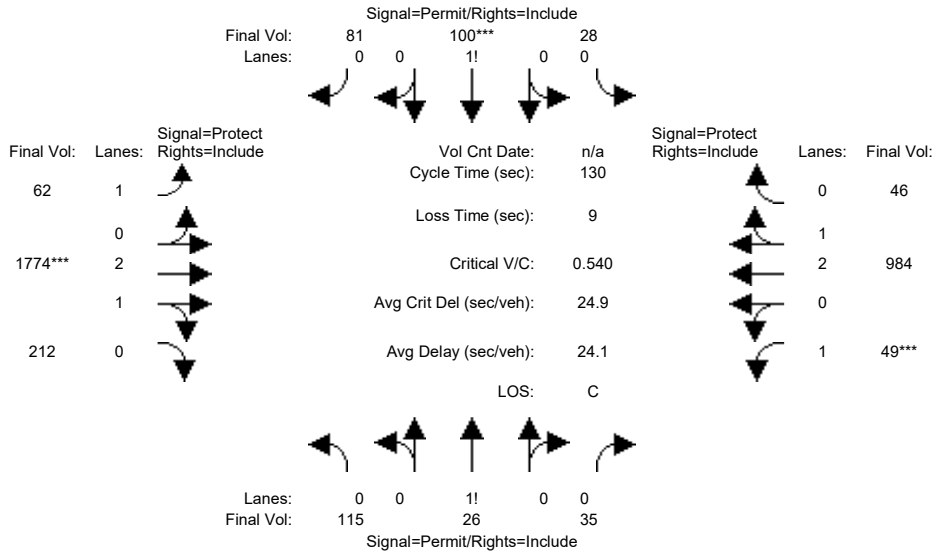
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.36	0.36	0.05	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.36	1.07	1.07	0.62	0.79	0.79
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	83.9	83.9	66.4	46.3	46.3
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:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	83.9	83.9	66.4	46.3	46.3
LOS by Move:	E	A	E	D+	A	C	D-	F	F	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	54	54	7	27	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	10	0	0	0	0	10	14	244	14	0	193	0
PasserByVol:	3	0	4	2	0	2	6	62	5	12	100	14
Initial Fut:	112	25	34	27	97	79	60	1721	206	48	954	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	115	26	35	28	100	81	62	1774	212	49	984	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	26	35	28	100	81	62	1774	212	49	984	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	26	35	28	100	81	62	1774	212	49	984	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.15	0.20	0.13	0.48	0.39	1.00	2.67	0.33	1.00	2.86	0.14
Final Sat.:	1146	256	348	233	836	681	1750	5001	599	1750	5347	252

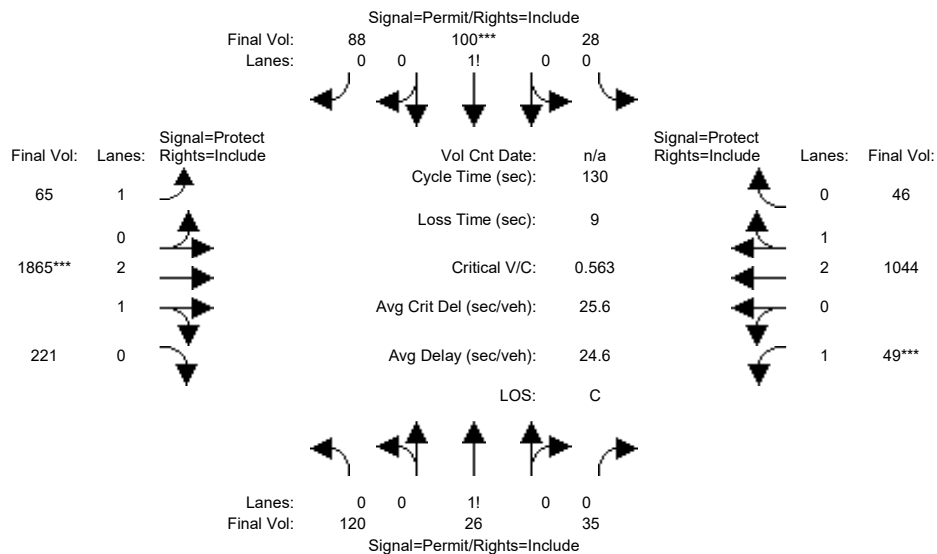
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.35	0.35	0.03	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.35	0.35	0.35	0.42	0.42	0.42	0.28	0.67	0.67	0.25	0.35	0.35
Delay/Veh:	37.4	37.4	37.4	38.4	38.4	38.4	52.2	22.8	22.8	53.0	18.4	18.4
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:	37.4	37.4	37.4	38.4	38.4	38.4	52.2	22.8	22.8	53.0	18.4	18.4
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B-	B-
HCM2k95thQ:	12	12	12	14	14	14	4	31	31	4	15	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	14	0	0	0	0	16	17	332	22	0	252	0
PasserByVol:	3	0	4	2	0	2	6	62	5	12	100	14
Initial Fut:	116	25	34	27	97	85	63	1809	214	48	1013	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	120	26	35	28	100	88	65	1865	221	49	1044	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	26	35	28	100	88	65	1865	221	49	1044	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	26	35	28	100	88	65	1865	221	49	1044	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.67	0.14	0.19	0.13	0.46	0.41	1.00	2.67	0.33	1.00	2.87	0.13
Final Sat.:	1160	250	340	226	812	712	1750	5007	592	1750	5361	238

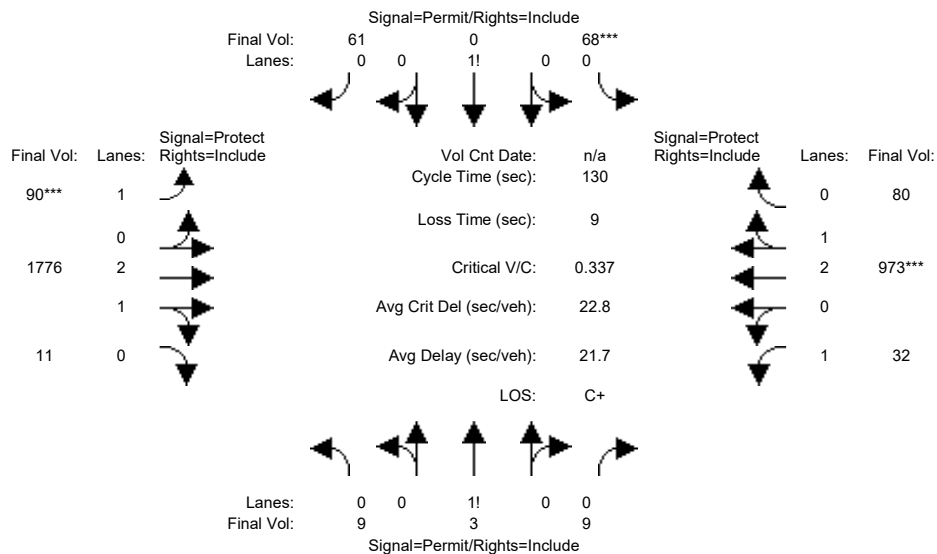
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.37	0.37	0.03	0.19	0.19
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.29	0.70	0.70	0.25	0.37	0.37
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.6	23.6	53.0	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.6	23.6	53.0	18.7	18.7
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C	C	D-	B-	B-
HCM2k95thQ:	12	12	12	14	14	14	5	33	33	4	16	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	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:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	0	0	0	0	0	0	0	244	0	0	193	0
PasserByVol:	2	0	4	2	0	2	6	55	2	16	119	18
Initial Fut:	9	3	9	67	0	60	88	1740	11	31	954	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	9	3	9	68	0	61	90	1776	11	32	973	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	9	68	0	61	90	1776	11	32	973	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	3	9	68	0	61	90	1776	11	32	973	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.43	0.14	0.43	0.53	0.00	0.47	1.00	2.98	0.02	1.00	2.76	0.24
Final Sat.:	750	250	750	923	0	827	1750	5565	35	1750	5176	423

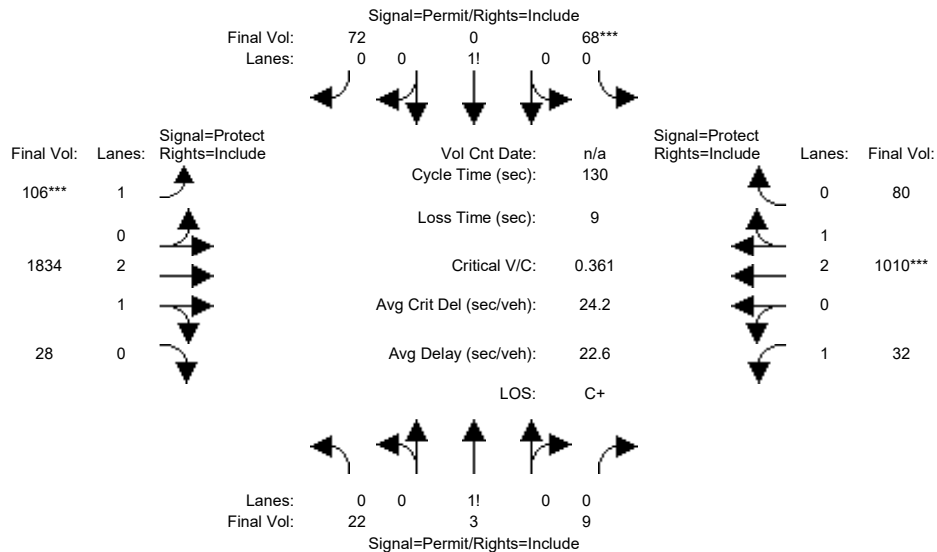
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.07	0.05	0.32	0.32	0.02	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	18.4	70.6	70.6	15.4	67.6	67.6
Volume/Cap:	0.05	0.05	0.05	0.28	0.00	0.28	0.36	0.59	0.59	0.15	0.36	0.36
Delay/Veh:	35.2	35.2	35.2	37.8	0.0	37.8	51.4	20.3	20.3	51.8	18.5	18.5
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:	35.2	35.2	35.2	37.8	0.0	37.8	51.4	20.3	20.3	51.8	18.5	18.5
LOS by Move:	D+	D+	D+	D+	A	D+	D-	C+	C+	D-	B-	B-
HCM2k95thQ:	1	1	1	9	0	9	7	27	27	2	15	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	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:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	13	0	0	0	0	11	16	301	16	0	229	0
PasserByVol:	2	0	4	2	0	2	6	55	2	16	119	18
Initial Fut:	22	3	9	67	0	71	104	1797	27	31	990	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	22	3	9	68	0	72	106	1834	28	32	1010	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	3	9	68	0	72	106	1834	28	32	1010	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	3	9	68	0	72	106	1834	28	32	1010	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.65	0.09	0.26	0.49	0.00	0.51	1.00	2.95	0.05	1.00	2.77	0.23
Final Sat.:	1132	154	463	850	0	900	1750	5517	83	1750	5190	409

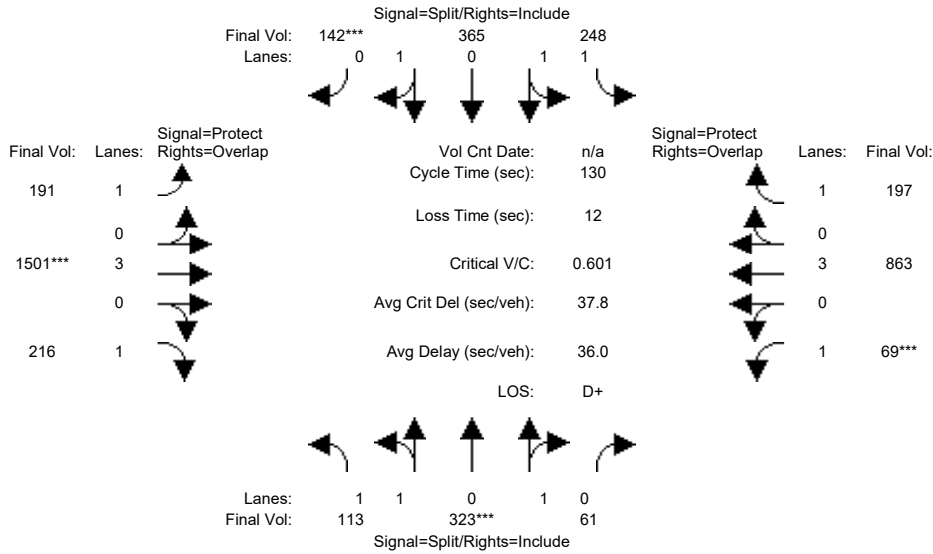
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.33	0.33	0.02	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	20.4	70.6	70.6	15.4	65.6	65.6
Volume/Cap:	0.07	0.07	0.07	0.30	0.00	0.30	0.39	0.61	0.61	0.15	0.39	0.39
Delay/Veh:	35.5	35.5	35.5	38.1	0.0	38.1	50.1	20.7	20.7	51.8	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	35.5	35.5	38.1	0.0	38.1	50.1	20.7	20.7	51.8	19.9	19.9
LOS by Move:	D+	D+	D+	D+	A	D+	D	C+	C+	D-	B-	B-
HCM2k95thQ:	2	2	2	9	0	9	8	29	29	2	16	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	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:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	0	0	0	0	0	0	0	244	0	0	193	0
PasserByVol:	2	0	0	14	0	1	1	57	2	4	149	46
Initial Fut:	113	323	61	248	365	142	191	1501	216	69	863	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	323	61	248	365	142	191	1501	216	69	863	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	323	61	248	365	142	191	1501	216	69	863	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	323	61	248	365	142	191	1501	216	69	863	197

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.02	1.41	0.57	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1789	2633	1024	1750	5700	1750	1750	5700	1750

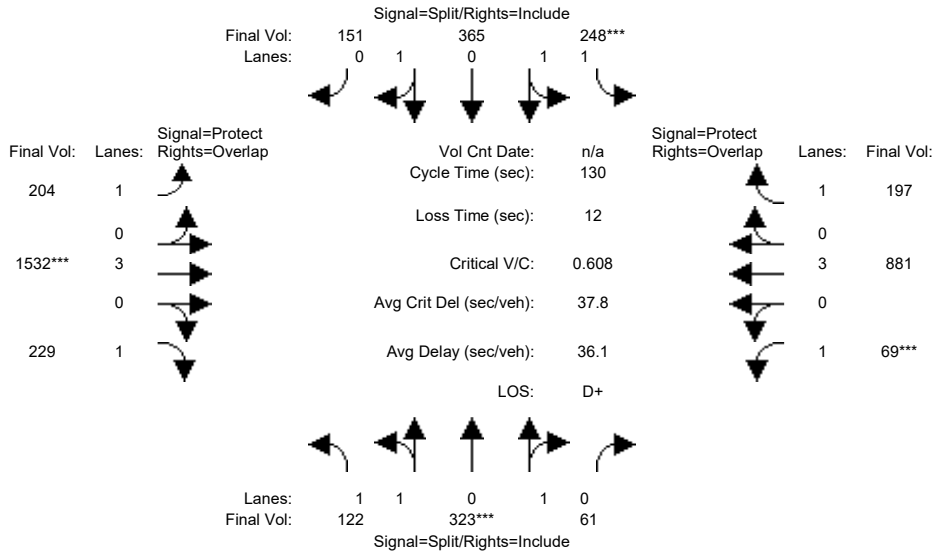
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.14	0.14	0.11	0.26	0.12	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.5	22.5	22.5	30.0	30.0	30.0	27.5	57.0	79.5	8.5	38.1	68.1
Volume/Cap:	0.37	0.60	0.60	0.60	0.60	0.60	0.52	0.60	0.20	0.60	0.52	0.21
Delay/Veh:	47.7	50.9	50.9	45.5	45.5	45.5	46.7	28.2	11.3	67.6	38.6	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	50.9	50.9	45.5	45.5	45.5	46.7	28.2	11.3	67.6	38.6	16.7
LOS by Move:	D	D	D	D	D	D	D	C	B+	E	D+	B
HCM2k95thQ:	9	15	15	18	18	18	13	26	8	8	18	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	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:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	9	0	0	0	0	9	13	275	13	0	211	0
PasserByVol:	2	0	0	14	0	1	1	57	2	4	149	46
Initial Fut:	122	323	61	248	365	151	204	1532	229	69	881	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	323	61	248	365	151	204	1532	229	69	881	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	323	61	248	365	151	204	1532	229	69	881	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	323	61	248	365	151	204	1532	229	69	881	197

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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.01	1.39	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1768	2603	1077	1750	5700	1750	1750	5700	1750

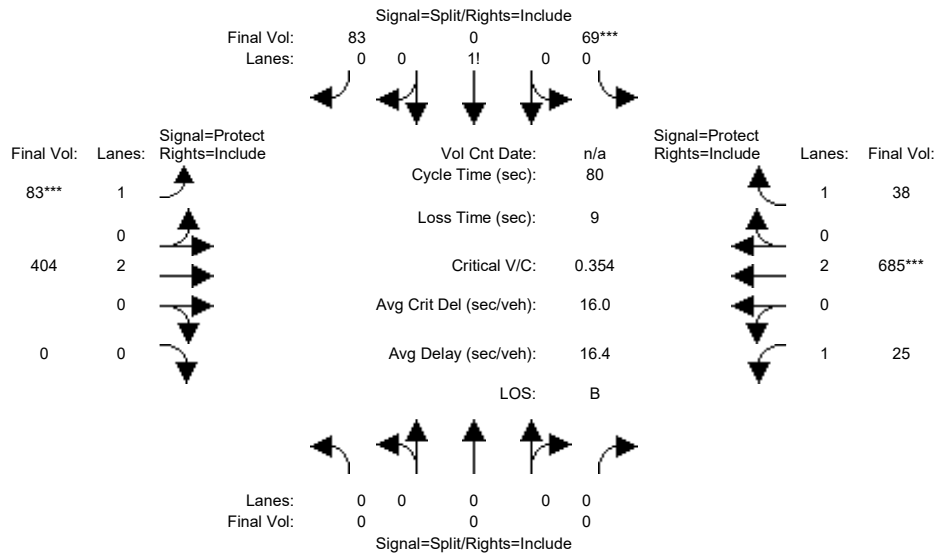
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.12	0.27	0.13	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.2	22.2	22.2	30.0	30.0	30.0	28.3	57.4	79.6	8.4	37.5	67.5
Volume/Cap:	0.41	0.61	0.61	0.61	0.61	0.61	0.54	0.61	0.21	0.61	0.54	0.22
Delay/Veh:	48.3	51.2	51.2	45.6	45.6	45.6	46.5	28.1	11.3	68.4	39.2	17.0
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:	48.3	51.2	51.2	45.6	45.6	45.6	46.5	28.1	11.3	68.4	39.2	17.0
LOS by Move:	D	D-	D-	D	D	D	D	C	B+	E	D	B
HCM2k95thQ:	10	15	15	19	19	19	14	26	8	8	18	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	8	0	0	33	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	69	0	83	83	404	0	25	685	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	69	0	83	83	404	0	25	685	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	83	83	404	0	25	685	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	69	0	83	83	404	0	25	685	38

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	0.55	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	794	0	956	1750	3800	0	1750	3800	1750

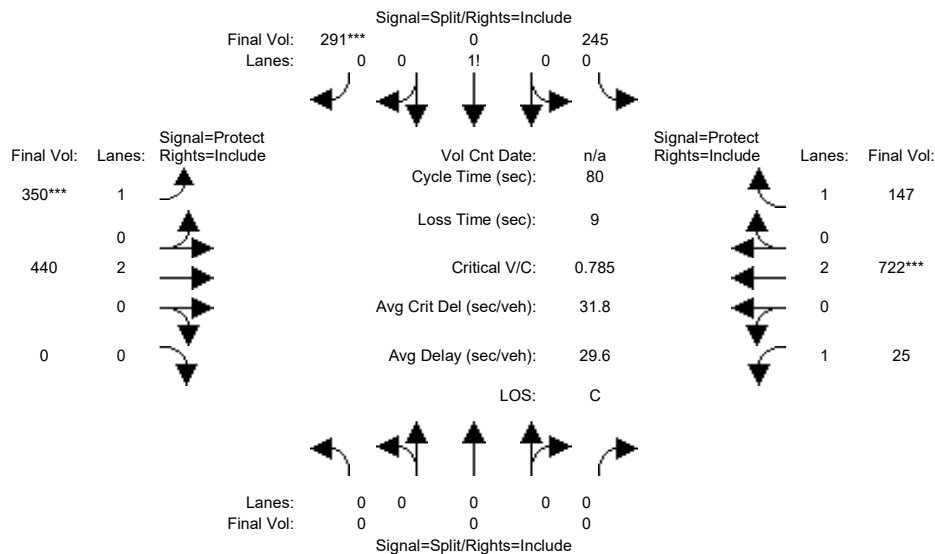
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.05	0.11	0.00	0.01	0.18	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	19.6	0.0	19.6	10.7	30.2	0.0	21.2	40.7	40.7
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.35	0.35	0.28	0.00	0.05	0.35	0.04
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	25.5	32.4	17.4	0.0	22.0	11.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.5	0.0	25.5	32.4	17.4	0.0	22.0	11.9	9.9
LOS by Move:	A	A	A	C	A	C	C-	B	A	C+	B+	A
HCM2k95thQ:	0	0	0	7	0	7	4	7	0	1	9	1

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	184	0	208	300	36	0	0	37	117
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	245	0	291	350	440	0	25	722	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:	0	0	0	245	0	291	350	440	0	25	722	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	291	350	440	0	25	722	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
Final Volume:	0	0	0	245	0	291	350	440	0	25	722	147

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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	800	0	950	1750	3800	0	1750	3800	1750

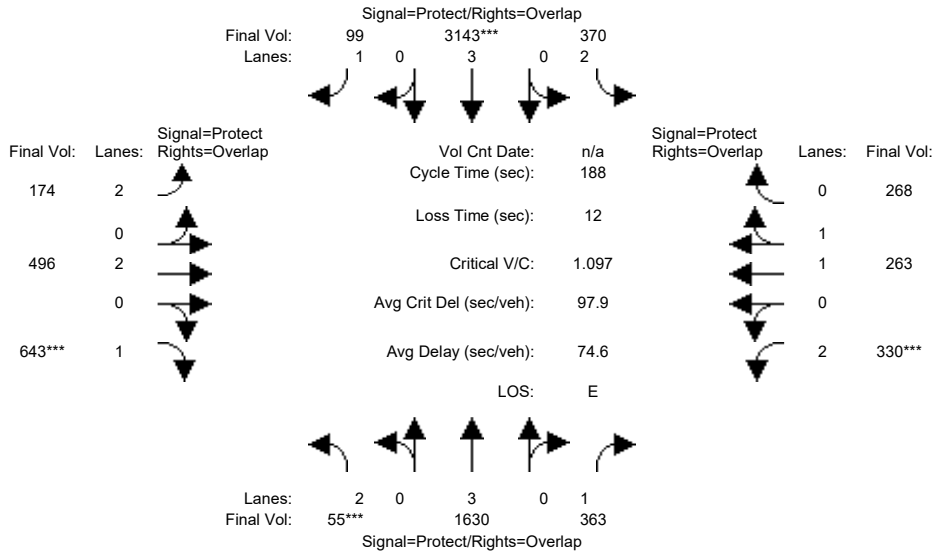
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.31	0.20	0.12	0.00	0.01	0.19	0.08
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	31.2	0.0	31.2	20.4	23.4	0.0	16.4	19.4	19.4
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.78	0.40	0.00	0.07	0.78	0.35
Delay/Veh:	0.0	0.0	0.0	27.4	0.0	27.4	36.6	22.9	0.0	25.8	32.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.4	0.0	27.4	36.6	22.9	0.0	25.8	32.8	25.6
LOS by Move:	A	A	A	C	A	C	D+	C+	A	C	C-	C
HCM2k95thQ:	0	0	0	26	0	26	17	8	0	1	16	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	0	190	0	0	282	0	0	0	0	0	0	0
PasserByVol:	9	627	5	14	268	7	11	10	0	68	10	8
Initial Fut:	55	2037	363	370	3979	99	174	496	643	330	263	268
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1630	363	370	3143	99	174	496	643	330	263	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1630	363	370	3143	99	174	496	643	330	263	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	1630	363	370	3143	99	174	496	643	330	263	268

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

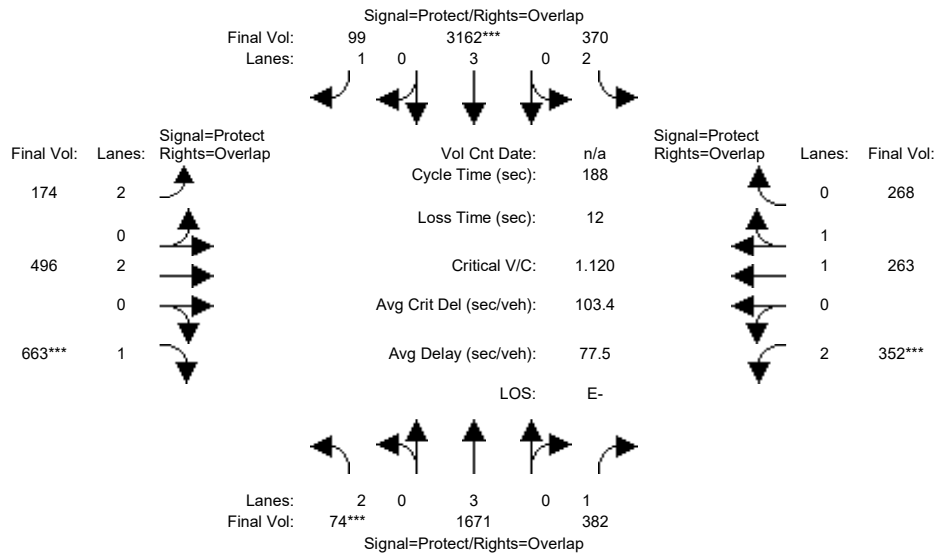
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.21	0.12	0.55	0.06	0.06	0.13	0.37	0.10	0.14	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.26	0.60	0.34	0.81	0.99	0.09	0.68	0.76	1.54	0.75	0.60	0.41
Delay/Veh:	80.5	34.9	17.0	84.5	53.9	12.7	88.1	76.0	322.4	81.8	63.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	34.9	17.0	84.5	53.9	12.7	88.1	76.0	322.4	81.8	63.0	41.6
LOS by Move:	F	C-	B	F	D-	B	F	E-	F	F	E	D
HCM2k95thQ:	3	36	19	24	95	4	13	25	103	22	24	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	19	242	19	0	305	0	0	0	20	22	0	0
PasserByVol:	9	627	5	14	268	7	11	10	0	68	10	8
Initial Fut:	74	2089	382	370	4002	99	174	496	663	352	263	268
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1671	382	370	3162	99	174	496	663	352	263	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1671	382	370	3162	99	174	496	663	352	263	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	1671	382	370	3162	99	174	496	663	352	263	268

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

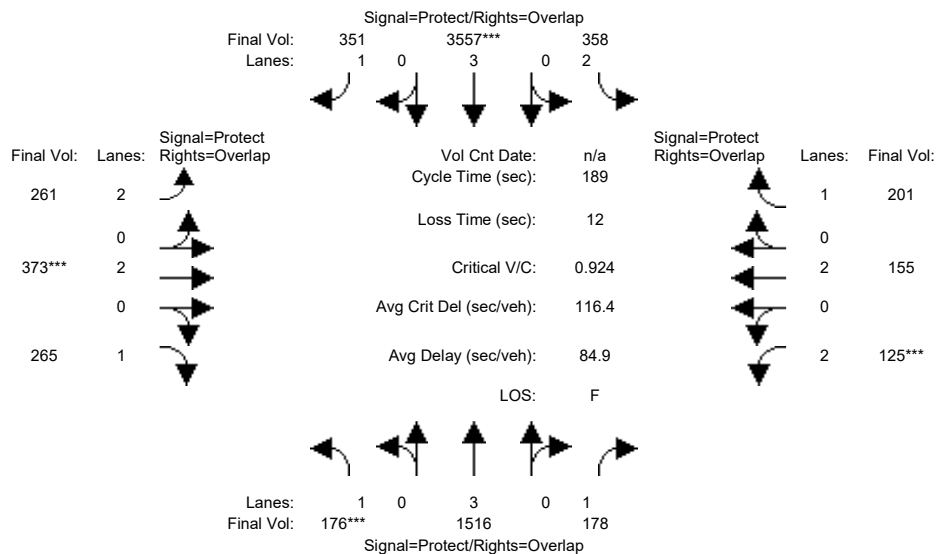
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.22	0.12	0.55	0.06	0.06	0.13	0.38	0.11	0.14	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.35	0.62	0.35	0.81	1.00	0.09	0.68	0.76	1.59	0.80	0.60	0.41
Delay/Veh:	81.3	35.3	17.2	84.5	55.5	12.7	88.1	76.0	343.3	85.5	63.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	35.3	17.2	84.5	55.5	12.7	88.1	76.0	343.3	85.5	63.0	41.6
LOS by Move:	F	D+	B	F	E+	B	F	E-	F	F	E	D
HCM2k95thQ:	5	37	20	24	97	4	13	25	108	24	24	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	0	190	0	0	282	0	0	0	0	0	0	0
PasserByVol:	9	487	6	5	339	20	64	13	2	0	6	34
Initial Fut:	176	1895	178	358	4503	351	261	373	265	125	155	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1516	178	358	3557	351	261	373	265	125	155	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1516	178	358	3557	351	261	373	265	125	155	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1516	178	358	3557	351	261	373	265	125	155	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

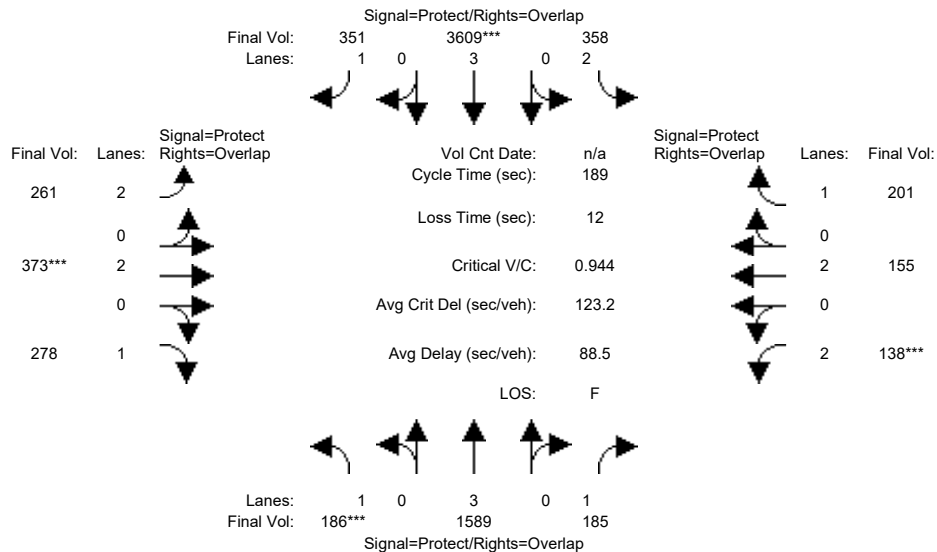
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.10	0.11	0.62	0.20	0.08	0.10	0.15	0.04	0.04	0.11
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.95	0.54	0.17	0.80	1.17	0.32	0.88	0.48	0.49	0.45	0.20	0.34
Delay/Veh:	132.5	31.3	17.3	84.3	122	15.8	104.7	63.4	51.0	78.9	60.2	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.5	31.3	17.3	84.3	122	15.8	104.7	63.4	51.0	78.9	60.2	44.3
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2k95thQ:	21	31	9	19	123	17	20	17	23	9	7	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	10	281	7	0	347	0	0	0	13	13	0	0
PasserByVol:	9	487	6	5	339	20	64	13	2	0	6	34
Initial Fut:	186	1986	185	358	4568	351	261	373	278	138	155	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1589	185	358	3609	351	261	373	278	138	155	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1589	185	358	3609	351	261	373	278	138	155	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	1589	185	358	3609	351	261	373	278	138	155	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

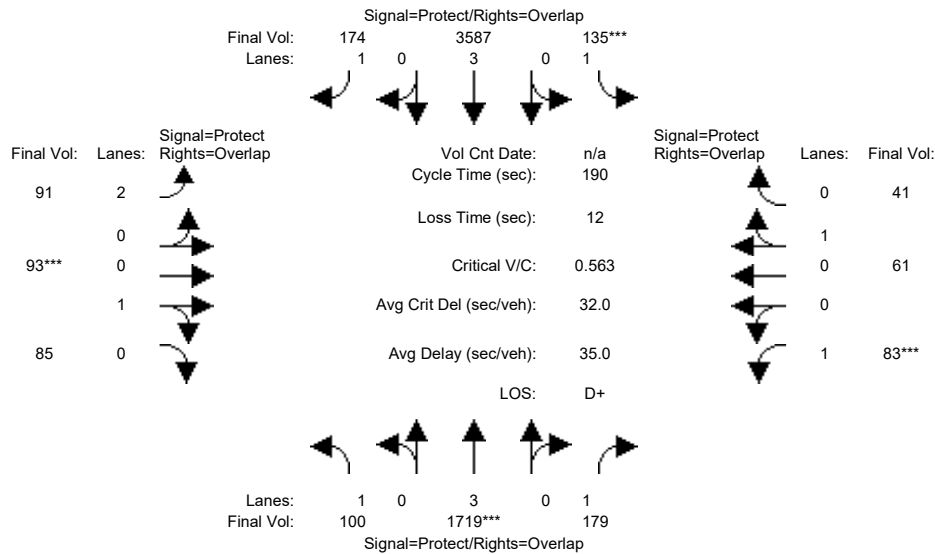
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.11	0.11	0.63	0.20	0.08	0.10	0.16	0.04	0.04	0.11
Crit Moves:	***				***			***		***		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	1.01	0.56	0.18	0.80	1.19	0.32	0.88	0.48	0.51	0.49	0.20	0.34
Delay/Veh:	148.5	31.9	17.4	84.3	130	15.8	104.7	63.4	51.6	79.5	60.2	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.5	31.9	17.4	84.3	130	15.8	104.7	63.4	51.6	79.5	60.2	44.3
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2k95thQ:	23	33	10	19	127	17	20	17	24	10	7	16

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	0	190	0	0	282	0	0	0	0	0	0	0
PasserByVol:	9	456	3	8	226	13	20	7	0	9	6	5
Initial Fut:	100	2149	179	135	4540	174	91	93	85	83	61	41
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1719	179	135	3587	174	91	93	85	83	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1719	179	135	3587	174	91	93	85	83	61	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1719	179	135	3587	174	91	93	85	83	61	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.52	0.48	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	940	860	1750	1076	724

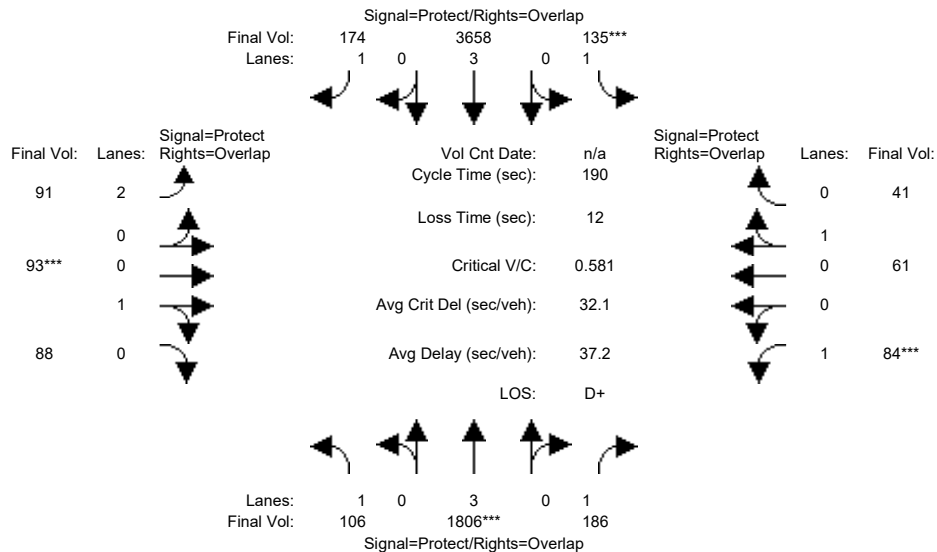
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.10	0.08	0.63	0.10	0.03	0.10	0.10	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.69	0.48	0.15	0.66	0.96	0.14	0.39	0.77	0.47	0.71	0.47	0.24
Delay/Veh:	93.0	18.5	9.8	83.9	36.4	7.3	80.5	91.0	63.1	100.8	75.5	55.9
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:	93.0	18.5	9.8	83.9	36.4	7.3	80.5	91.0	63.1	100.8	75.5	55.9
LOS by Move:	F	B-	A	F	D+	A	F	F	E	F	E-	E+
HCM2k95thQ:	11	28	7	14	88	6	6	21	17	12	11	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	6	298	7	0	373	0	0	0	3	1	0	0
PasserByVol:	9	456	3	8	226	13	20	7	0	9	6	5
Initial Fut:	106	2257	186	135	4631	174	91	93	88	84	61	41
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1806	186	135	3658	174	91	93	88	84	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1806	186	135	3658	174	91	93	88	84	61	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	1806	186	135	3658	174	91	93	88	84	61	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.51	0.49	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	925	875	1750	1076	724

Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.11	0.08	0.64	0.10	0.03	0.10	0.10	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.73	0.51	0.15	0.66	0.98	0.14	0.39	0.79	0.48	0.72	0.47	0.24
Delay/Veh:	97.2	18.9	9.8	83.9	40.2	7.3	80.5	92.5	63.2	101.9	75.5	55.9
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:	97.2	18.9	9.8	83.9	40.2	7.3	80.5	92.5	63.2	101.9	75.5	55.9
LOS by Move:	F	B-	A	F	D	A	F	F	E	F	E-	E+
HCM2k95thQ:	11	29	7	14	93	6	6	22	17	12	11	9

Note: Queue reported is the number of cars per lane.

Attachment D: Intersection Level of Service Tables

Table D1: Existing and Existing with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Existing ³		Existing with Propose Project				Existing with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.4 31.7	C+ C	22.3 31.7	C+ C	0.005 0.005	-0.1 -0.1	22.2 31.7	C+ C	0.011 0.008	-0.2 -0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	28.5 27.1	C C	28.3 26.6	C C	0.004 0.013	0.3 -0.6	28.5 26.2	C C	0.007 0.022	0.5 -0.9
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	38.3 46.7	D+ D	38.5 47.5	D+ D	0.023 0.043	0.8 1.5	38.4 47.7	D+ D	0.030 0.046	0.6 1.8
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	44.5 43.7	D D	44.4 44.1	D D	0.003 0.015	0.1 0.9	44.5 44.1	D D	0.007 0.019	0.2 0.9
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	48.3 46.6	D D	48.7 47.1	D D	0.007 0.014	0.6 0.9	48.6 47.1	D D	0.009 0.016	0.6 0.8
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.7 10.7	B+ B+	11.6 10.6	B+ B+	0.003 0.008	0.0 -0.1	11.6 10.5	B+ B+	0.006 0.010	0.0 -0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	21.2 25.9	C+ C	21.1 25.5	C+ C	0.003 0.008	0.0 -0.2	21.0 25.5	C+ C	0.006 0.01	0.0 -0.3
8	De Anza Boulevard / Homestead Road	D	AM PM	39.8 41.0	D D	41.2 42.3	D D	0.024 0.012	2.5 1.4	41.1 42.7	D D	0.022 0.016	2.1 2.0
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	18.5 27.1	B- C	18.9 28	B- C	0.008 0.033	0.5 1.4	19.2 28	B- C	0.016 0.034	1.0 1.4
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	25.5 18.0	C B	26.4 18.5	C B-	0.021 0.009	0.6 0.4	26.3 18.9	C B-	0.018 0.015	0.5 0.6
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	35.6 39.9	D+ D	37.9 45.9	D+ D	0.052 0.086	3.4 9.5	38.3 45.2	D+ D	0.062 0.071	3.9 7.7
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.4 64.2	D+ E	36.0 68.8	D+ E	0.048 0.036	-0.2 6.8	36.1 67.7	D+ E	0.036 0.030	-0.2 5.4
13	De Anza Boulevard / Bollinger Road	E+	AM PM	33.4 26.4	C- C	33.9 25.6	C- C	0.050 0.019	1.0 0.1	33.5 25.7	C- C	0.037 0.020	0.6 0.0

Table D1: Existing and Existing with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Existing ³		Existing with Propose Project				Existing with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM	22.4	C+	24.9	C	0.065	1.5	24.2	C	0.052	1.1
			PM	15.0	B	15.8	B	0.062	0.9	16.0	B	0.057	1.2
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM	12.8	B	13.1	B	0.024	0.4	13.2	B	0.024	0.5
			PM	15.7	B	16.7	B	0.066	1.3	16.6	B	0.055	1.1
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM	19.8	B-	19.8	B-	0.016	0.0	19.7	B-	0.011	0.0
			PM	28.8	C	28.4	C	0.014	-0.2	28.5	C	0.011	-0.2
17	Stevens Creek Boulevard / Torre Avenue	D	AM	22.4	C+	21.1	C+	0.029	-0.9	20.7	C+	0.046	-1.4
			PM	23.1	C	21.7	C+	0.044	-0.6	21.6	C+	0.061	-0.8
18	Homestead Road / Blaney Avenue	D	AM	23.9	C	23.9	C	0.018	0.0	23.9	C	0.016	0.1
			PM	24.4	C	24.7	C	0.013	0.4	24.8	C	0.017	0.4
19	Stevens Creek Boulevard / Blaney Avenue	D	AM	34.9	C-	34.6	C-	0.048	1.3	34.6	C-	0.061	1.1
			PM	33.5	C-	33.6	C-	0.063	1.6	33.7	C-	0.079	1.7
20	Stevens Creek Boulevard / Portal Avenue	D	AM	21.8	C+	19.5	B-	0.029	-1.0	19.3	B-	0.045	-1.5
			PM	13.0	B	11.8	B+	0.045	-0.4	11.9	B+	0.062	-0.5
21	Stevens Creek Boulevard / Perimeter Road	D	AM	9.5	A	26.8	C	0.229	25.4	28.3	C	0.233	26.1
			PM	15.2	B	32.0	C	0.232	17.7	31.8	C	0.214	16.2
22	Wolfe Road / El Camino Real	E	AM	51.0	D-	51.4	D-	0.031	2.4	51.3	D-	0.036	1.9
			PM	48.1	D	49.1	D	0.032	1.6	49.4	D	0.044	1.9
23	Wolfe Road / Fremont Avenue	D	AM	49.7	D	50.0	D	0.030	-0.1	50.0	D	0.032	0.3
			PM	47.9	D	49.1	D	0.028	1.3	49.3	D	0.039	1.3
24	Wolfe Road / Marion Way	D	AM	15.9	B	16.1	B	0.020	0.4	15.7	B	0.033	0.0
			PM	18.8	B-	18.6	B-	0.048	-0.8	18.5	B-	0.053	-0.9
25	Wolfe Road / Inverness Way	D	AM	18.3	B-	18.0	B	0.015	-0.3	17.7	B	0.030	-0.5
			PM	22.8	C+	22.5	C+	0.034	0.1	22.3	C+	0.049	0.0
26	Wolfe Road / Homestead Road	D	AM	32.9	C-	33.0	C-	0.016	-0.1	33.0	C-	0.031	-0.1
			PM	43.0	D	43.6	D	0.041	-1.0	43.6	D	0.055	-1.0

Table D1: Existing and Existing with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Existing ³		Existing with Propose Project				Existing with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
27	Wolfe Road / Apple Park	D	AM	9.8	A	9.6	A	0.015	-0.1	9.6	A	0.029	-0.2
			PM	15.4	B	14.5	B	0.030	-0.6	14.3	B	0.045	-0.8
28	Wolfe Road / Pruneridge Avenue	D	AM	23.5	C	23.2	C	0.051	4.0	23.3	C	0.046	4.4
			PM	16.5	B	15.9	B	0.031	-0.2	15.8	B	0.047	-0.2
29	Wolfe Road / I-280 Ramps (north)	D	AM	13.2	B	15.6	B	0.158	3.2	15.1	B	0.118	2.4
			PM	12.0	B	13.3	B	0.101	2.5	14.2	B	0.146	4.0
30	Wolfe Road / I-280 Ramps (south)	D	AM	12.1	B	13.2	B	0.085	1.2	13.1	B	0.105	1.0
			PM	8.4	A	9.6	A	0.238	2.4	10.5	B+	0.268	3.7
31	Wolfe Road / Vallco Parkway	D	AM	19.6	B-	26.6	C	0.257	9.8	29.4	C	0.295	12.7
			PM	31.2	C	52.2	D-	0.340	29.6	52.3	D-	0.36	31.4
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM	41.7	D	45.7	D	0.133	5.2	45.8	D	0.129	5.4
			PM	41.4	D	44.6	D	0.081	7.0	44.5	D	0.088	7.4
33	Miller Avenue / Calle de Barcelona	D	AM	7.5	A	7.3	A	0.030	-0.1	7.4	A	0.022	-0.1
			PM	3.0	A	2.9	A	0.035	-0.1	2.9	A	0.030	-0.1
34	Miller Avenue / Phil Lane	D	AM	5.3	A	5.4	A	0.033	0.2	5.4	A	0.025	0.2
			PM	4.1	A	4.1	A	0.032	0.0	4.2	A	0.027	0.0
35	Miller Avenue / Bollinger Road	D	AM	37.1	D+	38	D+	0.034	1.2	37.8	D+	0.026	1
			PM	41.5	D	42.3	D	0.025	1.2	42.2	D	0.023	1.1
36	Miller Avenue / Rainbow Drive	D	AM	23.1	C	23.5	C	0.017	0.6	23.4	C	0.013	0.4
			PM	22.8	C+	22.4	C+	0.027	-0.4	22.5	C+	0.024	-0.4
37	Stevens Creek Boulevard / Finch Avenue	D	AM	28.8	C	27.4	C	0.042	-1.6	27.7	C	0.033	-1.3
			PM	21.6	C+	20.1	C+	0.054	-1.6	20.2	C+	0.048	-1.5
38	Tantau Avenue / Homestead Road	D	AM	34.4	C-	34.8	C-	0.011	-0.3	34.7	C-	0.009	-0.2
			PM	43.2	D	43.6	D	0.023	1.3	43.8	D	0.026	1.7
39	Tantau Avenue / Pruneridge Avenue	D	AM	20.8	C+	20.9	C+	0.032	-0.4	20.8	C+	0.030	-0.2
			PM	24.5	C	24.6	C	0.032	-0.2	24.8	C	0.032	-0.2

Table D1: Existing and Existing with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Existing ³		Existing with Propose Project				Existing with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM	17.6	B	16.9	B	0.015	-0.5	16.8	B	0.025	-0.8
			PM	18.3	B-	18.5	B-	0.054	0.4	18.5	B-	0.053	0.3
41	Tantau Avenue / Vallco Parkway	D	AM	25.1	C	27.0	C	0.156	0.4	27.5	C	0.130	0.9
			PM	31.3	C	34.2	C-	0.173	3.3	34.5	C-	0.185	4.1
42	Stevens Creek Boulevard / Tantau Avenue	D	AM	44.7	D	45.6	D	0.068	1.2	45.2	D	0.052	0.8
			PM	42.8	D	44.5	D	0.118	3.3	44.2	D	0.108	3.1
43	Stevens Creek Boulevard / Stern Avenue	D	AM	37.6	D+	48.8	D	0.227	23.4	43.9	D	0.213	16.4
			PM	40.5	D	77.0	E-	0.075	54.3	72.0	E	0.069	47.9
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM	57.4	E+	66.8	E	0.009	0.7	63.2	E	0.015	1.3
			PM	52.7	D-	56.9	E+	0.028	4.6	56.4	E+	0.027	4.4
45	Stevens Creek Boulevard / Agilent Driveway	D	AM	36.7	D+	45.8	D	0.050	11.5	42.5	D	0.039	7.3
			PM	24.0	C	24.8	C	0.024	0.5	24.9	C	0.030	0.7
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM	28.9	C	33.3	C-	0.081	5.9	32.1	C-	0.065	4.4
			PM	25.4	C	25.7	C	0.041	0.7	25.9	C	0.055	1.0
47	Lawrence Expressway / El Camino Real	E	AM	34.6	C-	36.9	D+	0.040	2.5	37.1	D+	0.049	2.8
			PM	27.1	C	29.8	C	0.050	3.3	30.5	C	0.062	4.2
48	Lawrence Expressway / Homestead Road	E	AM	71.5	E	72.8	E	0.009	1.6	72.8	E	0.012	1.8
			PM	66.3	E	69.2	E	-0.046	6.4	69.3	E	-0.042	6.7
49	Lawrence Expressway / Pruneridge Avenue	E	AM	44	D	43.9	D	0.006	0.3	44.1	D	0.011	0.5
			PM	44.5	D	45.2	D	0.015	0.2	45.2	D	0.014	0.1
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	31.6	C	33.1	C-	0.077	1.7	33.0	C-	0.065	1.7
			PM	28.0	C	28.9	C	0.035	0.6	29.0	C	0.037	0.7
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM	32.8	C-	35.3	D+	0.007	1.6	34.7	C-	0.011	2.4
			PM	30.2	C	31.0	C	0.029	1.5	30.9	C	0.027	1.3

Table D1: Existing and Existing with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Existing ³		Existing with Propose Project				Existing with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
52	Lawrence Expressway / Mitty Way	E	AM	23.1	C	23.8	C	0.004	0.0	23.5	C	0.004	0.0
			PM	16.6	B	16.7	B	0.018	0.2	16.7	B	0.014	0.1
53	Lawrence Expressway / Bollinger Road	E	AM	60.3	E	67.9	E	0.033	13.5	65.2	E	0.025	8.7
			PM	54.2	D-	56.9	E+	0.009	0.2	56.2	E+	0.008	0.1
54	Lawrence Expressway / Doyle Road	E	AM	43.2	D	43.3	D	0.011	1.5	43.2	D	0.008	0.9
			PM	14.7	B	14.7	B	0.033	-0.1	14.7	B	0.026	-0.1
55	Lawrence Expressway / Prospect Road	E	AM	58.3	E+	58.5	E+	0.006	-0.5	58.4	E+	0.005	-0.4
			PM	46.7	D	47.0	D	0.032	0.2	46.9	D	0.025	0.1
56	Lawrence Expressway / Saratoga Avenue	E	AM	44.0	D	53.3	D-	0.076	16.8	49.7	D	0.054	10.4
			PM	45.7	D	46.9	D	0.006	-0.2	46.7	D	0.006	-0.2
57	Saratoga Avenue / Cox Avenue	D	AM	45.1	D	45.3	D	0.006	0.3	45.2	D	0.005	0.3
			PM	37.8	D+	38.5	D+	0.032	2.0	38.3	D+	0.025	1.5
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM	19.1	B-	20.1	C+	0.029	0.9	19.9	B-	0.020	0.7
			PM	26.7	C	27.0	C	0.025	0.4	26.9	C	0.019	0.3
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM	16.8	B	17.0	B	0.005	0.2	16.9	B	0.004	0.1
			PM	18.5	B-	18.8	B-	0.027	0.4	18.7	B-	0.020	0.3
60	Stevens Creek Boulevard / Cabot Avenue	D	AM	47.0	D	51.7	D-	0.006	0.2	50.5	D	0.009	0.2
			PM	46.3	D	47.6	D	0.022	2.0	47.5	D	0.022	1.9
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM	27.4	C	27.7	C	0.008	0.1	27.7	C	0.011	0.2
			PM	22.7	C+	23.0	C	0.023	0.5	23.0	C	0.023	0.5
62	Stevens Creek Boulevard / Woodhams Road	D	AM	18.8	B-	20.1	C+	0.013	1.0	19.7	B-	0.014	0.6
			PM	21.1	C+	21.6	C+	0.021	0.5	21.6	C+	0.025	0.6
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM	41.6	D	41.8	D	0.010	0.2	41.8	D	0.010	0.3
			PM	37.1	D+	37.2	D+	0.009	0.0	37.2	D+	0.009	0.0
64	Vallco Parkway / Perimeter Road	D	AM	11.6	B+	20.4	C+	0.357	12.6	21.8	C+	0.332	13.4
			PM	17.1	B	26.6	C	0.414	10.4	27.9	C	0.449	12.4

Table D1: Existing and Existing with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Existing ³		Existing with Propose Project				Existing with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
65	Lawrence Expressway/Kifer Road Avenue	E	AM	36.2	D+	36.4	D+	0.008	-0.3	36.5	D+	0.008	-0.1
			PM	71.5	E	72.5	E	0.012	2.2	74.1	E	0.024	5.0
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM	56.1	E+	56.5	E+	0.004	0.5	57.0	E+	0.010	1.2
			PM	55.1	E+	56.9	E+	0.015	3.3	57.8	E+	0.020	4.9
67	Lawrence Expressway/ Cabrillo Avenue	E	AM	32.7	C-	33.2	C-	0.022	0.9	33.4	C-	0.02	0.8
			PM	29.2	C	29.6	C	0.017	-0.4	29.9	C	0.019	-0.3

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
7. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, May 2018.

Table D2: Background and Background with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Background ³		Background with Propose Project				Background with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM	22.0	C+	22	C+	0.005	-0.1	21.8	C+	0.011	-0.2
			PM	32.1	C-	32.1	C-	0.005	-0.1	32.1	C-	0.008	-0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM	47.7	D	48.9	D	0.017	6.5	51	D	0.03	11.6
			PM	23.2	C	23.3	C	0.057	3.2	23	C+	0.055	3.0
3	Stevens Creek Boulevard / Stelling Road	E+	AM	38.6	D+	39.2	D	0.026	1.3	39.1	D	0.036	1.5
			PM	48.5	D	51.1	D-	0.053	5.6	51.7	D-	0.056	6.1
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM	55.7	E+	56.2	E+	0.004	0.7	56.8	E+	0.007	1.5
			PM	47.4	D	48.5	D	0.015	2.0	48.7	D	0.018	2.3
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM	53.2	D-	54	D-	0.007	1.3	54.1	D-	0.009	1.5
			PM	50.7	D	51.9	D-	0.014	2.0	52	D-	0.016	2.0
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM	11.1	B+	11	B+	0.003	0.0	11	B+	0.006	0.0
			PM	9.4	A	9.4	A	0.008	0.0	9.4	A	0.010	0.0
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM	20.0	B-	19.9	B-	0.003	0.0	19.9	B-	0.006	0.0
			PM	23.0	C+	22.8	C+	0.008	0.0	22.8	C+	0.010	0.0
8	De Anza Boulevard / Homestead Road	D	AM	44.6	D	47.6	D	0.023	5.5	47.7	D	0.021	4.8
			PM	48.3	D	51	D-	0.016	3.4	51.6	D-	0.019	4.1
9	De Anza Boulevard / I-280 Ramps (north)	D	AM	19.3	B-	19.7	B-	0.008	0.7	20	C+	0.016	1.3
			PM	32.1	C-	35.5	D+	0.033	5.4	35.5	D+	0.034	5.4
10	De Anza Boulevard / I-280 Ramps (south)	D	AM	27.6	C	28.7	C	0.022	1.0	28.6	C	0.019	0.8
			PM	20.9	C+	21.5	C+	0.009	0.7	21.8	C+	0.015	1.3
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM	38.4	D+	42.6	D	0.058	7.0	43.3	D	0.072	9.0
			PM	46.2	D	64.2	E	0.112	28.4	64.5	E	0.110	27.7
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM	36.2	D+	36.6	D+	0.048	0.9	36.5	D+	0.036	0.6
			PM	71.4	E	78.0	E-	0.036	9.6	76.5	E-	0.030	7.7
13	De Anza Boulevard / Bollinger Road	E+	AM	37.9	D+	43.7	D	0.051	7.9	41.7	D	0.038	5.4
			PM	24.6	C	24	C	0.016	-0.1	24.1	C	0.018	-0.1

Table D2: Background and Background with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Background ³		Background with Propose Project				Background with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM	24.3	C	27	C	0.065	1.7	26.3	C	0.052	1.3
			PM	15.7	B	18.1	B-	0.062	3.2	18.2	B-	0.057	3.2
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM	12.6	B	13	B	0.024	0.4	13.1	B	0.024	0.5
			PM	15.3	B	16.4	B	0.066	1.5	16.2	B	0.055	1.2
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM	19.1	B-	19.2	B-	0.016	0.2	19.2	B-	0.011	0.1
			PM	27.7	C	27.5	C	0.014	-0.1	27.5	C	0.012	-0.1
17	Stevens Creek Boulevard / Torre Avenue	D	AM	21.2	C+	22.4	C+	0.068	10.9	19.7	B-	0.045	-1.1
			PM	22.1	C+	21.2	C+	0.043	-0.3	21.2	C+	0.061	-0.3
18	Homestead Road / Blaney Avenue	D	AM	23.8	C	23.9	C	0.017	0.1	23.9	C	0.016	0.1
			PM	25.5	C	26.2	C	0.011	0.4	26.3	C	0.014	0.6
19	Stevens Creek Boulevard / Blaney Avenue	D	AM	34.3	C-	34.5	C-	0.047	1.6	34.4	C-	0.060	1.5
			PM	33.2	C-	34.1	C-	0.063	2.4	34.3	C-	0.078	2.7
20	Stevens Creek Boulevard / Portal Avenue	D	AM	20.2	C+	18.4	B-	0.029	-0.8	18.3	B-	0.045	-1.2
			PM	12.4	B	11.5	B+	0.045	-0.2	11.5	B+	0.062	-0.2
21	Stevens Creek Boulevard / Perimeter Road	D	AM	9.5	A	31.4	C	0.344	33.7	31.8	C	0.325	32.8
			PM	14.2	B	34.3	C-	0.233	18.7	34.7	C-	0.214	17.0
22	Wolfe Road / El Camino Real	E	AM	51.7	D-	52.3	D-	0.030	2.4	52.2	D-	0.035	2.0
			PM	52.0	D-	53.5	D-	0.031	2.6	54.1	D-	0.043	3.7
23	Wolfe Road / Fremont Avenue	D	AM	52.7	D-	53.1	D-	0.029	0.2	53.2	D-	0.031	0.5
			PM	52.0	D-	53.8	D-	0.028	1.9	54.3	D-	0.038	2.2
24	Wolfe Road / Marion Way	D	AM	15.0	B	15.3	B	0.019	0.6	15.0	B	0.033	0.2
			PM	18.2	B-	18.2	B-	0.047	-0.5	18.1	B-	0.053	-0.5
25	Wolfe Road / Inverness Way	D	AM	17.4	B	17.2	B	0.014	-0.2	17.0	B	0.03	-0.3
			PM	22.2	C+	22.2	C+	0.033	0.3	22.0	C+	0.048	0.2
26	Wolfe Road / Homestead Road	D	AM	36.6	D+	37.8	D+	0.046	4.0	37.9	D+	0.055	3.7
			PM	48.1	D	49.8	D	0.043	0.5	50.2	D	0.057	1.3

Table D2: Background and Background with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Background ³		Background with Propose Project				Background with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
27	Wolfe Road / Apple Park	D	AM	19.3	B-	18.7	B-	0.015	-0.1	18.8	B-	0.029	-0.2
			PM	33.0	C-	33.1	C-	0.029	0.1	33.0	C-	0.044	0.2
28	Wolfe Road / Pruneridge Avenue	D	AM	28.1	C	27.8	C	0.009	-0.2	27.5	C	0.017	-0.5
			PM	20.2	C+	20.2	C+	0.031	0.8	20.5	C+	0.046	1.3
29	Wolfe Road / I-280 Ramps (north)	D	AM	16.8	B	18.6	B-	0.013	0.3	18.3	B-	0.031	1.0
			PM	19.0	B-	26.2	C	0.048	7.7	32.5	C-	0.088	18.0
30	Wolfe Road / I-280 Ramps (south)	D	AM	19.0	B-	22.3	C+	0.052	6.1	27.3	C	0.096	15.0
			PM	9.8	A	13.2	B	0.229	6.6	14.8	B	0.258	9.6
31	Wolfe Road / Vallco Parkway	D	AM	24.6	C	31.5	C	0.248	9.5	35.1	D+	0.287	13.6
			PM	36.6	D+	66.8	E	0.370	49.2	68.6	E	0.390	54.4
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM	50.5	D	65.7	E	0.111	26.9	65.8	E	0.113	27.5
			PM	52.3	D-	71.0	E	0.121	36.1	69.7	E	0.112	32.9
33	Miller Avenue / Calle de Barcelona	D	AM	7.2	A	7.1	A	0.029	-0.1	7.2	A	0.022	0.0
			PM	2.9	A	2.8	A	0.035	0.0	2.8	A	0.030	0.0
34	Miller Avenue / Phil Lane	D	AM	5.2	A	5.4	A	0.033	0.3	5.3	A	0.025	0.2
			PM	4.0	A	4.1	A	0.032	0.1	4.1	A	0.027	0.1
35	Miller Avenue / Bollinger Road	D	AM	38.5	D+	39.6	D	0.034	1.5	39.4	D	0.026	1.1
			PM	45.2	D	46.3	D	0.025	1.9	46.2	D	0.023	1.7
36	Miller Avenue / Rainbow Drive	D	AM	26.5	C	27.9	C	0.016	2.6	27.5	C	0.013	1.9
			PM	21.9	C+	21.9	C+	0.026	0.2	21.8	C+	0.023	0.1
37	Stevens Creek Boulevard / Finch Avenue	D	AM	28.7	C	28.2	C	0.019	-0.2	28.1	C	0.027	-0.3
			PM	22.5	C+	22.4	C+	0.079	0.5	22.3	C+	0.071	0.4
38	Tantau Avenue / Homestead Road	D	AM	40.1	D	40.8	D	0.011	0.0	40.7	D	0.009	0.0
			PM	52.2	D-	54.0	D-	0.022	3.7	54.4	D-	0.026	4.5
39	Tantau Avenue / Pruneridge Avenue	D	AM	22.8	C+	23.2	C	0.040	0.9	23.1	C	0.034	0.8
			PM	23.4	C	23.6	C	0.031	0.0	23.9	C	0.031	0.0

Table D2: Background and Background with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Background ³		Background with Propose Project				Background with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM	23.5	C	23.4	C	0.014	-0.1	23.4	C	0.024	-0.1
			PM	27.2	C	28.7	C	0.053	4.5	28.6	C	0.051	4.3
41	Tantau Avenue / Vallco Parkway	D	AM	24.5	C	28.1	C	0.091	13.8	26.9	C	0.012	1.0
			PM	28.8	C	34.9	C-	0.167	8.6	35.3	D+	0.179	9.5
42	Stevens Creek Boulevard / Tantau Avenue	D	AM	48.6	D	58.1	E+	0.108	25.4	55.2	E+	0.083	18.3
			PM	45.9	D	49.6	D	0.116	6.1	49.1	D	0.107	5.5
43	Stevens Creek Boulevard / Stern Avenue	D	AM	92.3	F	135.5	F	0.067	59.9	124.8	F	0.052	46.6
			PM	81.9	F	130.5	F	0.075	73.2	124.8	F	0.068	66.4
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM	121.6	F	167.0	F	0.060	60.5	155.9	F	0.047	47.0
			PM	82.6	F	118.8	F	0.122	46.5	114.6	F	0.104	39.1
45	Stevens Creek Boulevard / Agilent Driveway	D	AM	92.6	F	125.3	F	0.050	40.3	117.5	F	0.039	31.5
			PM	25.6	C	26.6	C	0.023	0.7	26.7	C	0.030	1.0
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM	47.1	D	69.6	E	0.080	28.8	64.2	E	0.063	22.3
			PM	25.6	C	26.2	C	0.040	1.0	26.5	C	0.054	1.5
47	Lawrence Expressway / El Camino Real	E	AM	38.7	D+	40.7	D	0.039	2.2	40.9	D	0.047	2.5
			PM	33.3	C-	37.4	D+	0.049	5.7	38.7	D+	0.062	7.6
48	Lawrence Expressway / Homestead Road	E	AM	89.3	F	91.8	F	0.008	2.9	92.4	F	0.012	4.2
			PM	83.6	F	88.5	F	0.025	8.2	88.9	F	0.029	9.3
49	Lawrence Expressway / Pruneridge Avenue	E	AM	54.7	D-	54.8	D-	0.005	0.7	55.2	E+	0.011	1.2
			PM	56.5	E+	57.6	E+	0.204	8.0	58.0	E+	0.206	8.7
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	34.2	C-	35.8	D+	0.05	1.9	35.7	D+	0.045	1.9
			PM	28.9	C	29.5	C	0.02	0.4	29.5	C	0.02	0.4
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM	76.3	E-	81.8	F	0.022	6.6	80.3	F	0.021	4.7
			PM	79.7	E-	79.9	E-	0.029	0.5	79.9	E-	0.027	0.4

Table D2: Background and Background with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Background ³		Background with Propose Project				Background with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
52	Lawrence Expressway / Mitty Way	E	AM PM	39.6	D	44.2	D	0.016	5.9	42.7	D	0.012	4.0
				18.4	B-	18.8	B-	0.018	0.5	18.7	B-	0.014	0.4
53	Lawrence Expressway / Bollinger Road	E	AM PM	104.8	F	117.7	F	0.016	10.4	113.6	F	0.012	7.5
				87.4	F	94.1	F	0.029	11.2	92.7	F	0.025	9.0
54	Lawrence Expressway / Doyle Road	E	AM PM	41.0	D	41.8	D	0.011	1.6	41.6	D	0.008	1.0
				14.9	B	15.1	B	0.034	0.1	15.1	B	0.027	0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	55.5	E+	56.3	E+	0.19	12.4	54.3	D-	0.182	9.1
				47.3	D	48.6	D	0.032	2.5	48.3	D	0.025	1.8
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	43.6	D	45.4	D	0.046	3.0	44.6	D	0.033	1.8
				52.1	D-	52.3	D-	0.288	12.2	51.9	D-	0.286	11.7
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.0	D	46.0	D	0.003	-4.2	46.7	D	0.005	0.3
				39.3	D	40.9	D	0.032	3.4	40.5	D	0.025	2.5
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1	C+	21.9	C+	0.033	0.8	21.7	C+	0.023	0.6
				27.4	C	27.7	C	0.025	0.5	27.6	C	0.019	0.4
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.3	B	17.4	B	0.005	0.2	17.4	B	0.004	0.1
				19.5	B-	19.8	B-	0.027	0.3	19.7	B-	0.020	0.2
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	58.4	E+	42.2	D	0.150	6.1	42.0	D	0.147	5.7
				49.7	D	55.0	D-	0.022	7.5	54.8	D-	0.021	7.2
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.1	C	28.4	C	0.008	0.1	28.4	C	0.011	0.2
				23.6	C	24.0	C	0.022	0.6	23.9	C	0.022	0.6
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.7	B-	19.9	B-	0.012	1.0	19.6	B-	0.013	0.6
				21.6	C+	22.2	C+	0.020	0.9	22.3	C+	0.024	1.0
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.9	D	41.1	D	0.010	0.2	41.1	D	0.010	0.3
				36.5	D+	36.6	D+	0.008	0.0	36.6	D+	0.008	0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3	B+	19.5	B-	0.294	14.0	21.1	C+	0.271	14.7
				16.4	B	28.1	C	0.394	13.4	29.6	C	0.430	15.9

Table D2: Background and Background with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Background ³		Background with Propose Project				Background with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
65	Lawrence Expressway/Kifer Road Avenue	E	AM	36.9	D+	37.2	D+	0.007	-0.2	37.3	D+	0.008	0.0
			PM	72.4	E	73.6	E	0.012	2.4	75.1	E-	0.023	5.0
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM	67.3	E	68.3	E	0.004	1.6	69.8	E	0.010	3.7
			PM	71.0	E	73.3	E	0.014	4.3	74.6	E	0.020	6.5
67	Lawrence Expressway/ Cabrillo Avenue	E	AM	35.1	D+	35.7	D+	0.022	1.0	36.0	D+	0.020	0.9
			PM	31.7	C	32.3	C-	0.017	-0.2	32.8	C-	0.019	-0.2

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Background presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
7. Change in average critical movement delay between Background and Background with Project Conditions.

Table D3: Cumulative and Cumulative with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Cumulative ³		Cumulative with Propose Project				Cumulative with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM	22.1	C+	22.2	C+	0.005	-0.1	22.1	C+	0.011	-0.2
			PM	33.3	C-	33.3	C-	0.005	-0.1	33.3	C-	0.008	-0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM	54.6	D-	55.8	E+	0.017	6.9	58.1	E+	0.030	12.5
			PM	24.5	C	27.0	C	0.057	9.0	26.6	C	0.055	8.7
3	Stevens Creek Boulevard / Stelling Road	E+	AM	41.3	D	42.4	D	0.013	0.9	42.8	D	0.025	1.7
			PM	53.7	D-	59.3	E+	0.053	10.4	60.5	E	0.056	11.2
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM	85.8	F	86.7	F	0.004	1.4	87.8	F	0.007	2.9
			PM	71.4	E	74.6	E	0.014	5.4	75.5	E-	0.018	6.6
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM	80.1	F	81.9	F	0.007	3.1	82.3	F	0.009	3.7
			PM	73.8	E	77.2	E-	0.014	5.5	77.6	E-	0.016	6.0
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM	13.3	B	13.3	B	0.003	0.1	13.3	B	0.006	0.1
			PM	10.6	B+	10.6	B+	0.008	0.1	10.6	B+	0.010	0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM	23.2	C	23.2	C	0.003	0.1	23.2	C	0.006	0.2
			PM	26.3	C	26.3	C	0.008	0.2	26.3	C	0.010	0.2
8	De Anza Boulevard / Homestead Road	D	AM	48.3	D	52.3	D-	0.023	7.1	52.3	D-	0.021	6.4
			PM	52.0	D-	55.4	E+	0.016	4.4	56.1	E+	0.019	5.2
9	De Anza Boulevard / I-280 Ramps (north)	D	AM	20.9	C+	21.3	C+	0.008	0.8	21.6	C+	0.016	1.6
			PM	33.8	C-	38.4	D+	0.033	7.1	38.4	D+	0.033	7.1
10	De Anza Boulevard / I-280 Ramps (south)	D	AM	27.7	C	28.8	C	0.022	1.1	28.7	C	0.018	0.9
			PM	21.9	C+	22.6	C+	0.009	1.0	22.9	C+	0.015	1.9
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM	42.1	D	47.2	D	0.049	7.4	48.1	D	0.057	8.8
			PM	53.4	D-	77.3	E-	0.111	38.7	77.7	E-	0.110	37.9
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM	36.3	D+	36.9	D+	0.048	1.1	36.7	D+	0.036	0.8
			PM	73.0	E	80.0	F	0.036	10.2	78.5	E-	0.030	8.2
13	De Anza Boulevard / Bollinger Road	E+	AM	39.2	D	46.1	D	0.05	9.3	43.7	D	0.037	6.4
			PM	24.4	C	23.8	C	0.017	0.0	23.9	C	0.018	0.0

Table D3: Cumulative and Cumulative with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Cumulative ³		Cumulative with Propose Project				Cumulative with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM	24.4	C	27.2	C	0.065	1.8	26.4	C	0.052	1.4
			PM	16.0	B	19.0	B-	0.062	4.0	19.0	B-	0.057	3.9
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM	12.6	B	12.9	B	0.024	0.4	13.0	B	0.024	0.6
			PM	15.2	B	16.4	B	0.066	1.5	16.2	B	0.055	1.3
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM	19.1	B-	19.2	B-	0.016	0.2	19.1	B-	0.011	0.1
			PM	27.6	C	27.3	C	0.014	0.0	27.4	C	0.011	0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM	19.8	B-	20.6	C+	0.029	1.3	20.3	C+	0.045	1.1
			PM	21.6	C+	21.1	C+	0.043	0.0	21.1	C+	0.061	0.1
18	Homestead Road / Blaney Avenue	D	AM	23.8	C	23.9	C	0.017	0.1	23.9	C	0.016	0.2
			PM	25.8	C	26.6	C	0.011	0.5	26.7	C	0.014	0.7
19	Stevens Creek Boulevard / Blaney Avenue	D	AM	34.2	C-	34.9	C-	0.047	2.3	35.0	C-	0.060	2.5
			PM	33.3	C-	34.9	C-	0.063	3.2	35.2	D+	0.079	3.8
20	Stevens Creek Boulevard / Portal Avenue	D	AM	18.8	B-	17.4	B	0.028	-0.6	17.3	B	0.045	-0.8
			PM	12.1	B	11.2	B+	0.045	0.1	11.2	B+	0.062	0.1
21	Stevens Creek Boulevard / Perimeter Road	D	AM	9.0	A	31.4	C	0.344	34.3	31.5	C	0.325	33.0
			PM	13.7	B	34.6	C-	0.233	19.7	35.0	C-	0.214	26.4
22	Wolfe Road / El Camino Real	E	AM	57.3	E+	58.9	E+	0.030	4.5	59.2	E+	0.035	4.7
			PM	66.9	E	71.5	E	0.031	9.0	73.4	E	0.043	12.6
23	Wolfe Road / Fremont Avenue	D	AM	58.4	E+	59.9	E+	0.029	1.4	60.3	E	0.031	1.9
			PM	64.9	E	70.6	E	0.028	5.4	72.9	E	0.038	7.5
24	Wolfe Road / Marion Way	D	AM	16.4	B	16.9	B	0.019	0.8	16.8	B	0.033	0.7
			PM	20.2	C+	20.8	C+	0.047	0.6	20.9	C+	0.052	0.8
25	Wolfe Road / Inverness Way	D	AM	17.8	B	17.9	B	0.014	0.0	17.7	B	0.030	0.0
			PM	24.7	C	25.3	C	0.033	1.0	25.5	C	0.048	1.5
26	Wolfe Road / Homestead Road	D	AM	39.4	D	42.6	D	0.057	7.0	42.9	D	0.066	7.5
			PM	54.2	D-	58.8	E+	0.041	2.4	60.1	E	0.054	4.9

Table D3: Cumulative and Cumulative with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Cumulative ³		Cumulative with Propose Project				Cumulative with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
27	Wolfe Road / Apple Park	D	AM	18.9	B-	18.5	B-	0.015	0.0	18.5	B-	0.029	0.0
			PM	33.8	C-	34.2	C-	0.029	0.4	34.2	C-	0.044	0.6
28	Wolfe Road / Pruneridge Avenue	D	AM	28.8	C	28.7	C	0.009	-0.2	28.4	C	0.017	-0.3
			PM	21.6	C+	22.2	C+	0.031	1.6	22.8	C+	0.046	2.7
29	Wolfe Road / I-280 Ramps (north)	D	AM	19.0	B-	21.9	C+	0.020	1.6	21.7	C+	0.031	2.4
			PM	13.8	B	15.0	B	0.032	0.8	15.8	B	0.062	2.0
30	Wolfe Road / I-280 Ramps (south)	D	AM	14.1	B	15.5	B	0.064	1.1	15.4	B	0.079	1.4
			PM	10.1	B+	10.5	B+	0.069	0.5	11.0	B+	0.118	1.1
31	Wolfe Road / Vallco Parkway	D	AM	24.2	C	34.7	C-	0.248	15.0	38.7	D+	0.287	20.1
			PM	36.1	D+	74.7	E	0.337	53.9	74.4	E	0.357	59.5
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM	71.1	E	97.1	F	0.112	42.9	96.8	F	0.114	43.6
			PM	64.1	E	90.9	F	0.121	46.0	89.7	F	0.112	42.3
33	Miller Avenue / Calle de Barcelona	D	AM	7.1	A	7.1	A	0.030	0.0	7.0	A	0.022	0.0
			PM	2.9	A	2.8	A	0.035	0.0	2.8	A	0.030	0.0
34	Miller Avenue / Phil Lane	D	AM	5.2	A	5.4	A	0.033	0.3	5.4	A	0.025	0.2
			PM	4.0	A	4.1	A	0.032	0.1	4.1	A	0.027	0.1
35	Miller Avenue / Bollinger Road	D	AM	39.5	D	40.8	D	0.034	1.8	40.5	D	0.026	1.3
			PM	47.4	D	48.9	D	0.025	2.7	48.8	D	0.023	2.4
36	Miller Avenue / Rainbow Drive	D	AM	38.6	D+	41.6	D	0.016	5.7	40.8	D	0.012	4.3
			PM	23.5	C	23.7	C	0.026	0.6	23.6	C	0.024	0.5
37	Stevens Creek Boulevard / Finch Avenue	D	AM	28.3	C	27.8	C	0.019	-0.2	27.8	C	0.027	-0.3
			PM	22.3	C+	22.5	C+	0.079	1.1	22.3	C+	0.071	0.9
38	Tantau Avenue / Homestead Road	D	AM	40.6	D	41.3	D	0.011	0.0	41.2	D	0.009	0.0
			PM	53.0	D-	55	D-	0.022	4.0	55.5	E+	0.026	4.9
39	Tantau Avenue / Pruneridge Avenue	D	AM	23.0	C	23.5	C	0.040	0.9	23.3	C	0.034	0.8
			PM	23.4	C	23.6	C	0.031	0.0	23.9	C	0.031	0.0

Table D3: Cumulative and Cumulative with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Cumulative ³		Cumulative with Propose Project				Cumulative with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM	23.5	C	23.4	C	0.014	-0.1	23.4	C	0.024	-0.1
			PM	27.2	C	28.7	C	0.053	4.5	28.6	C	0.051	4.3
41	Tantau Avenue / Vallco Parkway	D	AM	24.5	C	28.1	C	0.091	13.8	27.0	C	0.012	1.0
			PM	28.8	C	34.9	C-	0.167	8.6	35.3	D+	0.179	9.5
42	Stevens Creek Boulevard / Tantau Avenue	D	AM	48.8	D	57.7	E+	0.108	24.8	55.0	E+	0.083	17.9
			PM	45.7	D	50.7	D	0.116	7.9	50.1	D	0.107	7.1
43	Stevens Creek Boulevard / Stern Avenue	D	AM	108.7	F	152.5	F	0.067	61.1	141.6	F	0.052	47.7
			PM	100.5	F	150.1	F	0.074	75.0	144.4	F	0.068	68.2
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM	138.3	F	184.9	F	0.060	62.4	173.9	F	0.047	48.5
			PM	95.1	F	133.3	F	0.122	48.2	129.0	F	0.104	40.6
45	Stevens Creek Boulevard / Agilent Driveway	D	AM	106.2	F	139.0	F	0.049	40.6	131.3	F	0.039	31.9
			PM	26.4	C	27.5	C	0.023	0.9	27.7	C	0.030	1.1
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM	52.9	D-	77.2	E-	0.080	31.4	71.6	E	0.064	24.7
			PM	25.3	C	26	C	0.040	1.2	26.4	C	0.054	1.7
47	Lawrence Expressway / El Camino Real	E	AM	40.1	D	42.0	D	0.036	2.1	42.2	D	0.047	2.5
			PM	37.9	D+	44.3	D	0.049	9.2	46.5	D	0.061	12.5
48	Lawrence Expressway / Homestead Road	E	AM	98.9	F	101.6	F	0.008	3.2	102.4	F	0.012	4.8
			PM	94.7	F	100.3	F	0.025	9.7	101.1	F	0.03	11.3
49	Lawrence Expressway / Pruneridge Avenue	E	AM	60.0	E	60.2	E	0.005	0.9	60.7	E	0.011	1.7
			PM	60.6	E	62.3	E	0.010	1.8	62.8	E	0.012	2.7
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	35	C-	36.9	D+	0.051	2.3	36.8	D+	0.045	2.3
			PM	29.3	C	29.9	C	0.020	0.4	30.0	C	0.020	0.4
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM	83.3	F	88.8	F	0.022	6.7	87.3	F	0.022	4.8
			PM	86.0	F	86.3	F	0.029	0.7	86.2	F	0.026	0.6

Table D3: Cumulative and Cumulative with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Cumulative ³		Cumulative with Propose Project				Cumulative with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
52	Lawrence Expressway / Mitty Way	E	AM PM	46.0	D	51.5	D-	0.016	7.2	49.9	D	0.012	5.1
				19.3	B-	19.7	B-	0.018	0.6	19.7	B-	0.014	0.5
53	Lawrence Expressway / Bollinger Road	E	AM PM	113.7	F	126.6	F	0.016	10.8	122.5	F	0.012	7.7
				94.5	F	101.4	F	0.029	11.4	99.9	F	0.025	9.1
54	Lawrence Expressway / Doyle Road	E	AM PM	41.6	D	42.5	D	0.011	1.6	42.2	D	0.008	1.0
				15.7	B	15.9	B	0.034	0.2	15.9	B	0.027	0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	53.6	D-	61.3	E	0.029	12.7	58.7	E+	0.021	8.4
				48.2	D	50.2	D	0.032	3.8	49.7	D	0.025	2.7
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	44.2	D	46.4	D	0.046	3.6	45.5	D	0.033	2.2
				56.0	E+	59.2	E+	0.018	5.7	58.6	E+	0.015	4.7
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.2	D	46.0	D	0.010	-3.8	46.0	D	0.000	-4.4
				39.7	D	41.3	D	0.032	3.6	40.9	D	0.025	2.7
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1	C+	22.0	C+	0.033	0.8	21.7	C+	0.024	0.6
				27.5	C	27.8	C	0.025	0.5	27.7	C	0.019	0.4
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.4	B	17.6	B	0.005	0.2	17.6	B	0.004	0.1
				19.9	B-	20.2	C+	0.027	0.3	20.2	C+	0.014	0.2
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	42.6	D	44.4	D	0.018	2.7	44.0	D	0.015	2.1
				58.4	E+	68.3	E	0.022	14.6	67.9	E	0.021	14.0
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.4	C	28.5	C	0.008	0.0	28.3	C	0.011	-0.1
				24.1	C	24.6	C	0.022	0.7	24.6	C	0.023	0.7
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.6	B-	19.4	B-	0.012	0.6	19.1	B-	0.013	0.3
				21.7	C+	22.6	C+	0.020	1.4	22.6	C+	0.024	1.4
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.1	D	40.3	D	0.010	0.3	40.3	D	0.010	0.3
				36.0	D+	36.1	D+	0.008	0.0	36.1	D+	0.008	0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3	B+	19.5	B-	0.294	14.0	21.1	C+	0.271	14.7
				16.4	B	28.1	C	0.394	13.4	29.6	C	0.430	15.9

Table D3: Cumulative and Cumulative with Proposed Project and Housing Rich Alternative Intersection Levels of Service

ID	Intersection	LOS Threshold ¹	Peak Hour ²	Cumulative ³		Cumulative with Propose Project				Cumulative with Housing Rich Alternative			
				Delay ⁴	LOS ⁵	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷	Delay ⁴	LOS ⁵	Δ in Crit. V/C ⁶	Δ in Crit. Delay ⁷
65	Lawrence Expressway/Kifer Road Avenue	E	AM	66.2	E	69.4	E	0.013	9.3	69.2	E	0.014	8.9
			PM	74.6	E	76.0	E-	0.012	2.7	77.5	E-	0.023	5.5
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM	73.5	E	74.8	E	0.004	2.0	76.5	E-	0.010	4.6
			PM	84.9	F	87.1	F	0.014	4.4	88.5	F	0.020	6.9
67	Lawrence Expressway/ Cabrillo Avenue	E	AM	35.9	D+	36.5	D+	0.022	1.1	37.0	D+	0.020	0.9
			PM	35.0	D+	36.2	D+	0.017	0.0	37.2	D+	0.019	0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Cumulative presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
7. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, May 2018.

Attachment E: Freeway Level of Service Tables

Table E1. Existing Freeway LOS with Housing Rich Alternative – AM Peak Period

Facility	Dir	From/To	From/To	Miles	Number of Lanes		Max Density		LOS (Density)		Speed		Flow		Project Trips		Project Density		Project LOS		Capacity		% Traffic Added		IMPACT	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV
SR 17	NB	Saratoga Av.	Lark Av.	1.81	2	0	50	0	E	0	42	0	4200	0	17	0	50	0	E	n/a	4400	0	0.0039	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	32	0	D	0	64	0	4100	0	22	0	32	0	D	n/a	4400	0	0.0050	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	91	100	F	F	17	14	3100	1400	22	4	92	100	F	F	4600	1650	0.0048	0.0024	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	114	116	F	F	10	10	2280	1160	30	5	116	117	F	F	4600	1650	0.0065	0.0030	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	117	122	F	F	10	9	2340	1100	40	7	119	123	F	F	4600	1650	0.0087	0.0042	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	81	65	F	F	21	29	3410	1890	54	9	82	65	F	F	4600	1650	0.0117	0.0055	YES	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	64	50	F	E	30	42	3840	2100	116	21	66	51	F	E	4600	1650	0.0252	0.0127	YES	NO
SR 85	NB	Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	1.83	2	1	49	33	E	D	43	64	4220	2120	0	0	49	33	E	D	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Stevens Creek Blvd.	I-280	0.75	2	1	72	106	F	F	25	12	3600	1280	42	7	73	107	F	F	4600	1650	0.0091	0.0042	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	111	126	F	F	11	8	2940	1010	31	6	135	127	F	F	4600	1650	0.0067	0.0036	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	103	109	F	F	13	12	2680	1310	24	4	104	110	F	F	4600	1650	0.0052	0.0024	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	66	0	29	0	D	n/a	9200	0	0.0072	0.0000	NO	NO
I-280	EB	Page Mill Rd.	La BARRANCA Rd.	1.73	4	0	22	0	C	0	66	0	5810	0	110	0	22	0	C	n/a	9200	0	0.0120	0.0000	NO	NO
I-280	EB	La BARRANCA Rd.	El Monte Rd	1.6	4	0	15	0	B	0	67	0	3990	0	110	0	15	0	B	n/a	9200	0	0.0120	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	24	0	C	0	66	0	6340	0	169	0	25	0	C	n/a	9200	0	0.0184	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	25	10	C	A	66	67	4950	670	186	25	26	10	C	A	6900	1650	0.0270	0.0152	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	23	11	C	A	66	67	4560	740	227	37	24	12	C	B	6900	1650	0.0329	0.0224	NO	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	22	12	C	B	66	67	4360	810	280	50	23	13	C	B	6900	1650	0.0406	0.0303	NO	NO
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	22	22	C	C	66	66	4360	1460	237	42	23	23	C	C	6900	1650	0.0343	0.0255	NO	NO
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	21	12	C	B	66	67	4160	810	134	24	22	12	C	B	6900	1650	0.0194	0.0145	NO	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	37	14	D	B	59	67	6550	940	172	25	38	14	D	B	6900	1650	0.0249	0.0152	NO	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	34	13	D	B	63	67	6430	880	156	21	35	13	D	B	6900	1650	0.0226	0.0127	NO	NO
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	22	16	C	B	66	67	4360	1080	135	24	23	16	C	B	6900	1650	0.0196	0.0145	NO	NO
I-280	EB	I-880	Meridian Av.	1.4	3	1	23	12	C	B	66	67	4560	810	68	12	23	12	C	B	6900	1650	0.0099	0.0073	NO	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	46	0	D	0	47	0	8650	0	60	0	46	0	D	n/a	9200	0	0.0065	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	21	0	C	0	66	0	5550	0	54	0	21	0	C	n/a	9200	0	0.0059	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	98	0	F	0	15	0	4410	0	59	0	99	0	F	n/a	6900	0	0.0086	0.0000	NO	NO
I-880	NB	Stevens Creek Blvd.	N. Bascom Av.	0.84	3	0	116	0	F	0	10	0	3480	0	53	0	118	0	F	n/a	6900	0	0.0077	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	68	0	F	0	27	0	5510	0	40	0	69	0	F	n/a	6900	0	0.0058	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	95	0	F	0	15	0	4280	0	30	0	96	0	F	n/a	6900	0	0.0043	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	19	0	C	0	66	0	2510	0	10	0	19	0	C	n/a	4400	0	0.0023	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	54	0	E	0	38	0	4110	0	8	0	54	0	E	n/a	4400	0	0.0018	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	39	18	D	B	57	67	4450	1210	38	7	39	18	D	B	4600	1650	0.0083	0.0042	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	17	9	B	A	67	67	2270	610	51	9	17	9	B	A	4600	1650	0.0111	0.0055	NO	NO

SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	14	9	B	A	67	67	2240	610	68	12	17	9	B	A	4600	1650	0.0148	0.0073	NO	NO
SR 85	SB	Stevens Creek Blvd.	Saratoga-Sunnyvale Rd.	1.83	2	1	15	7	B	A	67	67	2000	470	0	0	15	7	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	Saratoga-Sunnyvale Rd.	Saratoga Av.	2.19	2	1	18	8	B	A	67	67	2400	540	41	7	18	8	B	A	4600	1650	0.0089	0.0042	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	24	7	C	A	66	67	3170	470	10	1	24	7	C	A	4600	1650	0.0022	0.0006	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	12	10	B	A	67	67	1600	670	8	2	12	10	B	A	4600	1650	0.0017	0.0012	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	18	11	B	A	67	67	2400	740	4	1	18	11	B	A	4600	1650	0.0009	0.0006	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	22	7	C	A	66	67	2910	470	3	1	22	7	C	A	4600	1650	0.0007	0.0006	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	102	0	F	0	13	0	5310	0	106	0	104	0	F	n/a	9200	0	0.0115	0.0000	YES	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	102	0	F	0	13	0	5310	0	118	0	104	0	F	n/a	9200	0	0.0128	0.0000	YES	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	114	103	F	F	10	13	3880	1340	133	24	134	105	F	F	6900	1650	0.0193	0.0145	YES	YES
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	107	95	F	F	12	15	3860	1430	267	47	115	98	F	F	6900	1650	0.0387	0.0285	YES	YES
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	90	82	F	F	17	20	4590	1640	297	52	96	85	F	F	6900	1650	0.0430	0.0315	YES	YES
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	78	70	F	F	22	26	5150	1820	330	58	83	72	F	F	6900	1650	0.0478	0.0352	YES	YES
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	72	70	F	F	25	26	5400	1820	265	47	76	72	F	F	6900	1650	0.0384	0.0285	YES	YES
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	75	48	F	E	24	45	5400	2160	144	25	77	49	F	E	6900	1650	0.0209	0.0152	YES	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	76	46	F	D	23	47	5250	2170	178	31	79	47	F	E	6900	1650	0.0258	0.0188	YES	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	70	60	F	F	26	33	5460	1980	142	25	72	61	F	F	6900	1650	0.0206	0.0152	YES	YES
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	48	56	E	E	45	36	6480	2020	114	20	49	57	E	E	6900	1650	0.0165	0.0121	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	51	0	E	0	41	0	8370	0	107	0	52	0	E	n/a	9200	0	0.0116	0.0000	NO	NO
I-280	WB	El Monte Rd.	La Barranta Rd.	1.6	4	0	50	0	E	0	42	0	8400	0	86	0	51	0	E	n/a	9200	0	0.0093	0.0000	NO	NO
I-280	WB	La Barranta Rd.	Page Mill Rd.	1.73	4	0	35	0	D	0	62	0	8680	0	86	0	35	0	D	n/a	9200	0	0.0093	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	21	0	C	0	66	0	5550	0	52	0	21	0	C	n/a	9200	0	0.0057	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	31	0	D	0	65	0	6050	0	60	0	31	0	D	n/a	6900	0	0.0087	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	30	0	D	0	65	0	5850	0	80	0	30	0	D	n/a	6900	0	0.0116	0.0000	NO	NO
I-880	SB	N. Bascom Av.	Stevens Creek Blvd.	0.84	3	0	67	0	F	0	28	0	5630	0	106	0	68	0	F	n/a	6900	0	0.0154	0.0000	YES	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	24	0	C	0	66	0	4760	0	118	0	25	0	C	n/a	6900	0	0.0171	0.0000	NO	NO

Table E2. Existing Freeway LOS with Housing Rich Alternative- PM Peak Period

Facility	Dir	From/To	From/To	Miles	Number of Lanes		Max Density		LOS (Density)		Speed		Flow		Project Trips		Project Density		Project LOS		Capacity		% Traffic Added		IMPACT	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV
SR 17	NB	Saratoga Av.	Lark Av.	1.81	2	0	24	0	C	0	66	0	3170	0	9	0	24	0	C	n/a	4400	0	0.0020	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	20	0	C	0	66	0	2640	0	12	0	20	0	C	n/a	4400	0	0.0027	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	24	14	C	B	66	70	3170	980	3	1	24	14	C	B	4600	1650	0.0007	0.0006	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	16	22	B	C	67	70	2130	1540	4	1	16	22	B	C	4600	1650	0.0009	0.0006	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	15	8	B	A	67	70	2000	560	8	2	15	8	B	A	4600	1650	0.0017	0.0012	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	31	10	D	A	65	70	4030	700	9	2	31	10	D	A	4600	1650	0.0020	0.0012	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	21	9	C	A	66	70	2780	630	51	9	21	9	C	A	4600	1650	0.0111	0.0055	NO	NO
SR 85	NB	Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	1.83	2	1	22	7	C	A	66	70	2910	490	0	0	22	7	C	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Stevens Creek Blvd.	I-280	0.75	2	1	10	13	A	B	67	70	1340	910	76	14	11	13	A	B	4600	1650	0.0165	0.0085	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	15	4	B	A	67	70	2400	280	61	7	18	4	B	A	4600	1650	0.0133	0.0042	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	41	13	D	B	54	70	4430	910	43	8	41	13	D	B	4600	1650	0.0093	0.0048	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	49	0	29	0	D	n/a	9200	0	0.0053	0.0000	NO	NO
I-280	EB	Page Mill Rd.	La BARRANCA Rd.	1.73	4	0	83	0	F	0	20	0	6640	0	82	0	84	0	F	n/a	9200	0	0.0089	0.0000	NO	NO
I-280	EB	La BARRANCA Rd.	El Monte Rd.	1.6	4	0	79	0	F	0	22	0	6960	0	82	0	80	0	F	n/a	9200	0	0.0089	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	75	0	F	0	24	0	7200	0	126	0	76	0	F	n/a	9200	0	0.0137	0.0000	YES	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	31	22	D	C	65	70	6050	1540	134	24	32	22	D	C	6900	1650	0.0194	0.0145	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	71	40	F	D	26	60	5540	2400	168	30	73	41	F	D	6900	1650	0.0243	0.0182	YES	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	106	83	F	F	12	20	3820	1660	210	37	112	85	F	F	6900	1650	0.0304	0.0224	YES	YES
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	74	63	F	F	24	40	5330	2520	175	31	76	64	F	F	6900	1650	0.0254	0.0188	YES	YES
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	61	42	F	D	32	60	5860	2520	322	57	64	43	F	D	6900	1650	0.0467	0.0345	YES	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	77	52	F	E	23	40	5320	2080	400	71	83	54	F	E	6900	1650	0.0580	0.0430	YES	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	96	63	F	F	15	40	4320	2520	360	64	104	65	F	F	6900	1650	0.0522	0.0388	YES	YES
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	101	67	F	F	14	30	4250	2010	325	57	109	69	F	F	6900	1650	0.0471	0.0345	YES	YES
I-280	EB	I-880	Meridian Av.	1.4	3	1	102	81	F	F	13	30	3980	2430	162	29	106	82	F	F	6900	1650	0.0235	0.0176	YES	YES
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	104	0	F	0	13	0	5410	0	143	0	107	0	F	n/a	9200	0	0.0155	0.0000	YES	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	79	0	F	0	22	0	6960	0	129	0	81	0	F	n/a	9200	0	0.0140	0.0000	YES	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	11	0	A	0	67	0	2220	0	143	0	12	0	B	n/a	6900	0	0.0207	0.0000	NO	NO
I-880	NB	Stevens Creek Blvd.	N. Bascom Av.	0.84	3	0	78	0	F	0	22	0	5150	0	129	0	80	0	F	n/a	6900	0	0.0187	0.0000	YES	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	101	0	F	0	14	0	4250	0	97	0	104	0	F	n/a	6900	0	0.0141	0.0000	YES	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	124	0	F	0	8	0	2980	0	73	0	127	0	F	n/a	6900	0	0.0106	0.0000	YES	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	74	0	F	0	24	0	3560	0	38	0	75	0	F	n/a	4400	0	0.0086	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	73	0	F	0	25	0	3650	0	29	0	74	0	F	n/a	4400	0	0.0066	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	52	40	E	D	40	60	4160	2400	28	5	52	40	E	D	4600	1650	0.0061	0.0030	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	21	29	C	D	66	70	2780	2030	37	7	21	29	C	D	4600	1650	0.0080	0.0042	NO	NO

SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	82	108	F	F	20	20	3940	2160	50	9	100	108	F	F	4600	1650	0.0109	0.0055	YES	NO
SR 85	SB	Stevens Creek Blvd.	Saratoga-Sunnyvale Rd.	1.83	2	1	97	71	F	F	15	30	2910	2130	0	0	97	71	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	Saratoga-Sunnyvale Rd.	Saratoga Av.	2.19	2	1	73	54	F	E	25	40	3650	2160	124	22	75	55	F	E	4600	1650	0.0270	0.0133	YES	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	58	39	E	D	35	60	4060	2340	49	9	59	39	F	D	4600	1650	0.0107	0.0055	YES	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	94	46	F	D	16	50	3010	2300	44	8	95	46	F	D	4600	1650	0.0096	0.0048	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	122	88	F	F	9	20	2200	1760	22	4	123	88	F	F	4600	1650	0.0048	0.0024	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	99	65	F	F	14	30	2780	1950	17	3	100	65	F	F	4600	1650	0.0037	0.0018	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	84	0	F	0	19	0	6390	0	75	0	85	0	F	n/a	9200	0	0.0082	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	39	0	D	0	57	0	8900	0	83	0	39	0	D	n/a	9200	0	0.0090	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	21	10	C	A	66	70	4720	700	96	14	24	10	C	A	6900	1650	0.0139	0.0085	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	43	20	D	C	51	70	6580	1400	186	33	44	20	D	C	6900	1650	0.0270	0.0200	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	40	16	D	B	55	70	6600	1120	208	35	41	17	D	B	6900	1650	0.0301	0.0212	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	27	15	D	B	66	70	5310	1050	229	41	28	16	D	B	6900	1650	0.0332	0.0248	NO	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	25	12	C	B	66	70	4950	840	186	31	26	12	C	B	6900	1650	0.0270	0.0188	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	27	14	D	B	66	70	5310	980	264	47	28	15	D	B	6900	1650	0.0383	0.0285	NO	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	27	10	D	A	66	70	5310	700	339	45	29	11	D	A	6900	1650	0.0491	0.0273	NO	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	28	12	D	B	66	70	5510	840	266	41	29	13	D	B	6900	1650	0.0386	0.0248	NO	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	23	13	C	B	66	70	4560	910	209	37	24	14	C	B	6900	1650	0.0303	0.0224	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	33	0	D	0	64	0	8450	0	197	0	34	0	D	n/a	9200	0	0.0214	0.0000	NO	NO
I-280	WB	El Monte Rd.	La Barranta Rd.	1.6	4	0	20	0	C	0	66	0	5280	0	158	0	21	0	C	n/a	9200	0	0.0172	0.0000	NO	NO
I-280	WB	La Barranta Rd.	Page Mill Rd.	1.73	4	0	22	0	C	0	66	0	5810	0	158	0	23	0	C	n/a	9200	0	0.0172	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	66	0	F	0	29	0	7660	0	95	0	67	0	F	n/a	9200	0	0.0103	0.0000	YES	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	89	0	F	0	18	0	4810	0	42	0	90	0	F	n/a	6900	0	0.0061	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	56	0	E	0	36	0	6050	0	56	0	57	0	E	n/a	6900	0	0.0081	0.0000	NO	NO
I-880	SB	N. Bascom Av.	Stevens Creek Blvd.	0.84	3	0	45	0	D	0	48	0	6480	0	74	0	46	0	D	n/a	6900	0	0.0107	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	26	0	C	0	66	0	5150	0	82	0	26	0	C	n/a	6900	0	0.0119	0.0000	NO	NO

Table E3. Background Freeway LOS with Housing Rich Alternative – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Background AM													AM Project Trips		Background with Housing Rich Alternative AM									
				Lanes		Capacity		AM Volume		AM V/C		AM Speed (mph)				AM Density		AM LOS		MF	HOV	AM Volume		AM V/C		AM Density		AM LOS		AM Impact?		
				Mixed Flow	HOV	MF	HOV	MF	HOV	MF	HOV	Auxillary	Mixed Flow	Total MF	HOV	MF	HOV	MF	HOV			MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF
SR 85	NB	Union Av.	S. Bascom Av.	2	1	4600	1650	6115	1754	1.329	1.063	27.709	25.861	26.191	7.581	77.826	231.373	F	F	22	4	6137	1758	1.334	1.065	78.106	231.900	F	F			
		S. Bascom Av.	SR 17	2	1	4600	1650	4933	1754	1.072	1.063		50.813	50.813	7.588	48.541	231.154	F	F	30	5	4963	1759	1.079	1.066	48.836	231.812	F	F			
		SR 17	Winchester Blvd.	2	1	4600	1650	5003	1754	1.088	1.063		32.814	32.814	7.046	76.234	248.922	F	F	40	7	5043	1761	1.096	1.067	76.843	249.916	F	F			
		Winchester Blvd.	Saratoga Av.	2	1	4600	1650	5370	1993	1.167	1.208		17.943	17.943	38.180	149.645	52.200	F	F	54	9	5424	2002	1.179	1.213	151.150	52.436	F	F	YES	YES	
		Saratoga Av.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	5187	1878	1.128	1.138		21.080	21.080	22.254	123.032	84.391	F	F	116	21	5303	1899	1.153	1.151	125.783	85.335	F	F	YES	YES	
		Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	2	1	4600	1650	4781	1679	1.039	1.018		17.578	17.578	7.089	135.991	236.834	F	F	0	0	4781	1679	1.039	1.018	135.991	236.834	F	F			
		Stevens Creek Blvd.	I-280	2	1	4600	1650	4999	1216	1.087	0.737	55.893	56.640	56.404	3.235	22.157	375.908	F	C	42	7	5041	1223	1.096	0.741	22.343	378.072	F	C			
	I-280	W. Homestead Rd.	2	1	4600	1650	4828	1305	1.050	0.791	38.982	45.499	44.218	1.727	36.396	755.738	F	C	31	6	4859	1311	1.056	0.795	36.629	759.212	F	C				
	W. Homestead Rd.	W. Fremont Av.	2	1	4600	1650	5124	1305	1.114	0.791	30.634	40.847	38.786	10.028	44.036	130.136	F	C	24	4	5148	1309	1.119	0.793	44.243	130.535	F	C				
	W. Fremont Av.	W. Homestead Rd.	2	1	4600	1650	4593	1264	0.998	0.766	38.388	51.588	48.802	4.367	31.372	289.456	E	C	38	7	4631	1271	1.007	0.770	31.631	291.059	F	C	YES	YES		
	W. Homestead Rd.	I-280	2	1	4600	1650	2994	1264	0.651	0.766		58.840	58.840	4.099	25.442	308.336	B	C	51	9	3045	1273	0.662	0.772	25.875	310.531	B	C				
	I-280	Stevens Creek Blvd.	3	1	4600	1650	4048	1004	0.880	0.608	54.253	55.096	54.984	1.955	18.405	513.542	D	B	69	11	4117	1015	0.895	0.615	18.719	519.168	D	B				
	Stevens Creek Blvd.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	3367	1240	0.732	0.752		33.155	33.155	4.919	50.777	252.102	C	C	0	0	3367	1240	0.732	0.752	50.777	252.102	C	C				
	Saratoga-Sunnyvale Rd.	Saratoga Av.	2	1	4600	1650	3114	1347	0.677	0.816		38.971	38.971	12.670	39.952	106.315	B	D	41	7	3155	1354	0.686	0.821	40.478	106.867	B	D				
Saratoga Av.	Winchester Blvd.	2	1	4600	1650	3532	1349	0.768	0.818		35.689	35.689	23.264	49.483	57.986	C	D	9	2	3541	1351	0.770	0.819	49.609	58.072	C	D					
Winchester Blvd.	SR 17	2	1	4600	1650	3062	943	0.666	0.572		57.000	57.000	3.777	26.860	249.670	B	A	8	2	3070	945	0.667	0.573	26.930	250.200	B	A					
SR 17	S. Bascom Av.	2	1	4600	1650	2093	943	0.455	0.572		64.374	64.374	4.562	16.257	206.689	A	A	4	1	2097	944	0.456	0.572	16.288	206.909	A	A					
S. Bascom Av.	Union Av.	2	1	4600	1650	3959	943	0.861	0.572	49.472	49.498	49.493	3.601	26.664	261.843	D	A	3	1	3962	944	0.861	0.572	26.684	262.120	D	A					
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4509		0.653			44.413	44.413		33.841		B		17		4526		0.656		33.969		B				
		Lark Av.	SR 85	3		6900		4521		0.655		28.573	56.861	46.822		19.311		B		22		4543		0.658		19.405		B				
	SB	SR 85	Lark Av.	2		4400		4371		0.993		26.191	27.972	27.609		52.773		E		10		4381		0.996		52.894		E				
		Lark Av.	Saratoga Av.	2		4400		4591		1.043		28.729	28.729	28.729		79.902		F		8		4599		1.045		80.042		F				
I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		8045		0.874			35.918	35.918		55.996		D		66		8111		0.882		56.455		D				
		Page Mill Rd.	La BARRANCA Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		110		7050		0.766		37.341		C				
		La BARRANCA Rd.	El Monte Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		110		7050		0.766		37.341		C				
		El Monte Rd.	Magdalena Av.	3		9200		6175		0.671		64.819	39.362	40.967		37.683		B		169		6344		0.690		38.714		B				
		Magdalena Av.	Foothill Expwy.	3	1	6900	1650	4856	787	0.704	0.477		43.091	43.091	14.269	37.564	55.156	C	A	192	19	5048	806	0.732	0.488	39.049	56.488	C	A			
		Foothill Expwy.	SR 85	3	1	6900	1650	6512	957	0.944	0.580	30.676	37.356	36.341	4.267	44.797	224.300	E	A	240	24	6752	981	0.979	0.595	46.448	229.925	E	A			
		SR 85	De Anza Blvd.	3	1	6900	1650	5701	575	0.826	0.348	47.894	48.671	48.559	6.253	29.351	91.956	D	A	299	31	6000	606	0.870	0.367	30.891	96.913	D	A			
		De Anza Blvd.	Wolfe Rd.	3	1	6900	1650	5618	604	0.814	0.366		35.473	35.473	9.865	52.791	61.230	D	A	237	42	5855	646	0.849	0.392	55.018	65.487	D	A			
		Wolfe Rd.	Lawrence Expwy.	3	1	6900	1650	5549	565	0.804	0.342	64.361	46.806	48.266	5.114	28.742	110.470	D	A	134	24	5683	589	0.824	0.357	29.436	115.163	D	A			
	Lawrence Expwy.	Saratoga Av.	3	1	6900	1650	6437	612	0.933	0.371	30.337	43.776	41.605	12.137	38.679	50.423	E	A	167	30	6604	642	0.957	0.389	39.683	52.895	E	A				
	Saratoga Av.	Winchester Blvd.	3	1	6900	1650	6659	732	0.965	0.444	29.039	33.646	32.958	17.821	50.511	41.074	E	A	150	27	6809	759	0.987	0.460	51.649	42.589	E	A				
	Winchester Blvd.	I-880	3	1	6900	1650	5770	643	0.836	0.390	43.052	43.909	43.786	8.091	32.945	79.474	D	A	135	24	5905	667	0.856	0.404	33.715	82.440	D	A				
	I-880	Meridian Av.	4	1	6900	1650	5718	1083	0.829	0.656		54.899	54.899	4.528	26.039	239.188	D	B	70	10	5788	1093	0.839	0.662	26.358	241.397	D	B				
	Meridian Av.	Bird Av.	5	1	6900	1650	7994		1.159		23.221	52.321	48.545	53.381	27.445	0.000	F		60	0	8054	0	1.167		27.651		F					
	Bird Av.	SR 87	4	1	6900	1650	5931		0.860		29.400	58.090	51.157	58.140	19.323	0.000	D		54	0	5985	0	0.867		19.499		D					
	SR 87	Bird Av.	4	1	9200	1650	9712		1.056		29.849	44.009	42.562	35.229	45.637	0.000	F		106	0	9818	0	1.067		46.135		F		YES			
	Bird Av.	Meridian Av.	5	1	9200	1650	10270		1.116		28.106	41.668	40.241	25.892	42.536	0.000	F		118	0	10388	0	1.129		43.024		F		YES			
	Meridian Av.	I-880	4	1	6900	1650	8392	1629	1.216	0.987		32.994	32.994	3.902	63.588	417.502	F	E	141	16	8533	1645	1.237	0.997	64.656	421.602	F	E	YES	YES		
	I-880	Winchester Blvd.	3	1	6900	1650	6686	1702	0.969	1.032		24.495	24.495	11.655	90.986	146.028	E	F	267	47	6953	1749	1.008	1.060	94.620	150.060	F	F	YES	YES		
	Winchester Blvd.	Saratoga Av.	3	1	6900	1650	7834	1502	1.135	0.910	23.587	23.804	23.773	15.272	82.383	98.353	F	E	304	45	8138	1547	1.179	0.938	85.580	101.299	F	E	YES	YES		
	Saratoga Av.	Lawrence Expwy.	3	1	6900	1650	7541	2033	1.093	1.232	38.319	36.787	37.003	10.746	50.948	189.189	F	F	330	58	7871											

Table E4. Background Freeway LOS with Housing Rich Alternative – PM Peak Period

Freeway	Direction	From	To	Segment Characteristics		Background PM																PM Project Trips		Background with Housing Rich Alternative PM									
				Lanes		Capacity		PM Volume		PM V/C		PM Speed (mph)			PM Density		PM LOS		AM Volume		PM V/C		PM Density		PM LOS		PM Impact?						
				Mixed Flow	HOV	MF	HOV	MF	HOV	MF	HOV	Auxillary	Mixed Flow	Total MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV		
SR 85	NB	Union Av.	S. Bascom Av.	2	1	4600	1650	4925	533	1.071	0.323	13.818	31.096	27.984	2.339	58.665	227.911	F	A	4	0	4929	533	1.072	0.323	58.713	227.911	F	A				
		S. Bascom Av.	SR 17	2	1	4600	1650	2818	533	0.613	0.323		4.401	4.401	2.341	320.174	227.695	B	A	4	1	2822	534	0.613	0.324	320.629	228.122	B	A				
		SR 17	Winchester Blvd.	2	1	4600	1650	3565	533	0.775	0.323		18.830	18.830	2.174	94.661	245.198	C	A	9	1	3574	534	0.777	0.324	94.900	245.658	C	A				
		Winchester Blvd.	Saratoga Av.	2	1	4600	1650	4721	814	1.026	0.493		222.970	222.970	12.353	10.587	65.895	F	A	10	1	4731	815	1.028	0.494	10.609	65.976	F	A				
		Saratoga Av.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	4424	813	0.962	0.493		97.075	97.075	8.022	22.787	101.345	E	A	52	8	4476	821	0.973	0.498	23.054	102.342	E	A				
		Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	2	1	4600	1650	4057	857	0.882	0.519		54.419	54.419	3.125	37.276	274.236	D	A	0	0	4057	857	0.882	0.519	37.276	274.236	D	A				
		Stevens Creek Blvd.	I-280	2	1	4600	1650	4049	599	0.880	0.363	6.045	10.453	8.960	1.394	112.980	429.757	D	A	82	8	4131	607	0.898	0.368	115.268	435.497	D	A				
	SB	I-280	W. Homestead Rd.	2	1	4600	1650	4198	716	0.913	0.434	1.384	6.348	5.424	0.784	257.978	913.580	E	A	61	7	4259	723	0.926	0.438	261.727	922.512	E	A				
		W. Homestead Rd.	W. Fremont Av.	2	1	4600	1650	4438	716	0.965	0.434	14.531	42.379	36.493	4.551	40.538	157.317	E	A	46	5	4484	721	0.975	0.437	40.958	158.416	E	A				
		W. Fremont Av.	W. Homestead Rd.	2	1	4600	1650	4821	1634	1.048	0.990	16.099	35.776	32.150	3.101	49.985	526.991	F	E	29	4	4850	1638	1.054	0.993	50.285	528.281	F	E				
		I-280	I-280	2	1	4600	1650	3245	1634	0.705	0.990		14.275	14.275	2.911	113.660	561.363	C	E	37	7	3282	1641	0.713	0.995	114.956	563.768	C	E				
		I-280	Stevens Creek Blvd.	3	1	4600	1650	6880	2104	1.496	1.275	5.265	18.448	16.758	1.960	102.637	1073.311	F	F	52	7	6932	2111	1.507	1.279	103.412	1076.881	F	F	YES			
		Stevens Creek Blvd.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	5133	2024	1.116	1.227		78.303	78.303	3.853	32.777	525.245	F	F	0	0	5133	2024	1.116	1.227	32.777	525.245	F	F				
		Saratoga-Sunnyvale Rd.	Saratoga Av.	2	1	4600	1650	4998	1629	1.087	0.987		134.950	134.950	8.527	18.518	186.663	F	E	125	21	5123	1650	1.114	1.000	18.981	189.069	F	E	YES			
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4429		0.642				94.321	94.321	15.652		B		9		4438		0.643		15.684		B					
		Lark Av.	SR 85	3		6900		4832		0.700		1.853	12.797	10.055		96.110		C		12		4844		0.702		96.349		C					
		SR 85	Lark Av.	2		4400		5848		1.329		14.320	54.271	46.195		42.198		F		38		5886		1.338		42.473		F					
	SB	Lark Av.	Saratoga Av.	2		4400		4826		1.097				253.130	253.130	9.533		F		29		4855		1.103		9.590		F					
		I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		6896		0.750				136.761	136.761	12.606		C		49		6945		0.755		12.696		C			
				Page Mill Rd.	La Barranca Rd.	4		9200		9608		1.044				224.906	224.906	10.680		F		82		9690		1.053		10.771		F			
La Barranca Rd.	El Monte Rd			4		9200		9608		1.044				162.059	162.059	14.822		F		82		9690		1.053		14.948		F					
El Monte Rd.	Magdalena Av.			3		9200		9645		1.048		3.255		99.654	92.992	25.930		F		126		9771		1.062		26.269		F		YES			
Magdalena Av.	Foothill Expwy.			3	1	6900	1650	6432	547	0.932	0.332		334.687	334.687	11.983	6.406	45.646	E	A	147	11	6579	558	0.953	0.338	6.552	46.564	E	A				
Foothill Expwy.	SR 85			3	1	6900	1650	8210	741	1.190	0.449	17.542	121.531	106.994	3.898	19.183	190.099	F	A	183	15	8393	756	1.216	0.458	19.611	193.948	F	A	YES			
I-280	WB	SR 85	De Anza Blvd.	3	1	6900	1650	7626	1759	1.105	1.066	16.004	93.927	82.721	5.209	23.047	337.696	F	F	229	18	7855	1777	1.138	1.077	23.739	341.152	F	F	YES	YES		
		De Anza Blvd.	Wolfe Rd.	3	1	6900	1650	7379	1762	1.069	1.068		130.798	130.798	7.074	18.805	249.072	F	F	183	23	7562	1785	1.096	1.082	19.271	252.323	F	F	YES	YES		
		Wolfe Rd.	Lawrence Expwy.	3	1	6900	1650	7668	1641	1.111	0.995	4.069	61.998	57.096	3.160	33.575	519.256	F	E	343	36	8011	1677	1.161	1.016	35.077	530.648	F	F	YES	YES		
		Lawrence Expwy.	Saratoga Av.	3	1	6900	1650	7441	1663	1.078	1.008	17.031	127.657	112.830	7.182	16.487	231.559	F	F	423	48	7864	1711	1.140	1.037	17.424	238.242	F	F	YES	YES		
		Saratoga Av.	Winchester Blvd.	3	1	6900	1650	7429	2032	1.077	1.232	46.483	171.099	152.058	12.998	12.214	156.333	F	F	373	51	7802	2083	1.131	1.262	12.827	160.256	F	F	YES	YES		
		Winchester Blvd.	I-880	3	1	6900	1650	7592	1881	1.100	1.140	12.933	68.667	60.611	6.023	31.314	312.307	F	F	340	42	7932	1923	1.150	1.165	32.717	319.280	F	F	YES	YES		
		I-880	Meridian Av.	4	1	6900	1650	7996	1374	1.159	0.833		74.853	74.853	4.839	26.706	283.949	F	D	172	19	8168	1393	1.184	0.844	27.280	287.876	F	D	YES			
		Meridian Av.	Bird Av.	5	1	6900	1650	10138		1.469		12.353	111.332	102.004	30.609	16.565	0.000	F		143	0	10281	0	1.490		16.798		F		YES			
		Bird Av.	SR 87	4	1	6900	1650	9835		1.425		10.475	48.994	44.577	52.097	36.771	0.000	F		129	0	9964	0	1.444		37.254		F		YES			
		SR 87	Bird Av.	4	1	9200	1650	9663		1.050		2.626	35.366	30.603	57.294	63.151	0.000	F		75	0	9738	0	1.058		63.642		F					
		Bird Av.	Meridian Av.	5	1	9200	1650	9430		1.025		6.798	77.019	70.880	39.197	22.174	0.000	F		83	0	9513	0	1.034		22.369		F					
		Meridian Av.	I-880	4	1	6900	1650	7013	1368	1.016	0.829		36.490	36.490	3.892	48.048	351.455	F	D	97	13	7110	1381	1.030	0.837	48.712	354.795	F	D	YES			
		I-880	Winchester Blvd.	3	1	6900	1650	5945	1114	0.862	0.675		96.264	96.264	7.486	20.586	148.804	D	B	191	28	6136	1142	0.889	0.692	21.247	152.544	D	B				
		Winchester Blvd.	Saratoga Av.	3	1	6900	1650	7235	1057	1.049	0.641	31.403	164.207	144.986	10.629	12.475	99.446	F	B	219	24	7454	1081	1.080	0.655	12.853	101.704	F	B	YES			
Saratoga Av.	Lawrence Expwy.	3	1	6900	1650	6625	1141	0.960	0.692	18.435	68.610	60.641	7.538	27.312	151.362	E	B	237	33	6862	1174	0.994	0.712	28.289	155.740	E	C						
Lawrence Expwy.	Wolfe Rd.	3	1	6900	1650	6354	1114	0.921	0.675	12.286	78.109	68.851	8.259	23.072	134.876	E	B	192	25	6546	1139	0.949	0.690	23.769	137.903	E	B						
I-880	NB	Wolfe Rd.	De Anza Blvd.	3	1	6900	1650	5995	1100	0.869	0.667	113.551	113.551	8.202	17.599	134.110	D	B	271	40	6266	1140	0.908	0.691	18.394	138.987	E	B					
		De Anza Blvd.	SR 85	3	1	6900	1650	6261	1033	0.907	0.626	14.001	80.038	70.447	8.121	22.219	127.202	E	B	342	42	6603	1075	0.957	0.652	23.432	132.374	E	B				
		SR 85	Foothill Expwy.	3	1	6900	1650	7442	1096	1.079	0.664	13.053	67.332	59.340	3.024	31.353	362.451	F	B	284	23	7726	1119	1.120	0.678	32.550	370.057	F	B	YES			
		Foothill Expwy.	Magdalena Av.	3	1	6900	1650	5833	914	0.845	0.554		277.108	277.108	10.724	7.017	85.227	D	A	231	15	6064	929	0.879	0.563	7.294	86.626	D	A				
		Magdalena Av.	El Monte Rd.	3		9200		6338		0.689		5.733	57.580	51.422		30.813		B		197		6535		0.710		31.771		C					
		El Monte Rd.	La Barranca Rd.	4		9200		6810		0.740			149.258	149.258		11.406		C		158		6968		0.757		11.671		C					
I-880	SB	La Barranca Rd.	Page Mill Rd.	4		9200		6810		0.740		209.563	209.563		8.124		C		158		6968		0.757		8.313		C						
		Page Mill Rd.	Alpine Rd.	4		9200		8170		0.888			241.583	241.583		8.455		D		95		8265		0.898		8.553		D					
		I-280	Stevens Creek Blvd.	3		6900		4604		0.667			16.836	16.836																			

Table E5. Cumulative Freeway LOS with Housing Rich Alternative – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics								Cumulative AM											AM Project Trips		Cumulative with Housing Rich Alternative AM									
				Lanes		Capacity		AM Volume		AM V/C		AM Speed (mph)			AM Density		AM LOS		MF	HOV	AM Volume		AM V/C		AM Density		AM LOS		AM Impact?					
				Mixed Flow	HOV	MF	HOV	MF	HOV	MF	HOV	Auxillary	Mixed Flow	Total MF	HOV	MF	HOV	MF			HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV			
SR 85	NB	Union Av.	S. Bascom Av.	2	1	4600	1650	6418	1968	1.395	1.196	16.832	14.627	15.019	41.025	142.441	47.971	F	F	22	4	6440	1972	1.400	1.195	142.929	48.068	F	F					
		S. Bascom Av.	SR 17	2	1	4600	1650	5059	1966	1.100	1.196		42.083	42.083	41.025	60.108	47.922	F	F	35	0	5094	1966	1.107	1.192	60.524	47.922	F	F					
		SR 17	Winchester Blvd.	2	1	4600	1650	5157	1963	1.121	1.196		22.259	22.259	41.025	115.840	47.849	F	F	34	13	5191	1976	1.128	1.198	116.603	48.166	F	F					
		Winchester Blvd.	Saratoga Av.	2	1	4600	1650	5506	2228	1.197	1.358		11.476	11.476	28.820	239.887	77.307	F	F	45	18	5551	2246	1.207	1.361	241.847	77.932	F	F		YES			
		Saratoga Av.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	5252	2044	1.142	1.255		13.434	13.434	36.539	195.470	55.940	F	F	137	0	5389	2044	1.172	1.239	200.569	55.940	F	F	YES				
		Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	2	1	4600	1650	4912	1875	1.068	1.136		13.283	13.283	45.441	184.896	41.262	F	F	0	0	4912	1875	1.068	1.136	184.896	41.262	F	F					
		Stevens Creek Blvd.	I-280	2	1	4600	1650	5193	1374	1.129	0.835	39.960	54.181	49.135	60.870	26.422	22.573	F	D	39	10	5232	1384	1.137	0.839	26.620	22.737	F	D					
	SB	I-280	W. Homestead Rd.	2	1	4600	1650	4924	1453	1.070	0.882	36.196	39.861	39.161	59.396	41.913	24.463	F	D	37	0	4961	1453	1.078	0.881	42.227	24.463	F	D					
		W. Homestead Rd.	W. Fremont Av.	2	1	4600	1650	5229	1454	1.137	0.882	28.164	34.765	33.473	59.396	52.071	24.480	F	D	28	0	5257	1454	1.143	0.881	52.350	24.480	F	D					
		W. Fremont Av.	W. Homestead Rd.	2	1	4600	1650	4702	1469	1.022	0.895	33.371	44.913	42.549	58.934	36.836	24.926	F	D	34	11	4736	1480	1.030	0.897	37.102	25.113	F	D					
		W. Homestead Rd.	I-280	2	1	4600	1650	2956	1467	0.643	0.895		58.231	58.231	58.934	25.382	24.892	B	D	60	0	3016	1467	0.656	0.889	25.897	24.892	B	D					
		I-280	Stevens Creek Blvd.	3	1	4600	1650	4270	1085	0.928	0.666	45.091	47.330	47.029	63.885	22.699	16.984	E	B	80	0	4350	1085	0.946	0.658	23.124	16.984	E	B					
		Stevens Creek Blvd.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	3422	1407	0.744	0.853		30.114	30.114	60.354	56.817	23.313	C	D	0	0	3422	1407	0.744	0.853	56.817	23.313	C	D					
		Saratoga-Sunnyvale Rd.	Saratoga Av.	2	1	4600	1650	3139	1482	0.682	0.901		35.841	35.841	58.712	43.791	25.242	B	E	48	0	3187	1482	0.693	0.898	44.461	25.242	B	D					
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4659		0.675			37.340	37.340		41.591		B		17		4676		0.678		41.743		B						
		Lark Av.	SR 85	3		6900		4572		0.663		27.498	55.941	46.069		19.848		B		22		4594		0.666		19.944		B						
		SR 85	Lark Av.	2		4400		4752		1.080		14.127	13.860	13.913		113.850		F		10		4762		1.082		114.090		F						
	SB	Lark Av.	Saratoga Av.	2		4400		4957		1.127			12.441	12.441		199.221		F		8		4965		1.128		199.542		F						
		Alpine Rd.	Page Mill Rd.	4		9200		8306		0.903			25.787	25.787		80.524		E		66		8372		0.910		81.164		E						
		Page Mill Rd.	La BARRANCA Rd.	4		9200		7012		0.762			41.115	41.115		42.636		C		110		7122		0.774		43.305		C						
		La BARRANCA Rd.	El Monte Rd.	4		9200		7012		0.762			41.115	41.115		42.636		C		110		7122		0.774		43.305		C						
I-280	EB	El Monte Rd.	Magdalena Av.	3		9200		6219		0.676	64.810	29.484	31.526		49.317		B		169		6388		0.694		50.657		B							
		Magdalena Av.	Foothill Expwy.	3	1	6900	1650	4721	943	0.684	0.589		39.636	39.636	64.050	39.703	14.723	B	A	176	35	4897	978	0.710	0.593	41.183	15.269	C	A					
		Foothill Expwy.	SR 85	3	1	6900	1650	6548	1111	0.949	0.699	17.582	27.744	26.136	62.421	62.635	17.798	E	B	226	38	6774	1149	0.982	0.696	64.797	18.407	E	B					
		SR 85	De Anza Blvd.	3	1	6900	1650	5575	582	0.808	0.387	46.271	40.986	41.705	63.398	33.420	9.180	D	A	300	30	5875	612	0.851	0.371	35.218	9.653	D	A					
		De Anza Blvd.	Wolfe Rd.	3	1	6900	1650	5500	623	0.797	0.407		28.990	28.990	50.724	63.241	12.282	C	A	254	25	5754	648	0.834	0.393	66.161	12.775	D	A					
		Wolfe Rd.	Lawrence Expwy.	3	1	6900	1650	5734	596	0.831	0.370	55.773	40.453	42.273	57.134	33.910	10.432	D	A	144	14	5878	610	0.852	0.370	34.762	10.677	D	A					
		Lawrence Expwy.	Saratoga Av.	3	1	6900	1650	6498	646	0.942	0.400	27.394	37.400	35.836	52.495	45.332	12.306	E	A	179	18	6677	664	0.968	0.402	46.581	12.649	E	A					
	WB	Saratoga Av.	Winchester Blvd.	3	1	6900	1650	6594	782	0.956	0.482	30.198	35.424	34.641	48.404	47.588	16.156	E	A	161	16	6755	798	0.979	0.484	48.750	16.486	E	A					
		Winchester Blvd.	I-880	3	1	6900	1650	5670	681	0.822	0.421	47.683	48.009	47.962	56.995	29.554	11.948	D	A	145	14	5815	695	0.843	0.421	30.310	12.194	D	A					
		I-880	Meridian Av.	4	1	6900	1650	5989	1303	0.868	0.794		49.558	49.558	55.102	30.212	23.647	D	C	66	14	6055	1317	0.878	0.798	30.545	23.901	D	C					
		Meridian Av.	Bird Av.	5	1	6900	1650	7845	1385	1.137	0.839	20.425	53.937	49.281	53.381	26.531	25.945	F	D	51	9	7896	1394	1.144	0.845	26.704	26.114	F	D					
		Bird Av.	SR 87	4	1	6900	1650	5967	1105	0.865	0.670	29.359	58.618	49.732	58.140	19.997	19.006	D	B	46	8	6013	1113	0.871	0.675	20.151	19.143	D	B					
		SR 87	Bird Av.	4	1	9200	1650	9914	1850	1.078	1.121	29.680	35.153	34.622	35.229	57.271	52.514	F	F	90	16	10004	1866	1.087	1.131	57.791	52.968	F	F					
		Bird Av.	Meridian Av.	5	1	9200	1650	10654	2054	1.158	1.245	27.439	29.623	29.419	25.892	60.357	79.331	F	F	99	19	10753	2073	1.169	1.256	60.918	80.065	F	F	YES	YES			
		Meridian Av.	I-880	4	1	6900	1650	8812	2118	1.277	1.301		18.023	18.023	22.097	122.233	95.850	F	F	127	30	8939	2148	1.296	1.302	123.995	97.208	F	F	YES	YES			
		I-880	Winchester Blvd.	3	1	6900	1650	6690	1951	0.970	1.216		16.248	16.248	30.281	137.245	64.430	E	F	244	70	6934	2021	1.005	1.225	142.251	66.742	F	F	YES	YES			
		Winchester Blvd.	Saratoga Av.	3	1	6900	1650	7834	1721	1.135	1.081	16.225	16.212	16.214	41.559	120.791	41.411	F	F	287	62	8121	1783	1.177	1.081	125.217	42.903	F	F	YES	YES			
		Saratoga Av.	Lawrence Expwy.	3	1	6900	1650	7580	2156	1.099	1.348	31.804	21.154	22.539	36.915	84.076	58.405	F	F	314	74	7894	2230	1.144	1.352	87.558	60.410	F	F	YES	YES			
		Lawrence Expwy.	Wolfe Rd.	3	1	6900	1650	7433	2104	1.077	1.309	19.906	27.715	26.509	38.912	70.100	54.071	F	F	253	59	7686	2163	1.114	1.311	72.486	55.587	F	F	YES	YES			
		Wolfe Rd.	De Anza Blvd.	3	1	6900	1650	7241	1968	1.049	1.201		20.776	20.776	38.273	116.176	51.420	F	F	137	32	7378	2000	1.069	1.212	118.374	52.256	F	F	YES	YES			
De Anza Blvd.	SR 85	3	1	6900	1650	7430	1828	1.077	1.118	38.704	34.549	35.125	57.741	52.882	31.659	F	F	169	40	7599	1868	1.101	1.132	54.085	32.352	F	F	YES	YES					
SR 85	Foothill Expwy.	3	1	6900																														

Table E6. Cumulative Freeway LOS with Proposed Project – PM Peak Period

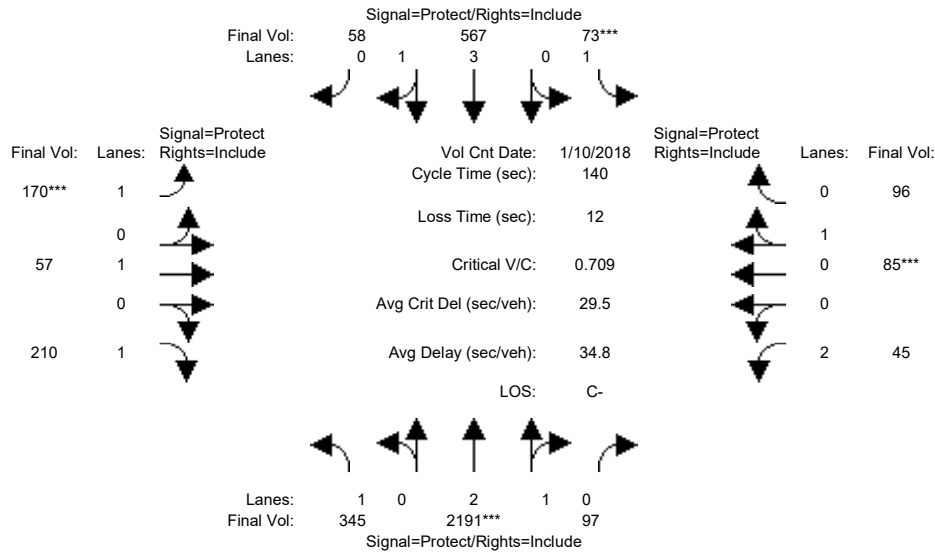
Freeway	Direction	From	To	Segment Characteristics				Cumulative PM															PM Project Trips		Cumulative with Proposed Project PM										
				Lanes		Capacity		PM Volume		PM V/C		PM Speed (mph)				PM Density		PM LOS		AM Volume		PM V/C		PM Density		PM LOS		PM Impact?							
				Mixed Flow	HOV	MF	HOV	MF	HOV	MF	HOV	Auxillary	Mixed Flow	Total MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV				
SR 85	NB	Union Av.	S. Bascom Av.	2	1	4600	1650	4976	568	1.082	0.345	38.698	37.631	37.822	64.978	43.855	8.741	F	A	4	0	4980	568	1.083	0.344	43.890	8.741	F	A						
		S. Bascom Av.	SR 17	2	1	4600	1650	2888	568	0.628	0.345		59.575	59.575	64.978	24.238	8.741	B	A	5	0	2893	568	0.629	0.344	24.280	8.741	B	A						
		SR 17	Winchester Blvd.	2	1	4600	1650	3677	567	0.799	0.345		46.745	46.745	64.978	39.330	8.726	C	A	9	1	3686	568	0.801	0.344	39.426	8.741	D	A						
		Winchester Blvd.	Saratoga Av.	2	1	4600	1650	4797	941	1.043	0.572		22.275	22.275	64.549	107.675	14.578	F	A	11	0	4808	941	1.045	0.570	107.922	14.578	F	A						
		Saratoga Av.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	4506	902	0.980	0.551		27.482	27.482	64.638	81.981	13.955	E	A	60	0	4566	902	0.993	0.547	83.072	13.955	E	A						
		Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	2	1	4600	1650	4079	993	0.887	0.602		24.766	24.766	64.390	82.349	15.422	D	B	0	0	4079	993	0.887	0.602	82.349	15.422	D	B						
		Stevens Creek Blvd.	I-280	2	1	4600	1650	4102	704	0.892	0.435	43.226	60.972	54.062	64.912	18.969	10.845	D	A	90	0	4192	704	0.911	0.427	19.385	10.845	E	A						
	SB	I-280	W. Homestead Rd.	W. Homestead Rd.	2	1	4600	1650	4263	856	0.927	0.523	43.033	45.342	44.905	64.734	31.644	13.223	E	A	68	0	4331	856	0.942	0.519	32.149	13.223	E	A					
		W. Homestead Rd.	W. Fremont Av.	2	1	4600	1650	4519	855	0.982	0.523	39.953	40.632	40.505	64.734	37.189	13.208	E	A	51	0	4570	855	0.993	0.518	37.608	13.208	E	A						
		W. Fremont Av.	W. Homestead Rd.	2	1	4600	1650	4997	1873	1.086	1.137	22.533	27.946	26.895	62.329	61.931	30.050	F	F	33	0	5030	1873	1.093	1.135	62.340	30.050	F	F						
		W. Homestead Rd.	I-280	2	1	4600	1650	3327	1872	0.723	1.137		53.362	53.362	62.329	31.174	30.034	C	F	44	0	3371	1872	0.733	1.135	31.586	30.034	C	F						
		I-280	Stevens Creek Blvd.	3	1	4600	1650	7146	2399	1.553	1.457	29.415	37.268	36.161	55.601	49.405	43.147	F	F	59	0	7205	2399	1.566	1.454	49.813	43.147	F	F	YES					
		Stevens Creek Blvd.	Saratoga-Sunnyvale Rd.	2	1	4600	1650	5275	2255	1.147	1.367		14.986	14.986	61.246	176.000	36.819	F	F	0	0	5275	2255	1.147	1.367	176.000	36.819	F	F						
		Saratoga-Sunnyvale Rd.	Saratoga Av.	2	1	4600	1650	5061	1828	1.100	1.124		15.922	15.922	61.257	158.935	29.841	F	F	146	0	5207	1828	1.132	1.108	163.520	29.841	F	F	YES					
Saratoga Av.	Winchester Blvd.	2	1	4600	1650	5252	1610	1.142	0.983		14.447	14.447	60.072	181.774	26.801	F	E	58	0	5310	1610	1.154	0.976	183.781	26.801	F	E	YES							
Winchester Blvd.	SR 17	2	1	4600	1650	5219	972	1.135	0.595		17.776	17.776	64.429	146.803	15.086	F	A	52	0	5271	972	1.146	0.589	148.266	15.086	F	A	YES							
SR 17	S. Bascom Av.	2	1	4600	1650	5084	2177	1.105	1.322		41.756	41.756	64.429	60.877	33.789	F	F	26	0	5110	2177	1.111	1.319	61.188	33.789	F	F								
S. Bascom Av.	Union Av.	2	1	4600	1650	6376	2178	1.386	1.322	14.667	15.790	15.582	64.429	136.393	33.805	F	F	20	0	6396	2178	1.390	1.320	136.821	33.805	F	F								
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4803		0.696			49.748	49.748		32.182		B		9		4812		0.697		32.242		B							
		Lark Av.	SR 85	3		6900		5237		0.759		51.530	53.678	53.118		19.718		C		12		5249		0.761		19.764		C							
	SB	SR 85	Lark Av.	2		4400		5938		1.350		14.689	13.508	13.740		144.052		F		38		5976		1.358		144.974		F							
Lark Av.		Saratoga Av.	2		4400		4982		1.132		15.897	15.897	15.897		156.693		F		29		5011		1.139		157.605		F								
I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		7236		0.787			39.331	39.331		45.995		C		49		7285		0.792		46.306		C							
		Page Mill Rd.	La BARRANCA Rd.	4		9200		9829		1.068			37.932	37.932		64.781		F		82		9911		1.077		65.321		F							
		La BARRANCA Rd.	El Monte Rd.	4		9200		9829		1.068			37.932	37.932		64.781		F		82		9911		1.077		65.321		F							
		El Monte Rd.	Magdalena Av.	3		9200		9951		1.082		63.704	16.409	19.625		126.766		F		126		10077		1.095		128.371		F		YES					
		Magdalena Av.	Foothill Expwy.	3	1	6900	1650	6720	610	0.974	0.378		18.775	18.775	64.933	119.308	9.394	E	A	145	13	6865	623	0.995	0.378	121.882	9.595	E	A						
		Foothill Expwy.	SR 85	3	1	6900	1650	8528	812	1.236	0.502	11.707	13.062	12.864	64.632	165.733	12.563	F	A	181	17	8709	829	1.262	0.502	169.251	12.826	F	A	YES					
		SR 85	De Anza Blvd.	3	1	6900	1650	7894	1784	1.144	1.095	28.012	25.479	25.833	64.604	76.393	27.615	F	F	200	47	8094	1831	1.173	1.110	78.329	28.342	F	F	YES	YES				
		De Anza Blvd.	Wolfe Rd.	3	1	6900	1650	7532	1800	1.092	1.102		18.899	18.899	61.434	132.848	29.300	F	F	167	39	7699	1839	1.116	1.115	135.793	29.935	F	F	YES	YES				
		Wolfe Rd.	Lawrence Expwy.	3	1	6900	1650	7766	1790	1.126	1.122	26.853	20.288	21.171	62.492	91.705	28.644	F	F	307	72	8073	1862	1.170	1.128	95.331	29.796	F	F	YES	YES				
		Lawrence Expwy.	Saratoga Av.	3	1	6900	1650	7271	1808	1.054	1.141	37.159	19.142	21.327	61.261	85.234	29.513	F	F	382	89	7653	1897	1.109	1.150	89.712	30.966	F	F	YES	YES				
	Saratoga Av.	Winchester Blvd.	3	1	6900	1650	7299	2212	1.058	1.382	21.215	21.457	21.423	55.038	85.179	40.190	F	F	343	81	7642	2293	1.108	1.390	89.182	41.662	F	F	YES	YES					
	Winchester Blvd.	I-880	3	1	6900	1650	7667	1974	1.111	1.233	22.524	22.166	22.217	60.808	86.274	32.463	F	F	309	73	7976	2047	1.156	1.241	89.751	33.663	F	F	YES	YES					
	I-880	Meridian Av.	4	1	6900	1650	8269	1735	1.198	1.070		23.056	23.056	39.139	89.662	44.329	F	F	158	33	8427	1768	1.221	1.072	91.375	45.172	F	F	YES	YES					
	Meridian Av.	Bird Av.	5	1	6900	1650	10228	1948	1.482	1.181	15.161	35.151	32.905	30.609	51.806	63.641	F	F	120	23	10348	1971	1.500	1.195	52.413	64.393	F	F	YES	YES					
	Bird Av.	SR 87	4	1	6900	1650	10132	1432	1.468	0.868	29.771	35.890	35.183	52.097	47.996	27.487	F	D	113	16	10245	1448	1.485	0.878	48.532	27.794	F	D	YES						
	WB	SR 87	Bird Av.	Bird Av.	4	1	9200	1650	9793	1179	1.064	0.715	29.205	52.430	48.368	57.294	40.493	20.578	F	C	67	8	9860	1187	1.072	0.719	40.771	20.718	F	C					
		Bird Av.	Meridian Av.	5	1	9200	1650	9638	1765	1.048	1.070	47.741	35.186	36.167	39.197	44.415	45.029	F	F	70	13	9708	1778	1.055	1.078	44.737	45.361	F	F						
		Meridian Av.	I-880	4	1	6900	1650	7377	1697	1.069	1.035		34.330	34.330	41.851	53.721	40.549	F	F	89	21	7466	1718	1.082	1.041	54.369	41.051	F	F	YES	YES				
		I-880	Winchester Blvd.	3	1	6900	1650	5928	1266	0.859	0.781		29.190	29.190	60.161	67.694	21.044	D	C	181	38	6109	1304	0.885	0.790	69.761	21.675	D	C						
		Winchester Blvd.	Saratoga Av.	3	1	6900	1650	7218	1224	1.046	0.756	25.421	25.340	25.352	60.950	71.178	20.082	F	C	208															

Attachment F: Mitigated Level of Service Calculations

Vallco Special Area Specific Plan
SJ17-1776

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Housing Rich Alternative + Mit

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM												
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96						
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96						
Added Vol:	0	182	0	0	61	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	345	2191	97	73	567	58	170	57	210	45	85	96						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	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	2191	97	73	567	58	170	57	210	45	85	96						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	345	2191	97	73	567	58	170	57	210	45	85	96						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	345	2191	97	73	567	58	170	57	210	45	85	96						

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	1.00	0.92	0.83	0.95	0.95		
Lanes:	1.00	2.87	0.13	1.00	3.61	0.39	1.00	1.00	1.00	2.00	0.47	0.53		
Final Sat.:	1750	5362	237	1750	6803	696	1750	1900	1750	3150	845	955		

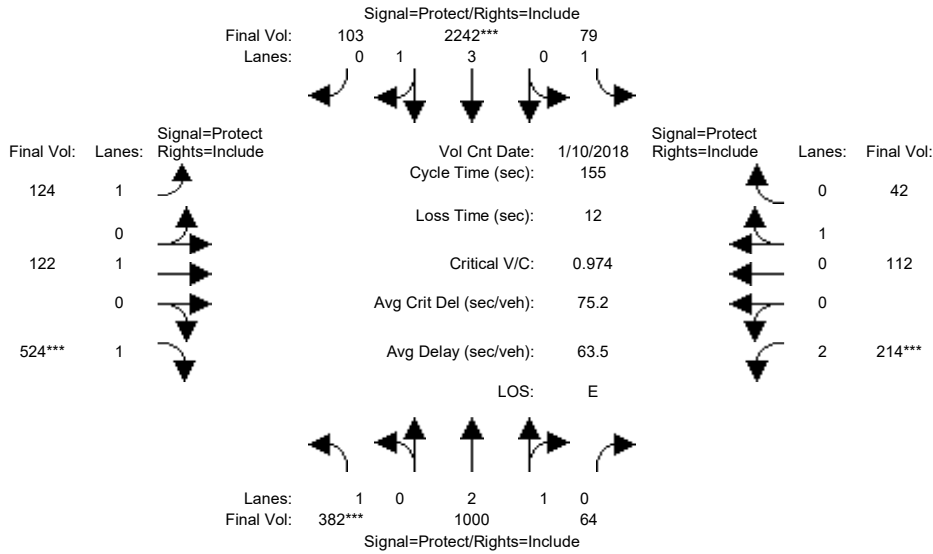
Capacity Analysis Module:														
Vol/Sat:	0.20	0.41	0.41	0.04	0.08	0.08	0.10	0.03	0.12	0.01	0.10	0.10		
Crit Moves:	****			****			****			****				
Green Time:	62.5	80.7	80.7	8.2	26.4	26.4	19.2	24.5	24.5	14.6	19.9	19.9		
Volume/Cap:	0.44	0.71	0.71	0.71	0.44	0.44	0.71	0.17	0.69	0.14	0.71	0.71		
Delay/Veh:	27.1	22.0	22.0	85.0	50.5	50.5	67.1	49.4	60.5	57.2	66.2	66.2		
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:	27.1	22.0	22.0	85.0	50.5	50.5	67.1	49.4	60.5	57.2	66.2	66.2		
LOS by Move:	C	C+	C+	F	D	D	E	D	E	E+	E	E		
HCM2k95thQ:	19	38	38	7	11	11	17	4	19	2	17	17		

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1776

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Housing Rich Alternative + Mit

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	87	0	0	205	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1000	64	79	2242	103	124	122	524	214	112	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1000	64	79	2242	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1000	64	79	2242	103	124	122	524	214	112	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1000	64	79	2242	103	124	122	524	214	112	42

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	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	3.82	0.18	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	1750	5263	337	1750	7170	329	1750	1900	1750	3150	1309	491

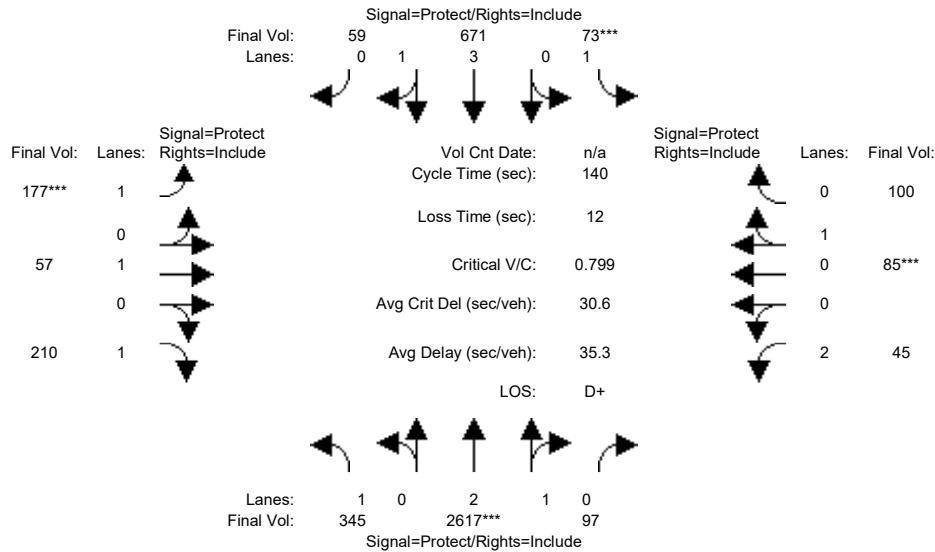
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.31	0.31	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	34.7	68.3	68.3	16.2	49.8	49.8	26.5	47.7	47.7	10.8	32.0	32.0
Volume/Cap:	0.97	0.43	0.43	0.43	0.97	0.97	0.41	0.21	0.97	0.97	0.41	0.41
Delay/Veh:	98.0	30.1	30.1	66.7	64.7	64.7	58.3	39.9	85.1	125.0	54.1	54.1
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:	98.0	30.1	30.1	66.7	64.7	64.7	58.3	39.9	85.1	125.0	54.1	54.1
LOS by Move:	F	C	C	E	E	E	E+	D	F	F	D-	D-
HCM2k95thQ:	36	20	20	7	47	47	11	8	51	17	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative + Mit

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	De Anza NB			De Anza SB			McClellan EB			McClellan WB		
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	533	0	0	150	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2617	97	73	671	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2617	97	73	671	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2617	97	73	671	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2617	97	73	671	59	177	57	210	45	85	100

Saturation Flow Module:	De Anza NB			De Anza SB			McClellan EB			McClellan WB		
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	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.66	0.34	1.00	1.00	1.00	2.00	0.46	0.54
Final Sat.:	1750	5400	200	1750	6893	606	1750	1900	1750	3150	827	973

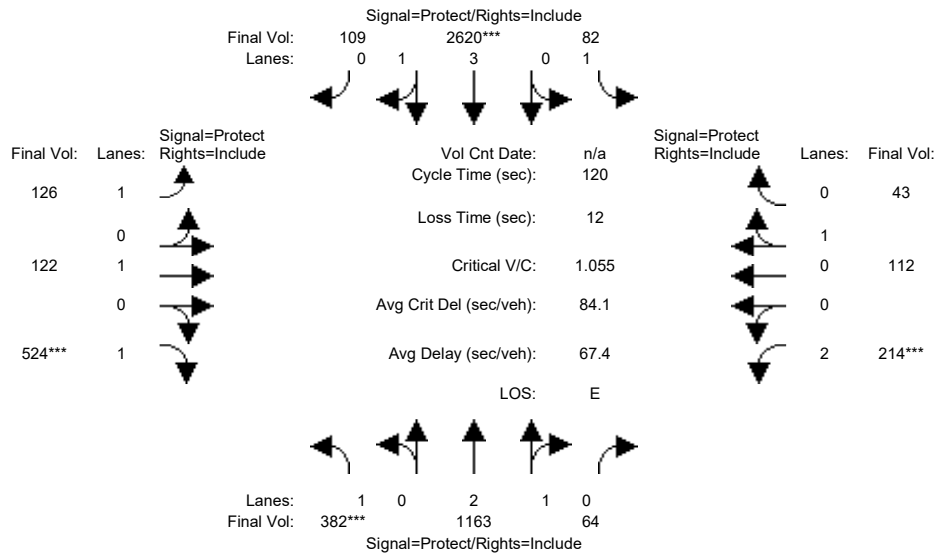
Capacity Analysis Module:	De Anza NB			De Anza SB			McClellan EB			McClellan WB		
Vol/Sat:	0.20	0.48	0.48	0.04	0.10	0.10	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	61.8	84.9	84.9	7.3	30.5	30.5	17.7	22.4	22.4	13.3	18.0	18.0
Volume/Cap:	0.45	0.80	0.80	0.80	0.45	0.45	0.80	0.19	0.75	0.15	0.80	0.80
Delay/Veh:	27.6	22.4	22.4	103.1	47.6	47.6	77.6	51.2	66.8	58.4	76.8	76.8
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:	27.6	22.4	22.4	103.1	47.6	47.6	77.6	51.2	66.8	58.4	76.8	76.8
LOS by Move:	C	C+	C+	F	D	D	E-	D-	E	E+	E-	E-
HCM2k95thQ:	19	45	45	7	13	13	18	4	20	2	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative + Mit

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	224	0	0	517	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1163	64	82	2620	109	126	122	524	214	112	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1163	64	82	2620	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1163	64	82	2620	109	126	122	524	214	112	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1163	64	82	2620	109	126	122	524	214	112	43

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	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	3.83	0.17	1.00	1.00	1.00	2.00	0.72	0.28
Final Sat.:	1750	5308	292	1750	7200	300	1750	1900	1750	3150	1301	499

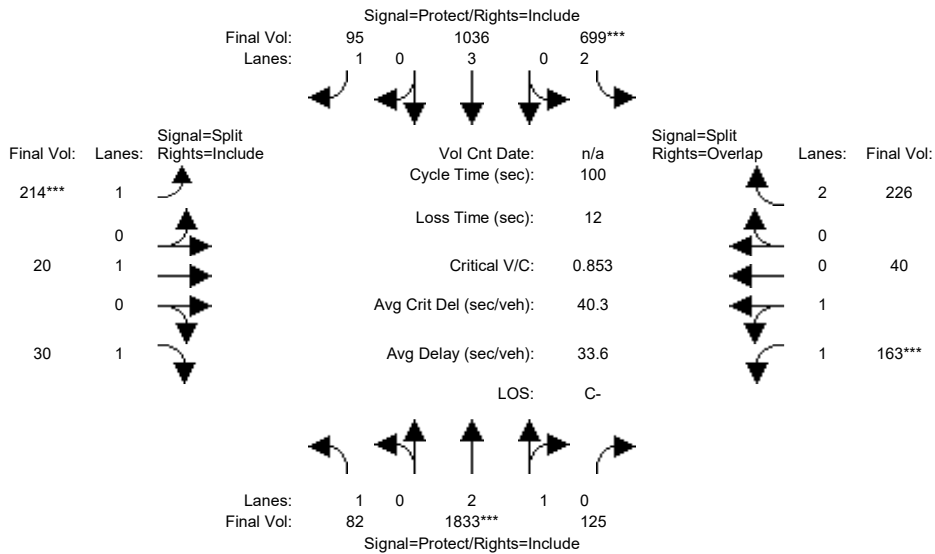
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.36	0.36	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	24.8	52.3	52.3	13.9	41.4	41.4	19.0	34.1	34.1	7.7	22.8	22.8
Volume/Cap:	1.06	0.50	0.50	0.40	1.06	1.06	0.45	0.23	1.06	1.06	0.45	0.45
Delay/Veh:	110.1	24.6	24.6	50.5	73.7	73.7	47.0	33.1	98.6	134.6	44.1	44.1
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:	110.1	24.6	24.6	50.5	73.7	73.7	47.0	33.1	98.6	134.6	44.1	44.1
LOS by Move:	F	C	C	D	E	E	D	C-	F	F	D	D
HCM2k95thQ:	33	19	19	6	48	48	10	7	48	16	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative + Mit

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	66	252	63	243	112	75	196	15	30	96	36	45
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	82	1833	125	699	1036	95	214	20	30	163	40	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1833	125	699	1036	95	214	20	30	163	40	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1833	125	699	1036	95	214	20	30	163	40	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	1833	125	699	1036	95	214	20	30	163	40	226

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	0.93	0.95	0.83
Lanes:	1.00	2.80	0.20	2.00	3.00	1.00	1.00	1.00	1.00	1.61	0.39	2.00
Final Sat.:	1750	5242	357	3150	5700	1750	1750	1900	1750	2850	699	3150

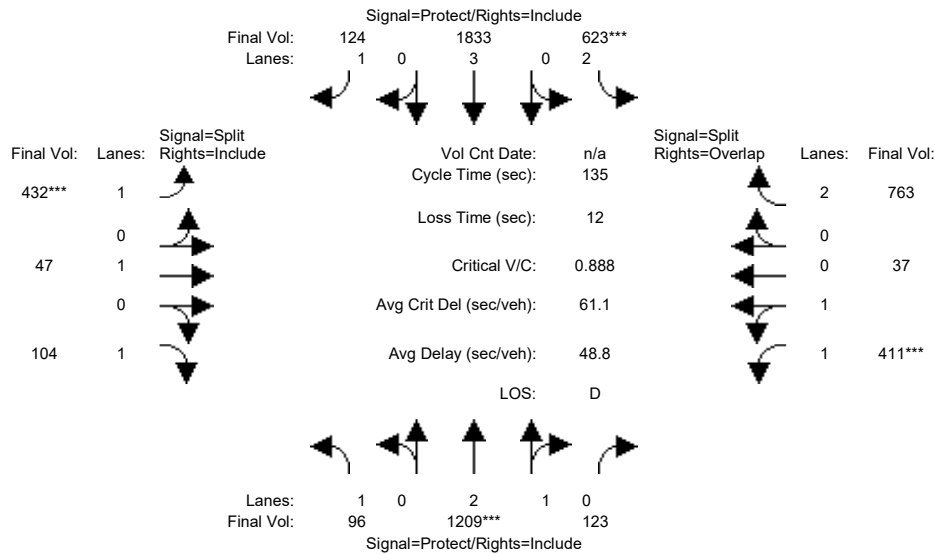
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.22	0.18	0.05	0.12	0.01	0.02	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	17.9	39.3	39.3	24.9	46.4	46.4	13.7	13.7	13.7	10.0	10.0	34.9
Volume/Cap:	0.26	0.89	0.89	0.89	0.39	0.12	0.89	0.08	0.12	0.57	0.57	0.21
Delay/Veh:	35.8	33.3	33.3	48.4	17.7	15.3	73.1	37.7	38.1	45.2	45.2	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	33.3	33.3	48.4	17.7	15.3	73.1	37.7	38.1	45.2	45.2	22.9
LOS by Move:	D+	C-	C-	D	B	B	E	D+	D+	D	D	C+
HCM2k95thQ:	5	38	38	25	13	4	19	1	2	6	6	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative + Mit

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	53	252	47	255	171	67	398	35	86	254	31	94
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	96	1209	123	623	1833	124	432	47	104	411	37	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1209	123	623	1833	124	432	47	104	411	37	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1209	123	623	1833	124	432	47	104	411	37	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	1209	123	623	1833	124	432	47	104	411	37	763

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	0.93	0.95	0.83
Lanes:	1.00	2.71	0.29	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5082	517	3150	5700	1750	1750	1900	1750	3257	293	3150

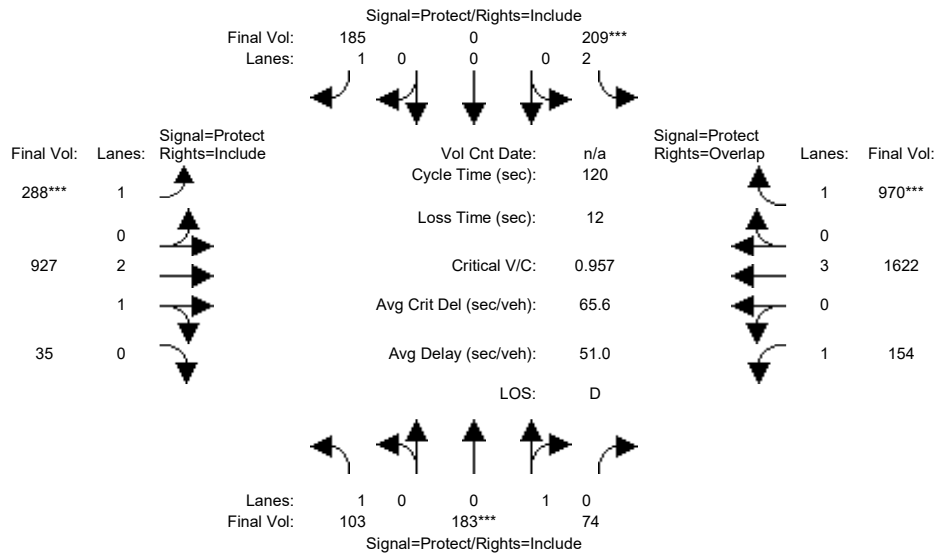
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.20	0.32	0.07	0.25	0.02	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	9.7	36.2	36.2	30.1	56.6	56.6	37.5	37.5	37.5	19.2	19.2	49.3
Volume/Cap:	0.77	0.89	0.89	0.89	0.77	0.17	0.89	0.09	0.21	0.89	0.89	0.66
Delay/Veh:	85.9	54.3	54.3	64.0	35.1	24.6	64.4	36.1	37.6	74.1	74.1	37.4
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:	85.9	54.3	54.3	64.0	35.1	24.6	64.4	36.1	37.6	74.1	74.1	37.4
LOS by Move:	F	D-	D-	E	D+	C	E	D+	D+	E	E	D+
HCM2k95thQ:	9	32	32	29	37	7	36	3	7	19	19	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative + Mit

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	11	25	0	56	0	0	1	163	11	0	239	102
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	103	183	74	209	0	185	288	927	35	154	1622	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	183	74	209	0	185	288	927	35	154	1622	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	183	74	209	0	185	288	927	35	154	1622	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	183	74	209	0	185	288	927	35	154	1622	970

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	1282	518	3150	0	1750	1750	5396	204	1750	5700	1750

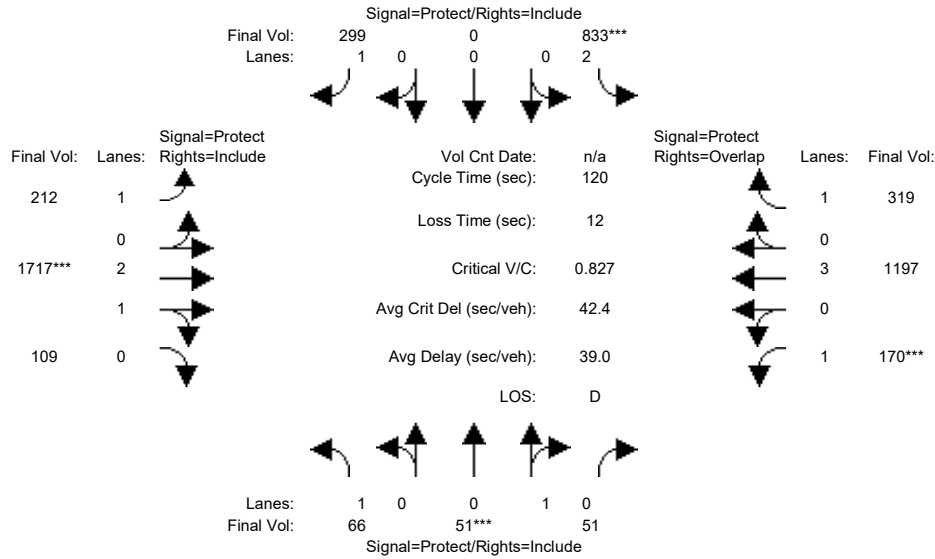
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.07	0.00	0.11	0.16	0.17	0.17	0.09	0.28	0.55
Crit Moves:	****			****			****			****		
Green Time:	9.4	17.9	17.9	8.3	0.0	8.3	20.6	54.1	54.1	27.7	61.2	69.5
Volume/Cap:	0.75	0.96	0.96	0.96	0.00	1.53	0.96	0.38	0.38	0.38	0.56	0.96
Delay/Veh:	75.0	93.8	93.8	104.4	0.0	329.5	89.6	22.0	22.0	39.5	20.4	42.6
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:	75.0	93.8	93.8	104.4	0.0	329.5	89.6	22.0	22.0	39.5	20.4	42.6
LOS by Move:	E-	F	F	F	A	F	F	C+	C+	D	C+	D
HCM2k95thQ:	11	25	25	11	0	28	23	14	14	9	22	55

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative + Mit

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	8	14	0	139	0	0	1	304	44	0	232	82
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	66	51	51	833	0	299	212	1717	109	170	1197	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	51	51	833	0	299	212	1717	109	170	1197	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	51	51	833	0	299	212	1717	109	170	1197	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	51	51	833	0	299	212	1717	109	170	1197	319

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.50	0.50	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1750	900	900	3150	0	1750	1750	5265	334	1750	5700	1750

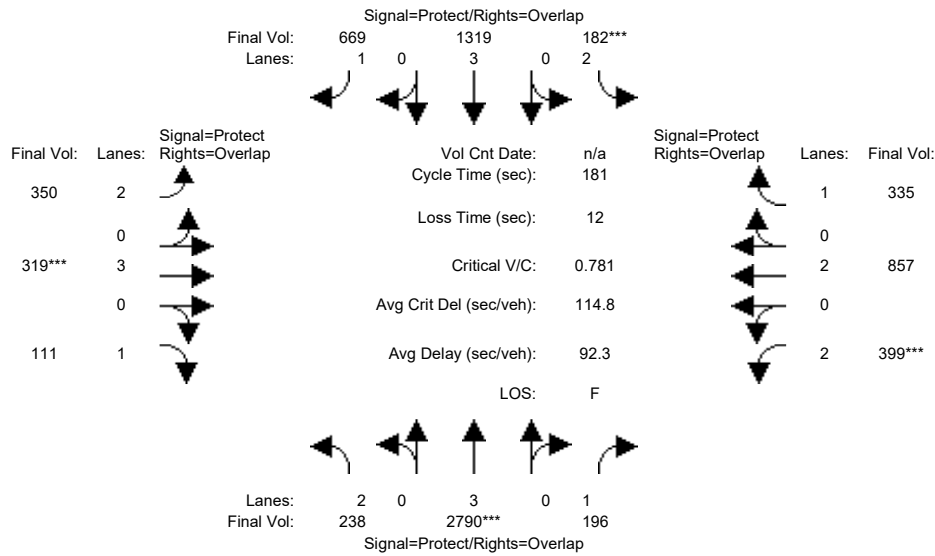
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.26	0.00	0.17	0.12	0.33	0.33	0.10	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	12.1	10.0	10.0	37.7	0.0	35.5	22.1	46.5	46.5	13.8	38.2	75.9
Volume/Cap:	0.37	0.68	0.68	0.84	0.00	0.58	0.66	0.84	0.84	0.84	0.66	0.29
Delay/Veh:	51.7	65.4	65.4	45.0	0.0	37.4	50.4	36.6	36.6	78.0	36.2	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	65.4	65.4	45.0	0.0	37.4	50.4	36.6	36.6	78.0	36.2	10.0
LOS by Move:	D-	E	E	D	A	D+	D	D+	D+	E-	D+	B+
HCM2k95thQ:	5	8	8	31	0	18	14	35	35	14	22	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative + Mit

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	568	8	35	264	69	107	30	0	16	40	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3532	196	182	1649	669	350	319	111	399	857	335
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2790	196	182	1319	669	350	319	111	399	857	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2790	196	182	1319	669	350	319	111	399	857	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2790	196	182	1319	669	350	319	111	399	857	335

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3800	1750

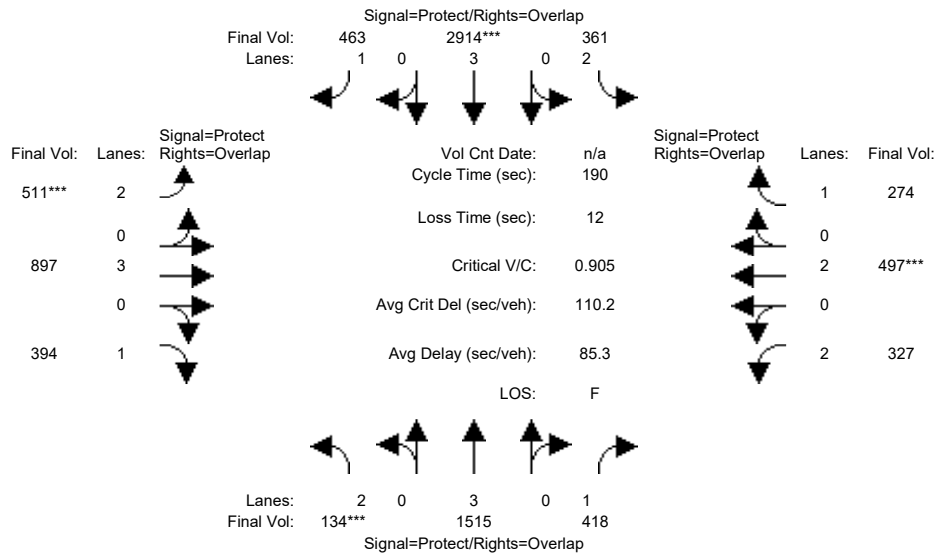
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.38	0.11	0.06	0.06	0.13	0.23	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.46	0.60	0.85	0.23	0.19	1.29	1.09	0.57
Delay/Veh:	111.2	107	36.2	82.2	48.7	42.9	92.7	56.0	44.3	234.2	130	51.7
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:	111.2	107	36.2	82.2	48.7	42.9	92.7	56.0	44.3	234.2	130	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	82	17	12	35	55	21	9	9	37	51	29

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative + Mit

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	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:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	362	24	84	627	120	85	77	0	17	66	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1894	418	361	3689	463	511	897	394	327	497	274
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1515	418	361	2914	463	511	897	394	327	497	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1515	418	361	2914	463	511	897	394	327	497	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1515	418	361	2914	463	511	897	394	327	497	274

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3800	1750

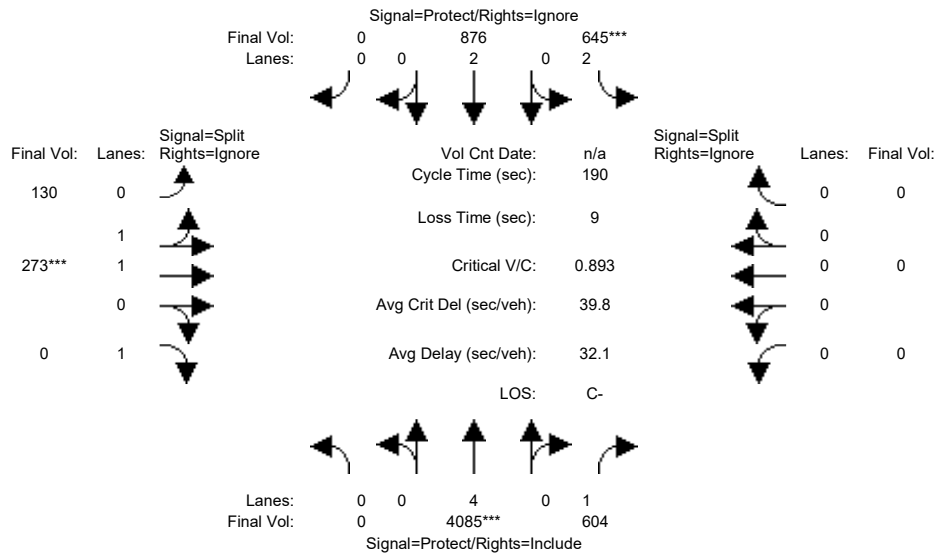
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.24	0.11	0.51	0.26	0.16	0.16	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.57	0.42	0.93	1.02	0.42	1.26	0.67	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.9	42.2	116.2	100	37.3	215.4	65.6	58.9	109.9	66.2	48.0
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:	87.7	57.9	42.2	116.2	100	37.3	215.4	65.6	58.9	109.9	66.2	48.0
LOS by Move:	F	E+	D	F	F	D+	F	E	E+	F	E	D
HCM2k95thQ:	9	41	36	27	95	39	40	25	34	25	23	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative + Mit

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	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	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	380	82	67	107	0	0	38	68	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4085	604	645	876	0	130	273	331	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4085	604	645	876	0	130	273	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4085	604	645	876	0	130	273	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4085	604	645	876	0	130	273	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	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	0.66	1.34	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	1193	2506	1750	0	0	0

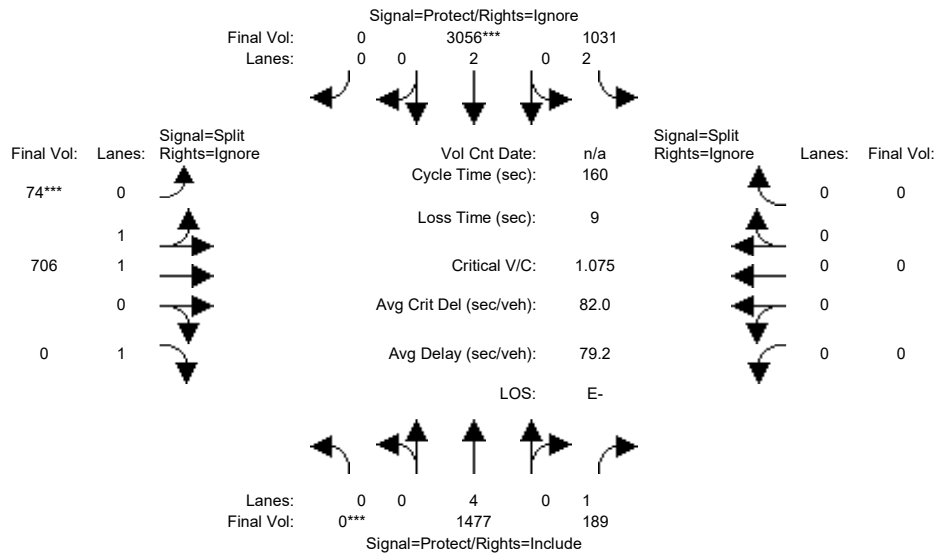
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.35	0.20	0.23	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.4	35.8	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.89	0.57	1.09	0.29	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	13.3	140.1	0.1	0.0	79.8	79.8	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	20.1	13.3	140.1	0.1	0.0	79.8	79.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	B	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	59	22	48	1	0	20	20	0	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative + Mit

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	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	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	249	32	171	315	0	0	93	203	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1477	189	1031	3056	0	74	706	1186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1477	189	1031	3056	0	74	706	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1477	189	1031	3056	0	74	706	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1477	189	1031	3056	0	74	706	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	0.19	1.81	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	351	3349	1750	0	0	0

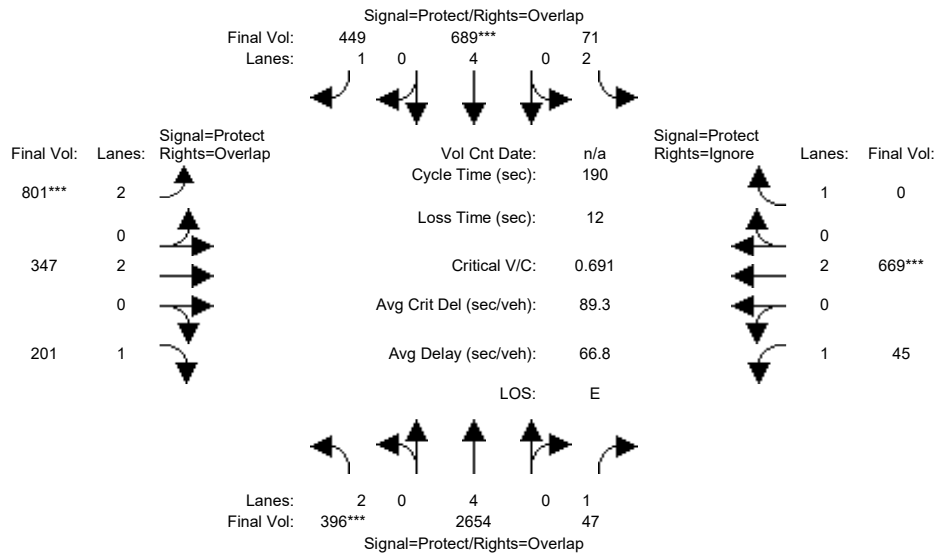
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.11	0.33	0.80	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.26	1.17	1.17	0.00	0.83	0.83	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.9	28.0	147.1	86.9	0.0	62.8	62.8	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	30.9	28.0	147.1	86.9	0.0	62.8	62.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	F	F	A	E	E	A	A	A	A
HCM2k95thQ:	0	20	10	68	152	0	30	30	0	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Housing Rich Alternative + Mit

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	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	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	91	434	0	1	164	9	25	1	20	0	4	1
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	396	2654	47	71	689	449	801	347	201	45	669	305
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:	396	2654	47	71	689	449	801	347	201	45	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	2654	47	71	689	449	801	347	201	45	669	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
Final Volume:	396	2654	47	71	689	449	801	347	201	45	669	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	1750	3800	1750

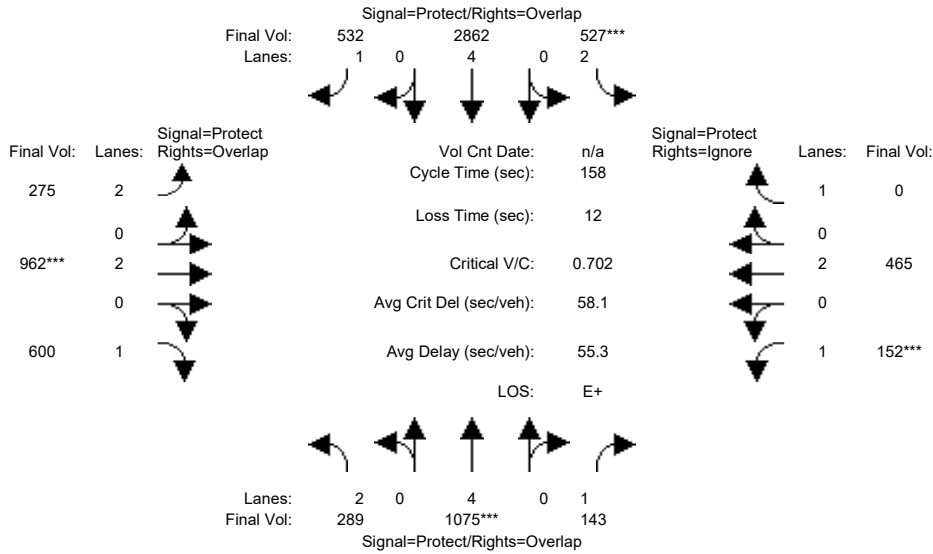
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.03	0.02	0.09	0.26	0.25	0.09	0.11	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.18	0.94	0.06	0.30	0.27	0.42	0.94	0.21	0.21	0.43	0.81	0.00
Delay/Veh:	192.2	59.4	26.9	83.1	49.1	27.3	84.4	33.7	22.9	88.3	75.6	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:	192.2	59.4	26.9	83.1	49.1	27.3	84.4	33.7	22.9	88.3	75.6	0.0
LOS by Move:	F	E+	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	31	58	2	5	15	32	48	11	12	6	34	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Housing Rich Alternative + Mit

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	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:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	41	270	0	4	483	27	9	4	97	0	3	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	289	1075	143	527	2862	532	275	962	600	152	465	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	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:	289	1075	143	527	2862	532	275	962	600	152	465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	1075	143	527	2862	532	275	962	600	152	465	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
Final Volume:	289	1075	143	527	2862	532	275	962	600	152	465	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	1750	3800	1750

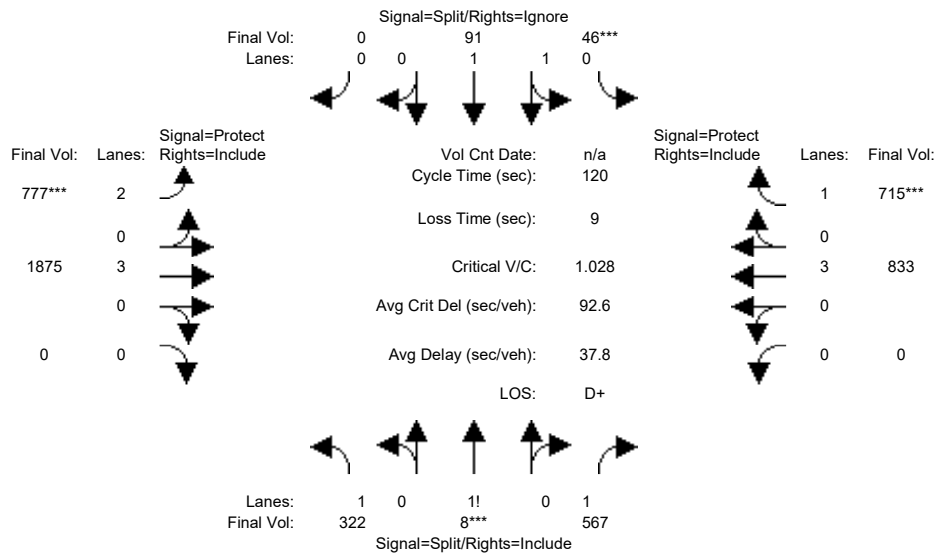
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.17	0.38	0.30	0.09	0.25	0.34	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.9	55.0	72.0	29.0	64.1	82.3	18.3	45.0	64.9	17.0	43.7	0.0
Volume/Cap:	0.73	0.41	0.18	0.91	0.93	0.58	0.75	0.89	0.83	0.81	0.44	0.00
Delay/Veh:	73.0	37.1	21.2	82.0	56.9	34.0	76.3	63.3	50.0	91.0	47.4	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:	73.0	37.1	21.2	82.0	56.9	34.0	76.3	63.3	50.0	91.0	47.4	0.0
LOS by Move:	E	D+	C+	F	E+	C-	E-	E	D	F	D	A
HCM2k95thQ:	15	15	6	27	54	36	15	40	47	18	17	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

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	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	SR-85 Ramps (East)						Stevens Creek Boulevard					
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	77	0	0	0	0	331	0	0	143	134
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1875	0	0	833	715
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	567	46	91	0	777	1875	0	0	833	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1875	0	0	833	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	8	567	46	91	0	777	1875	0	0	833	715

Saturation Flow Module:	SR-85 Ramps (East)						Stevens Creek Boulevard					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.35	0.02	1.63	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2373	31	2846	1242	2457	0	3150	5700	0	0	5700	1750

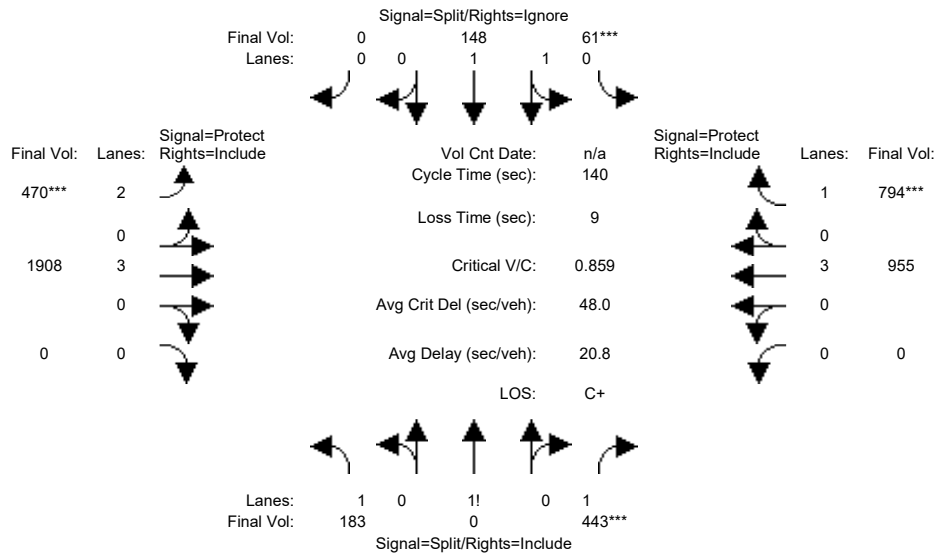
Capacity Analysis Module:	SR-85 Ramps (East)						Stevens Creek Boulevard					
Vol/Sat:	0.14	0.26	0.20	0.04	0.04	0.00	0.25	0.33	0.00	0.00	0.15	0.41
Crit Moves:	****			****			****			****		
Green Time:	28.6	28.6	28.6	10.0	10.0	0.0	27.3	72.4	0.0	0.0	45.2	45.2
Volume/Cap:	0.57	1.09	0.84	0.44	0.44	0.00	1.09	0.55	0.00	0.00	0.39	1.09
Delay/Veh:	40.8	103	49.4	53.4	53.4	0.0	96.6	0.2	0.0	0.0	16.5	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	103	49.4	53.4	53.4	0.0	96.6	0.2	0.0	0.0	16.5	83.0
LOS by Move:	D	F	D	D-	D-	A	F	A	A	A	B	F
HCM2k95thQ:	16	44	27	6	6	0	39	2	0	0	9	57

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	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	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	38	0	0	0	0	296	0	0	250	221
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1908	0	0	955	794
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	0	443	61	148	0	470	1908	0	0	955	794
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1908	0	0	955	794
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	0	443	61	148	0	470	1908	0	0	955	794

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	0.00	1.70	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2272	0	3063	1080	2619	0	3150	5700	0	0	5700	1750

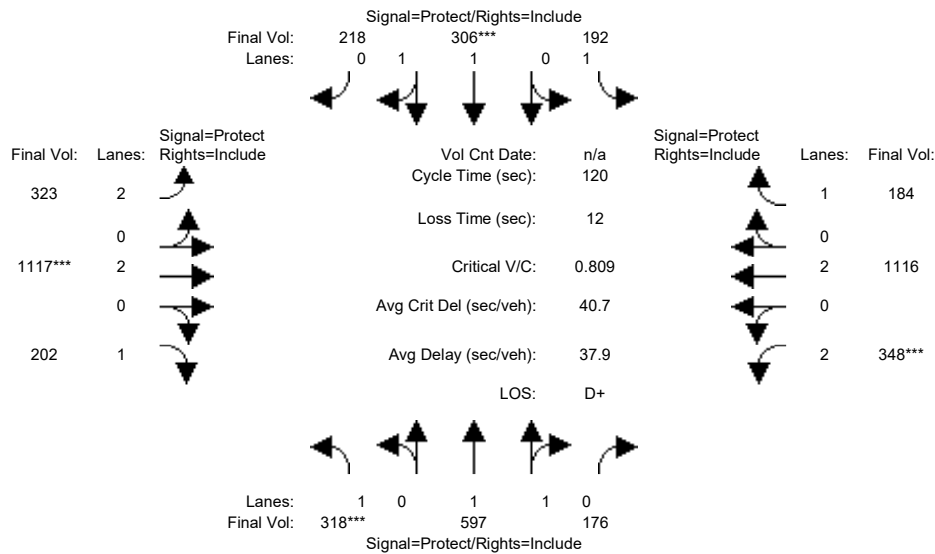
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.14	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.17	0.45
Crit Moves:			****	****			****					****
Green Time:	23.4	0.0	23.4	10.0	10.0	0.0	24.2	97.6	0.0	0.0	73.4	73.4
Volume/Cap:	0.48	0.00	0.86	0.79	0.79	0.00	0.86	0.48	0.00	0.00	0.32	0.86
Delay/Veh:	53.1	0.0	67.4	78.8	78.8	0.0	62.1	0.1	0.0	0.0	5.1	16.3
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:	53.1	0.0	67.4	78.8	78.8	0.0	62.1	0.1	0.0	0.0	5.1	16.3
LOS by Move:	D-	A	E	E-	E-	A	E	A	A	A	A	B
HCM2k95thQ:	12	0	25	12	12	0	22	2	0	0	5	33

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative + Mit

Intersection #3: Stelling Road / Stevens Creek Boulevard



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	48	0	10	15	0	29	12	289	21	11	385	13
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	176	192	306	218	323	1117	202	348	1116	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:	318	597	176	192	306	218	323	1117	202	348	1116	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	176	192	306	218	323	1117	202	348	1116	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
Final Volume:	318	597	176	192	306	218	323	1117	202	348	1116	184

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.15	0.85	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2857	842	1750	2160	1539	3150	3800	1750	3150	3800	1750

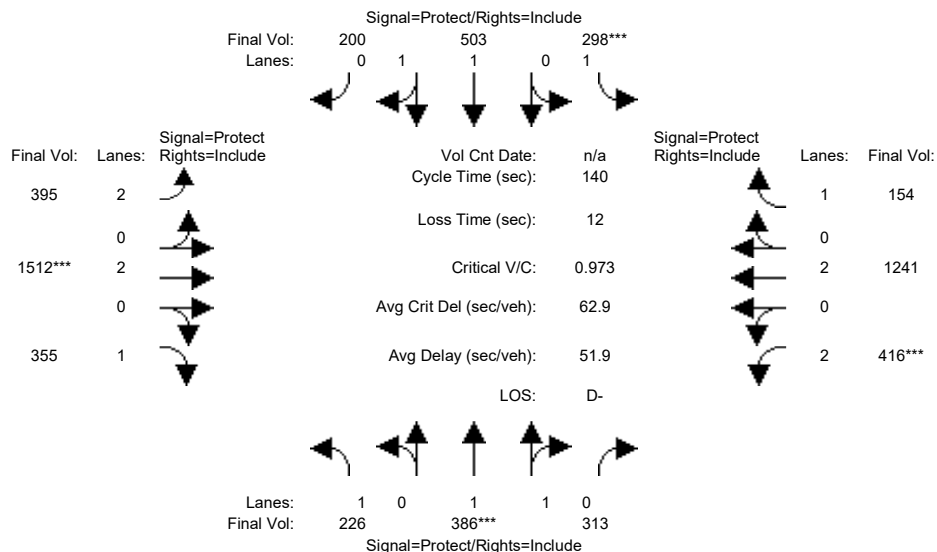
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.18	0.21	0.21	0.11	0.14	0.14	0.10	0.29	0.12	0.11	0.29	0.11
Crit Moves:	****			****			****			****		
Green Time:	27.0	31.5	31.5	16.5	21.0	21.0	15.5	43.6	43.6	16.4	44.5	44.5
Volume/Cap:	0.81	0.80	0.80	0.80	0.81	0.81	0.79	0.81	0.32	0.81	0.79	0.28
Delay/Veh:	55.9	46.0	46.0	66.9	55.1	55.1	55.8	25.0	17.3	55.9	23.6	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	46.0	46.0	66.9	55.1	55.1	55.8	25.0	17.3	55.9	23.6	16.4
LOS by Move:	E+	D	D	E	E+	E+	E+	C	B	E+	C	B
HCM2k95thQ:	25	27	27	18	21	21	14	29	8	14	27	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative + Mit

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	26	0	2	13	0	16	29	424	49	4	370	20
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	313	298	503	200	395	1512	355	416	1241	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	386	313	298	503	200	395	1512	355	416	1241	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	313	298	503	200	395	1512	355	416	1241	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	386	313	298	503	200	395	1512	355	416	1241	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.08	0.92	1.00	1.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2042	1656	1750	2647	1052	3150	3800	1750	3150	3800	1750

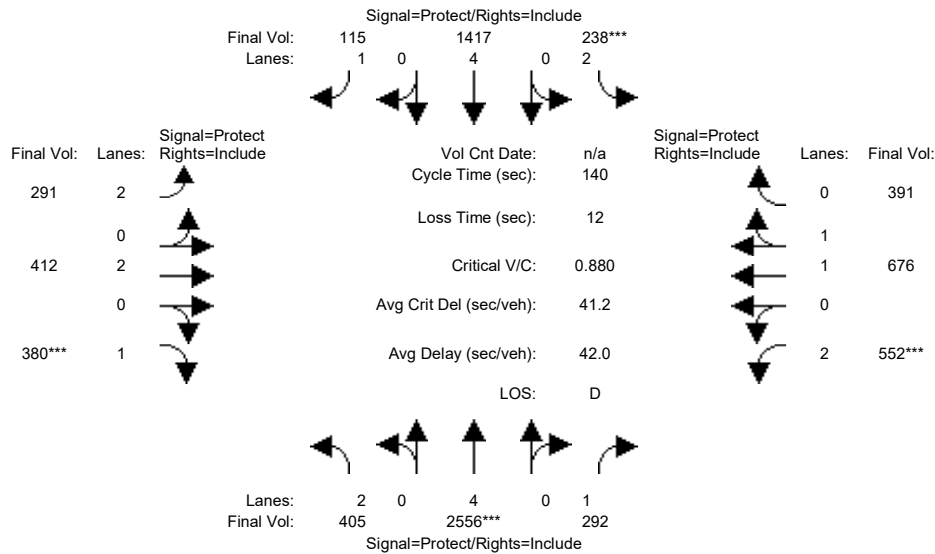
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.17	0.19	0.19	0.13	0.40	0.20	0.13	0.33	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.9	27.2	27.2	24.5	30.8	30.8	21.2	57.3	57.3	19.0	55.1	55.1
Volume/Cap:	0.86	0.97	0.97	0.97	0.86	0.86	0.83	0.97	0.50	0.97	0.83	0.22
Delay/Veh:	82.6	82.8	82.8	101.2	62.1	62.1	62.4	38.6	17.1	90.2	25.7	16.2
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:	82.6	82.8	82.8	101.2	62.1	62.1	62.4	38.6	17.1	90.2	25.7	16.2
LOS by Move:	F	F	F	F	E	E	E	D+	B	F	C	B
HCM2k95thQ:	23	34	34	31	30	30	19	55	15	22	35	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	15	681	55	40	209	16	26	53	18	41	58	53
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	405	2556	292	238	1417	115	291	412	380	552	676	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	2556	292	238	1417	115	291	412	380	552	676	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	2556	292	238	1417	115	291	412	380	552	676	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	405	2556	292	238	1417	115	291	412	380	552	676	391

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	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	2343	1355

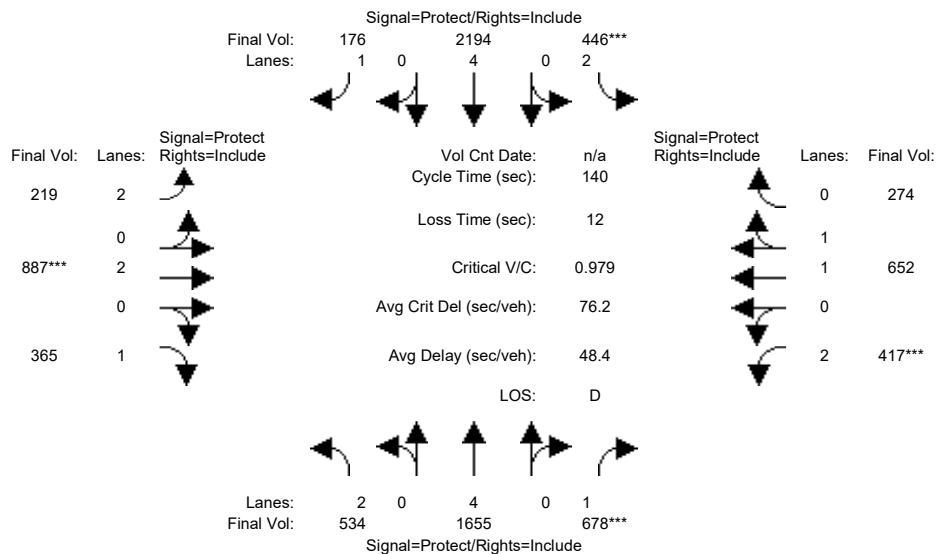
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.17	0.08	0.19	0.07	0.09	0.11	0.22	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	26.8	53.5	53.5	12.0	38.8	38.8	15.1	34.6	34.6	27.9	47.3	47.3
Volume/Cap:	0.67	0.88	0.44	0.88	0.67	0.24	0.85	0.44	0.88	0.88	0.85	0.85
Delay/Veh:	47.3	27.1	19.3	85.7	34.3	29.4	79.8	44.9	69.1	68.0	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	27.1	19.3	85.7	34.3	29.4	79.8	44.9	69.1	68.0	49.0	49.0
LOS by Move:	D	C	B-	F	C-	C	E-	D	E	E	D	D
HCM2k95thQ:	19	42	13	13	21	6	15	12	31	26	36	36

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	27	431	42	86	732	38	28	73	22	59	75	74
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	534	1655	678	446	2194	176	219	887	365	417	652	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	1655	678	446	2194	176	219	887	365	417	652	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	1655	678	446	2194	176	219	887	365	417	652	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	534	1655	678	446	2194	176	219	887	365	417	652	274

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	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	1.39	0.61
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	2604	1094

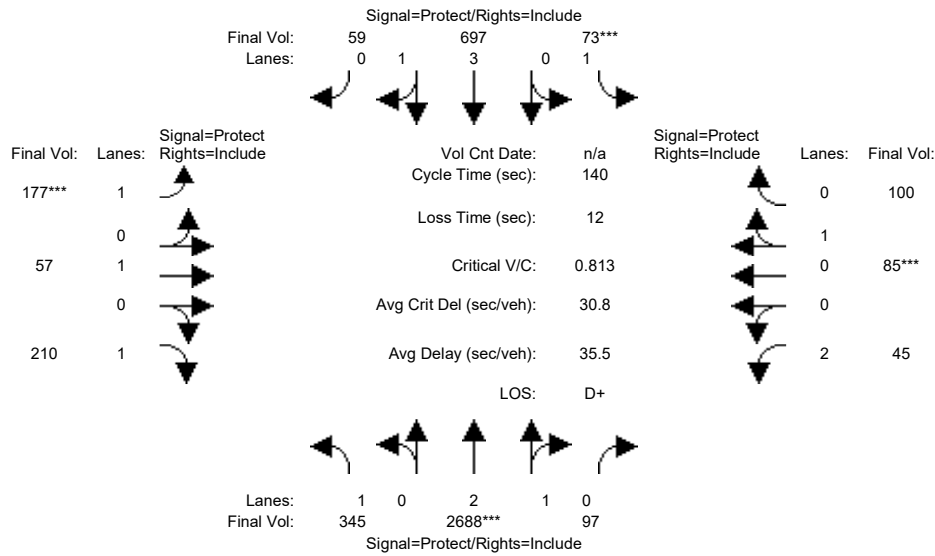
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.39	0.14	0.29	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:			****	****				****		****		
Green Time:	28.0	55.4	55.4	20.3	47.7	47.7	11.4	33.4	33.4	18.9	41.0	41.0
Volume/Cap:	0.85	0.55	0.98	0.98	0.85	0.30	0.86	0.98	0.87	0.98	0.86	0.86
Delay/Veh:	55.4	18.6	52.3	89.4	30.9	22.5	87.1	77.6	69.5	98.2	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	18.6	52.3	89.4	30.9	22.5	87.1	77.6	69.5	98.2	53.6	53.6
LOS by Move:	E+	B-	D-	F	C	C+	F	E-	E	F	D-	D-
HCM2k95thQ:	27	18	57	23	33	8	12	37	29	23	33	33

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	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	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	604	0	0	176	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2688	97	73	697	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2688	97	73	697	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2688	97	73	697	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2688	97	73	697	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.67	0.33	1.00	1.00	1.00	2.00	0.46	0.54
Final Sat.:	1750	5405	195	1750	6914	585	1750	1900	1750	3150	827	973

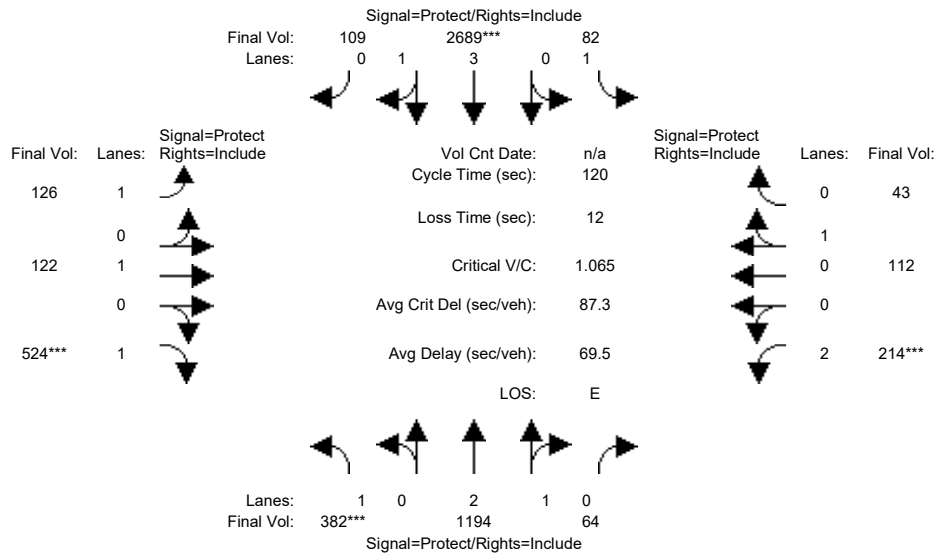
Capacity Analysis Module:												
Vol/Sat:	0.20	0.50	0.50	0.04	0.10	0.10	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	61.4	85.7	85.7	7.2	31.4	31.4	17.4	22.0	22.0	13.1	17.7	17.7
Volume/Cap:	0.45	0.81	0.81	0.81	0.45	0.45	0.81	0.19	0.76	0.15	0.81	0.81
Delay/Veh:	27.9	22.5	22.5	106.7	47.0	47.0	79.9	51.6	68.4	58.6	79.0	79.0
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:	27.9	22.5	22.5	106.7	47.0	47.0	79.9	51.6	68.4	58.6	79.0	79.0
LOS by Move:	C	C+	C+	F	D	D	E-	D-	E	E+	E-	E-
HCM2k95thQ:	19	47	47	7	13	13	19	4	20	2	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	255	0	0	586	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1194	64	82	2689	109	126	122	524	214	112	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1194	64	82	2689	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1194	64	82	2689	109	126	122	524	214	112	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1194	64	82	2689	109	126	122	524	214	112	43

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	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	3.84	0.16	1.00	1.00	1.00	2.00	0.72	0.28
Final Sat.:	1750	5315	285	1750	7207	292	1750	1900	1750	3150	1301	499

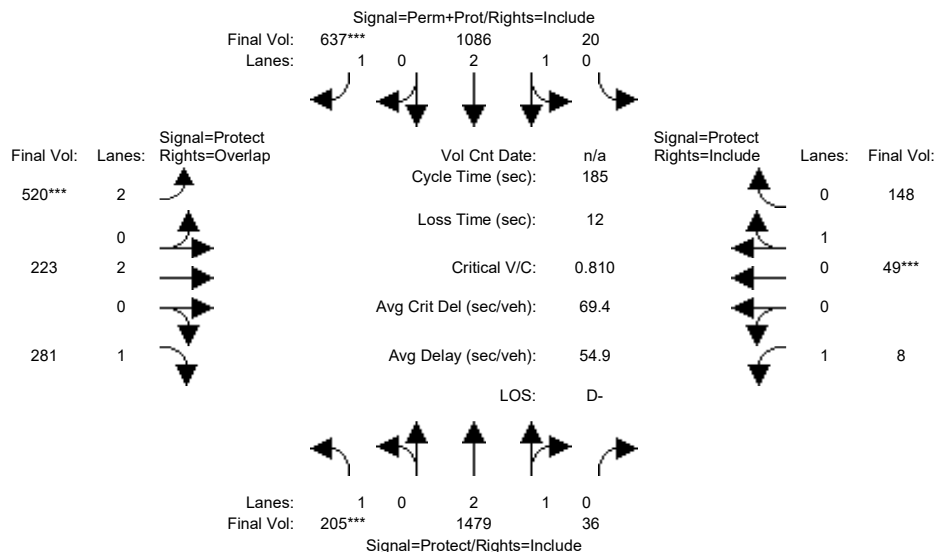
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.37	0.37	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****	****		****	****	
Green Time:	24.6	52.9	52.9	13.7	42.0	42.0	18.8	33.7	33.7	7.7	22.5	22.5
Volume/Cap:	1.07	0.51	0.51	0.41	1.07	1.07	0.46	0.23	1.07	1.07	0.46	0.46
Delay/Veh:	113.6	24.4	24.4	50.7	77.0	77.0	47.2	33.4	102.2	138.0	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.6	24.4	24.4	50.7	77.0	77.0	47.2	33.4	102.2	138.0	44.3	44.3
LOS by Move:	F	C	C	D	E-	E-	D	C-	F	F	D	D
HCM2k95thQ:	33	20	20	6	49	49	10	7	48	17	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	133	1191	35	20	771	571	411	213	172	7	49	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:	133	1191	35	20	771	571	411	213	172	7	49	148
Added Vol:	32	204	0	0	131	64	109	0	31	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	205	1479	36	20	1086	637	520	223	281	8	49	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:	205	1479	36	20	1086	637	520	223	281	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1479	36	20	1086	637	520	223	281	8	49	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
Final Volume:	205	1479	36	20	1086	637	520	223	281	8	49	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	0.95	0.98	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	0.06	2.94	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5467	133	101	5499	1750	3150	3800	1750	1750	448	1352

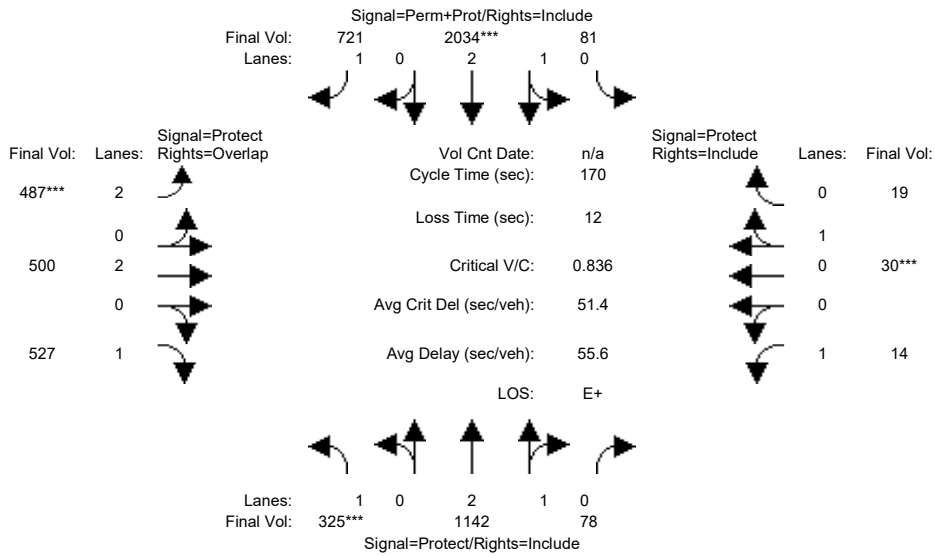
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.00	0.20	0.36	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***					***	***				***	
Green Time:	26.8	63.5	63.5	49.5	83.2	83.2	37.7	37.7	64.5	25.0	25.0	25.0
Volume/Cap:	0.81	0.79	0.79	0.74	0.44	0.81	0.81	0.29	0.46	0.03	0.81	0.81
Delay/Veh:	92.0	55.4	55.4	62.2	34.1	49.2	75.9	60.8	46.0	67.7	93.7	93.7
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:	92.0	55.4	55.4	62.2	34.1	49.2	75.9	60.8	46.0	67.7	93.7	93.7
LOS by Move:	F	E+	E+	E	C-	D	E-	E	D	E	F	F
HCM2k95thQ:	21	41	41	32	24	53	28	10	22	1	23	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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:	213	773	71	81	1644	616	430	489	425	14	30	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	773	71	81	1644	616	430	489	425	14	30	19
Added Vol:	44	209	0	0	247	103	57	0	40	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	325	1142	78	81	2034	721	487	500	527	14	30	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1142	78	81	2034	721	487	500	527	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1142	78	81	2034	721	487	500	527	14	30	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	1142	78	81	2034	721	487	500	527	14	30	19

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	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.80	0.20	0.12	2.88	1.00	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5241	358	214	5385	1750	3150	3800	1750	1750	1102	698

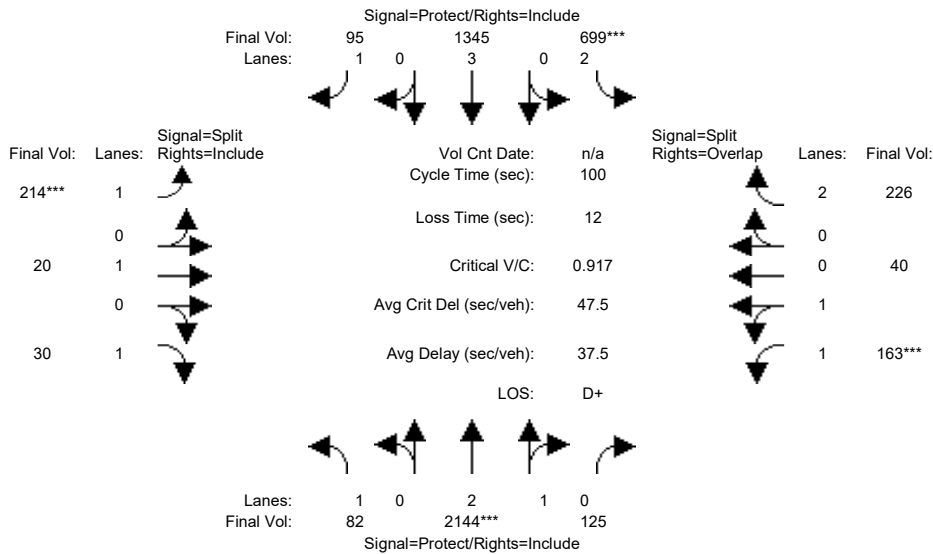
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.22	0.00	0.38	0.41	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***				****		****				****	
Green Time:	36.5	43.0	43.0	77.5	81.0	81.0	30.5	30.8	67.4	9.7	10.0	10.0
Volume/Cap:	0.86	0.86	0.86	0.83	0.79	0.86	0.86	0.73	0.76	0.14	0.46	0.46
Delay/Veh:	82.8	66.3	66.3	42.8	39.1	49.0	80.5	69.4	49.2	76.9	80.6	80.6
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:	82.8	66.3	66.3	42.8	39.1	49.0	80.5	69.4	49.2	76.9	80.6	80.6
LOS by Move:	F	E	E	D	D	D	F	E	D	E-	F	F
HCM2k95thQ:	31	35	35	48	47	53	24	20	39	2	6	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Housing Rich Alternative + Mit

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	66	263	63	243	121	75	196	15	30	96	36	45
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	82	2144	125	699	1345	95	214	20	30	163	40	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	2144	125	699	1345	95	214	20	30	163	40	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	2144	125	699	1345	95	214	20	30	163	40	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	2144	125	699	1345	95	214	20	30	163	40	226

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	0.93	0.95	0.83
Lanes:	1.00	2.83	0.17	2.00	3.00	1.00	1.00	1.00	1.00	1.61	0.39	2.00
Final Sat.:	1750	5291	308	3150	5700	1750	1750	1900	1750	2850	699	3150

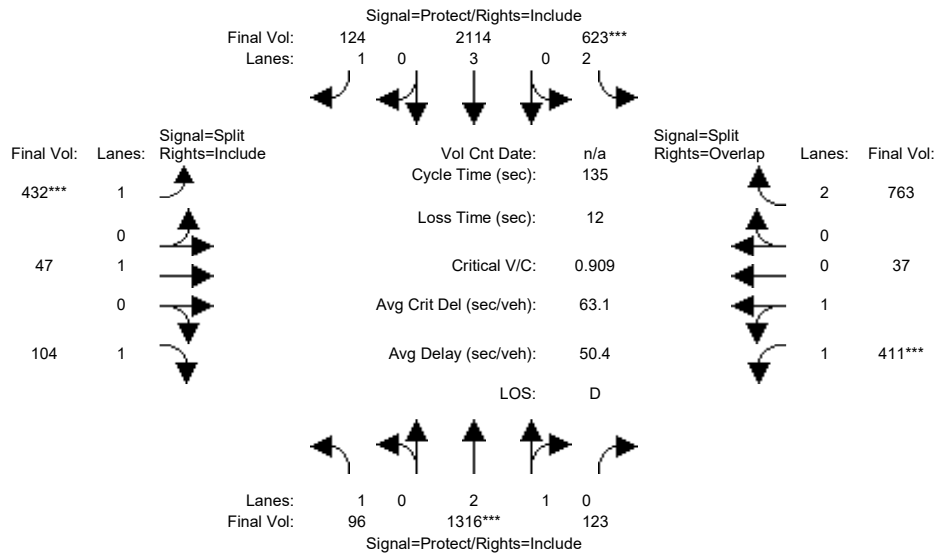
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.22	0.24	0.05	0.12	0.01	0.02	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.9	42.2	42.2	23.1	50.3	50.3	12.7	12.7	12.7	10.0	10.0	33.1
Volume/Cap:	0.31	0.96	0.96	0.96	0.47	0.11	0.96	0.08	0.13	0.57	0.57	0.22
Delay/Veh:	38.7	38.9	38.9	62.0	16.3	13.1	92.5	38.6	39.0	45.2	45.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	38.9	38.9	62.0	16.3	13.1	92.5	38.6	39.0	45.2	45.2	24.2
LOS by Move:	D+	D+	D+	E	B	B	F	D+	D	D	D	C
HCM2k95thQ:	5	47	47	27	16	3	20	1	2	6	6	6

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	53	259	47	255	177	67	398	35	86	254	31	94
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	96	1316	123	623	2114	124	432	47	104	411	37	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1316	123	623	2114	124	432	47	104	411	37	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1316	123	623	2114	124	432	47	104	411	37	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	1316	123	623	2114	124	432	47	104	411	37	763

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	0.93	0.95	0.83
Lanes:	1.00	2.73	0.27	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5121	479	3150	5700	1750	1750	1900	1750	3257	293	3150

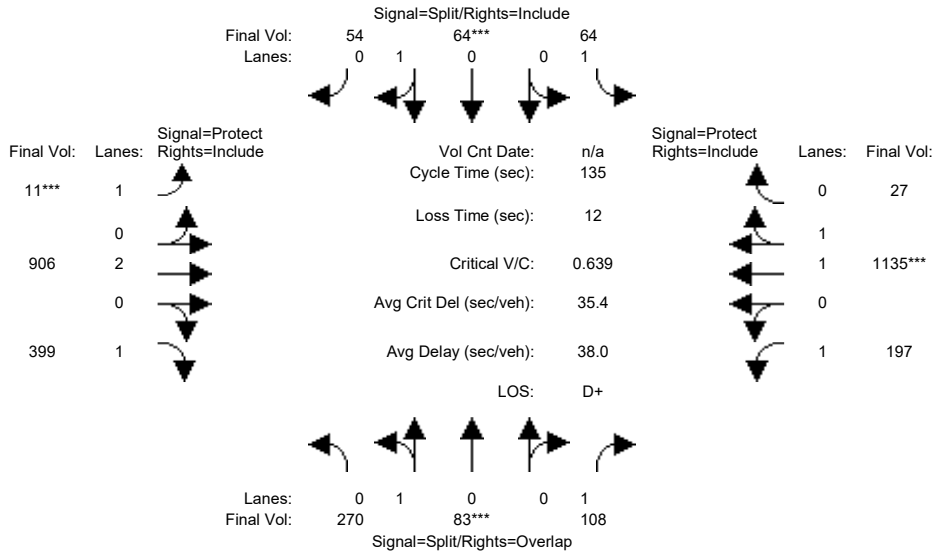
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.20	0.37	0.07	0.25	0.02	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	8.7	38.2	38.2	29.4	58.9	58.9	36.7	36.7	36.7	18.8	18.8	48.1
Volume/Cap:	0.85	0.91	0.91	0.91	0.85	0.16	0.91	0.09	0.22	0.91	0.91	0.68
Delay/Veh:	104.9	54.8	54.8	67.5	37.1	23.2	68.7	36.8	38.3	77.9	77.9	38.6
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:	104.9	54.8	54.8	67.5	37.1	23.2	68.7	36.8	38.3	77.9	77.9	38.6
LOS by Move:	F	D-	D-	E	D+	C	E	D+	D+	E-	E-	D+
HCM2k95thQ:	9	35	35	29	44	6	37	3	7	19	19	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	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	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	14	0	0	0	0	144	0	22	137	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	108	64	64	54	11	906	399	197	1135	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:	270	83	108	64	64	54	11	906	399	197	1135	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	108	64	64	54	11	906	399	197	1135	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
Final Volume:	270	83	108	64	64	54	11	906	399	197	1135	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	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.76	0.24	1.00	1.00	0.54	0.46	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1377	423	1750	1750	976	824	1750	3800	1750	1750	3614	86

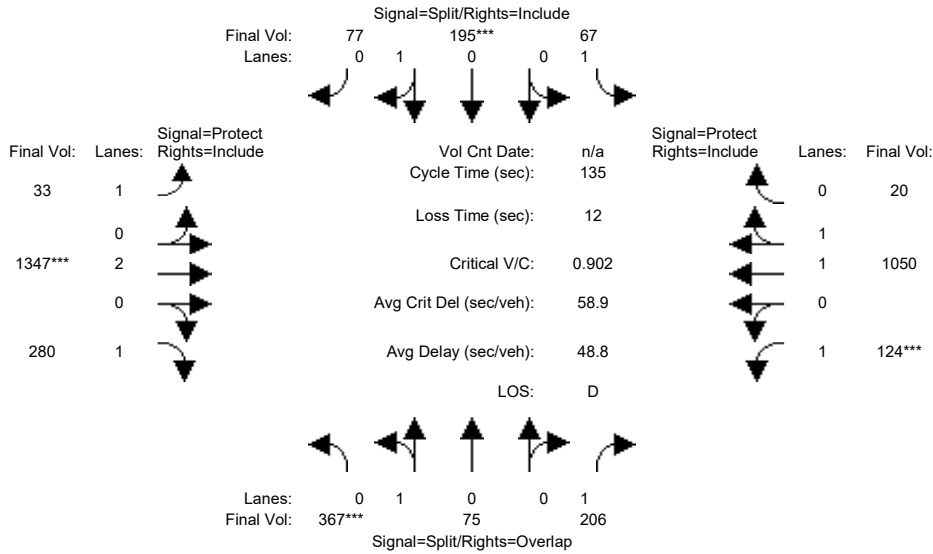
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.04	0.07	0.07	0.01	0.24	0.23	0.11	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	39.5	39.5	62.1	13.2	13.2	13.2	7.0	47.7	47.7	22.5	63.3	63.3
Volume/Cap:	0.67	0.67	0.13	0.37	0.67	0.67	0.12	0.67	0.64	0.67	0.67	0.67
Delay/Veh:	45.3	45.3	21.1	58.4	68.4	68.4	61.7	38.4	38.9	58.9	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.3	21.1	58.4	68.4	68.4	61.7	38.4	38.9	58.9	28.8	28.8
LOS by Move:	D	D	C+	E+	E	E	E	D+	D+	E+	C	C
HCM2k95thQ:	24	24	5	6	12	12	1	26	25	14	30	30

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	31	0	0	0	0	175	0	22	188	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	206	67	195	77	33	1347	280	124	1050	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	75	206	67	195	77	33	1347	280	124	1050	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	206	67	195	77	33	1347	280	124	1050	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	75	206	67	195	77	33	1347	280	124	1050	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.83	0.17	1.00	1.00	0.72	0.28	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1495	305	1750	1750	1290	510	1750	3800	1750	1750	3631	69

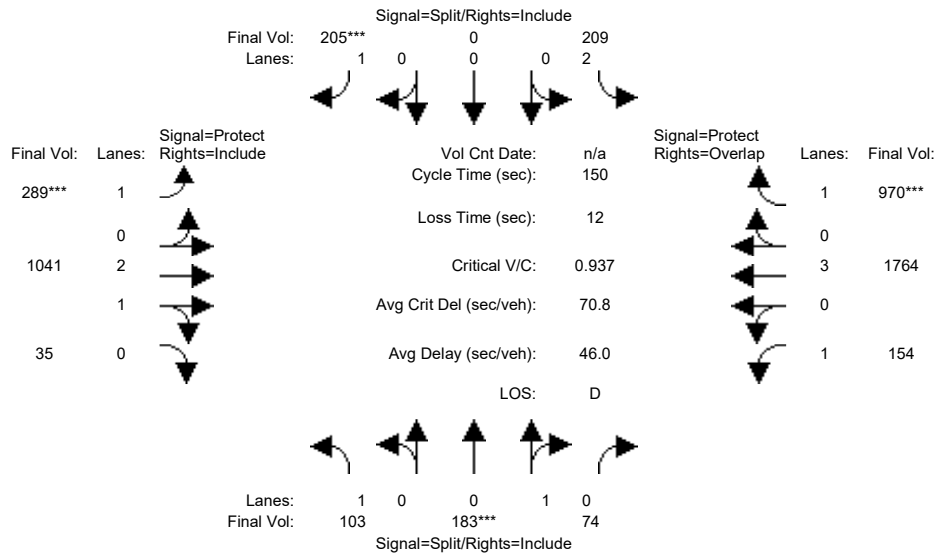
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.12	0.04	0.15	0.15	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***				***			***		***		
Green Time:	36.7	36.7	47.3	22.6	22.6	22.6	9.7	53.0	53.0	10.6	54.0	54.0
Volume/Cap:	0.90	0.90	0.34	0.23	0.90	0.90	0.26	0.90	0.41	0.90	0.72	0.72
Delay/Veh:	67.1	67.1	32.6	49.0	83.4	83.4	60.4	46.5	30.0	110.2	36.0	36.0
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:	67.1	67.1	32.6	49.0	83.4	83.4	60.4	46.5	30.0	110.2	36.0	36.0
LOS by Move:	E	E	C-	D	F	F	E	D	C	F	D+	D+
HCM2k95thQ:	34	34	12	5	26	26	3	41	16	12	32	32

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	11	25	0	56	0	0	1	210	11	0	338	102
PasserByVol:	0	26	4	61	0	47	78	114	1	0	184	470
Initial Fut:	103	183	74	209	0	205	289	1041	35	154	1764	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	183	74	209	0	205	289	1041	35	154	1764	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	183	74	209	0	205	289	1041	35	154	1764	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	183	74	209	0	205	289	1041	35	154	1764	970

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	1282	518	3150	0	1750	1750	5418	182	1750	5700	1750

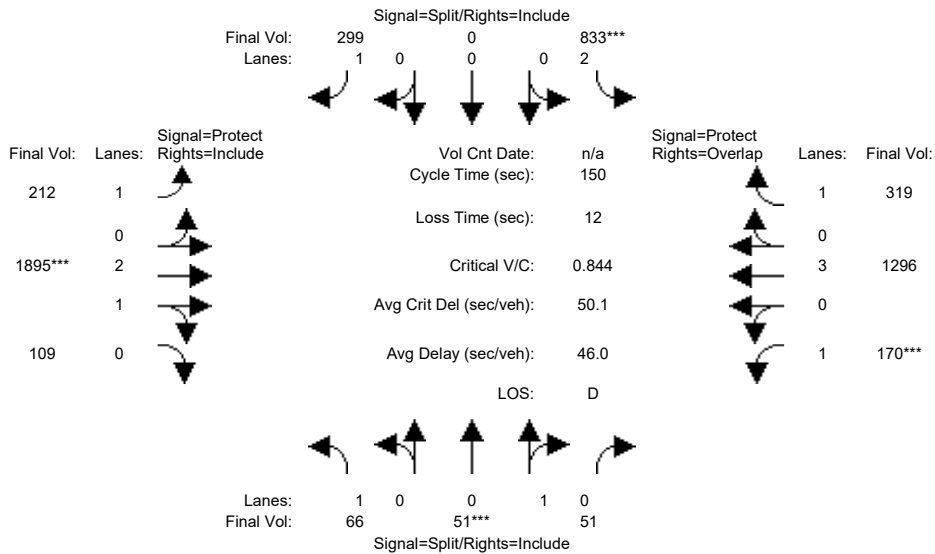
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.07	0.00	0.12	0.17	0.19	0.19	0.09	0.31	0.55
Crit Moves:	****			****			****			****		
Green Time:	21.4	21.4	21.4	18.7	0.0	18.7	24.8	67.1	67.1	30.7	73.1	91.8
Volume/Cap:	0.41	1.00	1.00	0.53	0.00	0.94	1.00	0.43	0.43	0.43	0.64	0.91
Delay/Veh:	59.7	121	120.6	62.9	0.0	108.5	115.8	28.5	28.5	52.8	29.0	36.2
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:	59.7	121	120.6	62.9	0.0	108.5	115.8	28.5	28.5	52.8	29.0	36.2
LOS by Move:	E+	F	F	E	A	F	F	C	C	D-	C	D+
HCM2k95thQ:	10	30	30	10	0	21	29	20	20	12	31	61

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM Housing Rich Alternative + Mit

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	56	29	51	458	0	240	175	1314	63	167	855	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:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	8	14	0	139	0	0	1	419	44	0	305	82
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	66	51	51	833	0	299	212	1895	109	170	1296	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	51	51	833	0	299	212	1895	109	170	1296	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	51	51	833	0	299	212	1895	109	170	1296	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	51	51	833	0	299	212	1895	109	170	1296	319

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.50	0.50	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	900	900	3150	0	1750	1750	5295	305	1750	5700	1750

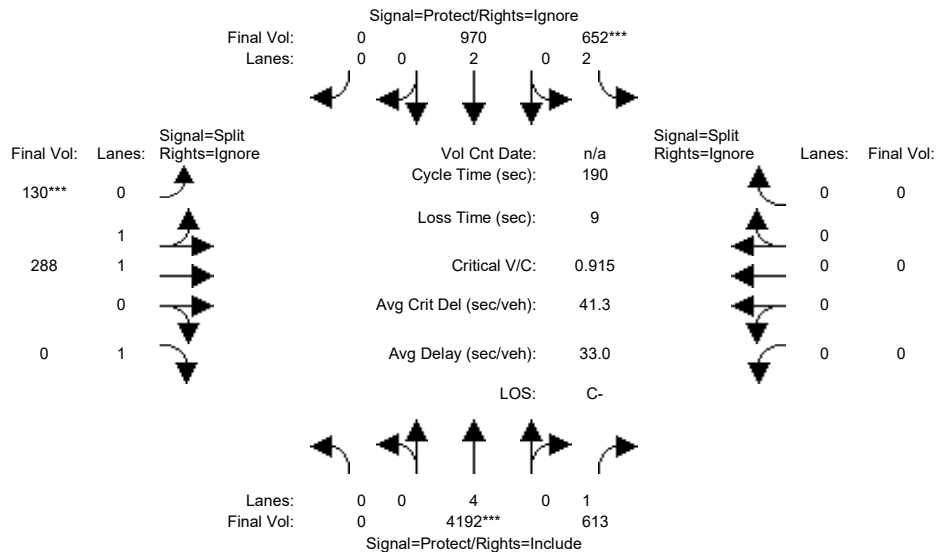
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.26	0.00	0.17	0.12	0.36	0.36	0.10	0.23	0.18
Crit Moves:	****			****			****			****		
Green Time:	10.1	10.1	10.1	47.0	0.0	47.0	28.1	63.6	63.6	17.3	52.8	99.8
Volume/Cap:	0.56	0.84	0.84	0.84	0.00	0.55	0.65	0.84	0.84	0.84	0.65	0.27
Delay/Veh:	73.9	108	108.0	54.8	0.0	43.8	60.8	41.7	41.7	91.3	41.5	10.4
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:	73.9	108	108.0	54.8	0.0	43.8	60.8	41.7	41.7	91.3	41.5	10.4
LOS by Move:	E	F	F	D-	A	D	E	D	D	F	D	B+
HCM2k95thQ:	6	11	11	37	0	22	17	45	45	16	28	12

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Housing Rich Alternative + Mit

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	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:	Lawrence Expressway						I-280 SB Ramp					
Base Vol:	0	3346	517	562	738	0	130	197	235	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	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	434	86	73	139	0	0	52	90	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4192	613	652	970	0	130	288	354	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4192	613	652	970	0	130	288	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4192	613	652	970	0	130	288	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4192	613	652	970	0	130	288	0	0	0	0

Saturation Flow Module:	Lawrence Expressway						I-280 SB Ramp					
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	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	0.64	1.36	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	1150	2548	1750	0	0	0

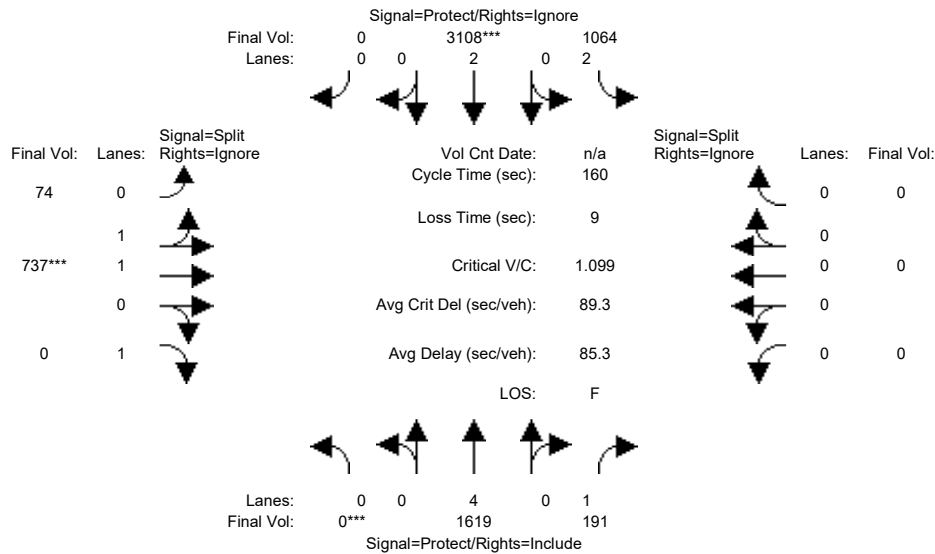
Capacity Analysis Module:	Lawrence Expressway						I-280 SB Ramp					
Vol/Sat:	0.00	0.55	0.35	0.21	0.26	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.4	35.8	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.91	0.58	1.10	0.32	0.00	0.72	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.4	13.4	144.2	0.1	0.0	80.9	80.9	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	21.4	13.4	144.2	0.1	0.0	80.9	80.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	B	F	A	A	F	F	A	A	A	A
HCM2k95thQ:	0	64	23	49	1	0	20	20	0	0	0	0

Note: Queue reported is the number of cars per lane.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Housing Rich Alternative + Mit

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	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	1118	157	745	2488	0	74	399	834	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	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	325	34	195	355	0	0	124	249	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1619	191	1064	3108	0	74	737	1233	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1619	191	1064	3108	0	74	737	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1619	191	1064	3108	0	74	737	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1619	191	1064	3108	0	74	737	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	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	0.19	1.81	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	338	3362	1750	0	0	0

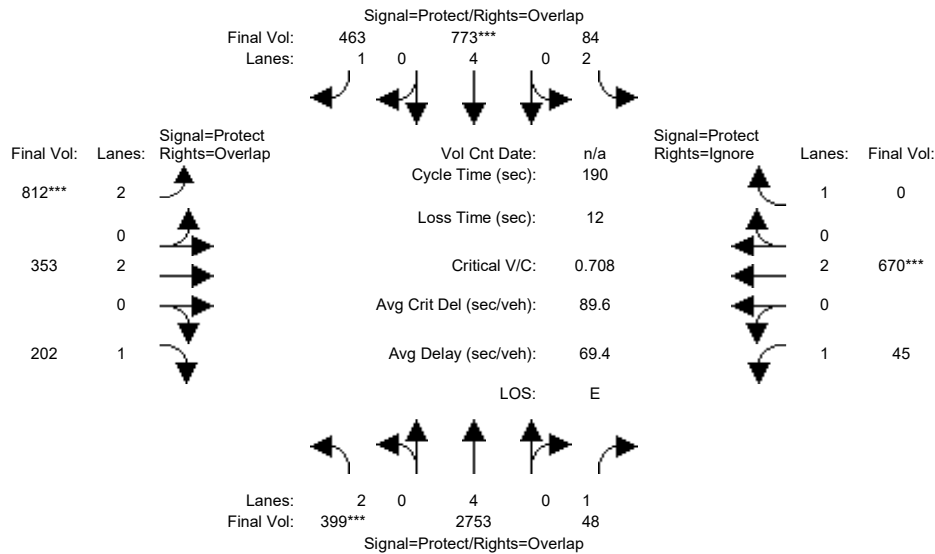
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.11	0.34	0.82	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.27	1.21	1.19	0.00	0.86	0.86	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	28.0	162.5	95.5	0.0	65.4	65.4	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	31.6	28.0	162.5	95.5	0.0	65.4	65.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	F	F	A	E	E	A	A	A	A
HCM2k95thQ:	0	22	10	72	158	0	31	31	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						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:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	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	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	93	492	0	1	219	9	25	1	20	0	4	1
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	399	2753	48	84	773	463	812	353	202	45	670	305
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:	399	2753	48	84	773	463	812	353	202	45	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2753	48	84	773	463	812	353	202	45	670	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
Final Volume:	399	2753	48	84	773	463	812	353	202	45	670	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	1750	3800	1750

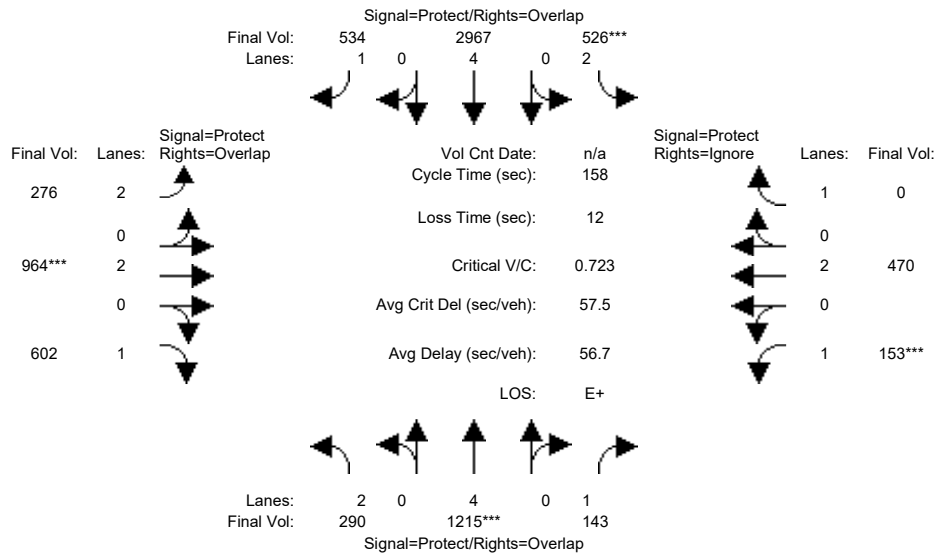
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.36	0.03	0.03	0.10	0.26	0.26	0.09	0.12	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.19	0.97	0.06	0.36	0.30	0.43	0.95	0.22	0.22	0.43	0.81	0.00
Delay/Veh:	195.6	64.9	26.9	83.7	49.7	27.6	87.0	33.7	22.9	88.3	75.7	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:	195.6	64.9	26.9	83.7	49.7	27.6	87.0	33.7	22.9	88.3	75.7	0.0
LOS by Move:	F	E	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	32	62	3	6	16	34	49	12	12	6	34	0

Note: Queue reported is the number of cars per lane.

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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	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:	248	720	143	453	2100	468	263	956	500	151	455	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:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	42	348	0	4	569	27	9	4	98	0	3	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	290	1215	143	526	2967	534	276	964	602	153	470	126
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:	290	1215	143	526	2967	534	276	964	602	153	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1215	143	526	2967	534	276	964	602	153	470	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
Final Volume:	290	1215	143	526	2967	534	276	964	602	153	470	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.08	0.17	0.39	0.31	0.09	0.25	0.34	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.8	55.0	72.0	29.0	64.2	82.5	18.3	45.0	64.8	17.0	43.7	0.0
Volume/Cap:	0.74	0.46	0.18	0.91	0.96	0.58	0.76	0.89	0.84	0.81	0.45	0.00
Delay/Veh:	73.6	37.9	21.2	81.7	61.0	33.9	76.5	63.5	50.6	91.8	47.5	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:	73.6	37.9	21.2	81.7	61.0	33.9	76.5	63.5	50.6	91.8	47.5	0.0
LOS by Move:	E	D+	C+	F	E	C-	E-	E	D	F	D	A
HCM2k95thQ:	15	18	6	27	58	36	15	40	47	18	17	0

Note: Queue reported is the number of cars per lane.

Attachment G: Bike and Pedestrian Quality of Service Calculations

Streetscore+: Comfort and Level of Traffic Stress Scoring Methodology for Bicyclists and Pedestrians

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April 2016

Bicycle & Pedestrian Discipline Group

FEHR  PEERS



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INTRODUCTION

As jurisdictions are faced with increasingly complex transportation issues, the need for effective, low-data intensity, and customizable analysis tools to convey trade-offs and design alternatives to public and agency stakeholders is ever more apparent. Some existing tools, such as the Level of Traffic Stress methodology, better fit these needs and can be expanded to better meet the needs of bicycle and pedestrian planners. Other tools, such as the Highway Capacity Manual's Multi-Modal Level of Service methodology, are data intensive and onerous from a practitioner perspective and often feature complex calculations and outputs that are difficult to explain to non-transportation stakeholders. To address this need on active transportation and complete streets studies, Fehr & Peers prepared a quick-response tool – Streetscore+ – that allows jurisdictions to quickly and effectively compare design alternatives and convey project benefits to stakeholders.

Streetscore+ is an Excel-based tool that allows users to calculate comfort based indices for active transportation projects. For bicycle facilities, this builds off of the Level of Traffic Stress methodology developed by Mekuria, Furth, and Nixon (2012) with targeted enhancements to address cycle track and bicycle boulevard comfort, making the methodologies consistent with the National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide, 2nd edition. For pedestrian facilities, Streetscore+ is calculated based on best practice guidance documentation, such as the NACTO Urban Streets Guide and safety research. Streetscore+ uses best practice guidance to measure bicycle and pedestrian comfort at links and intersections in urbanized environments. Streetscore+ easily and accurately assesses bicycle and pedestrian project benefits and trade-offs, assisting community and agency stakeholders in making informed decisions about complete streets projects, and assisting project development as a sketch-planning tool to ensure that key comfort considerations are included in bicycle and pedestrian designs.

BACKGROUND & DOCUMENTATION

BICYCLING COMFORT AND LEVEL OF TRAFFIC STRESS

Mekuria, Furth, and Nixon's 2012 *Low Stress Bicycling and Network Connectivity* report (also Transportation Research Board Annual Compendium of Paper, 2016) opened the door to the Level of Traffic Stress (LTS) methodology that has been the focus of practitioners for the last four years. The report takes a practical approach to defining and describing user tolerance along a given bikeway, balancing typically available data against a "weakest link" methodology informed by sound engineering judgment. Streetscore+ takes a the same approach but incorporates methodologies for bicycle boulevard and cycle tracks.

CYCLE TRACKS

With the current LTS methodology, off-street facilities and cycle tracks receive a LTS score of 1, indicating that they are ideal for bicyclists of all ages and abilities. Recent research and best practice guidance from the Federal Highway Administration (FHWA) Separated Bikeway Guide; NACTO Urban Bikeway Guide, 2nd edition; and similar publications, has demonstrated that cycle track design is complex and worthy of more rigorous LTS assessment.

To document a refined comfort methodology for separated bikeways, the *NACTO Urban Bikeway Guide, 2nd edition* was used to reference best practices in raised and in-roadway cycle track design, both with and without parking. NACTO differentiates between required and recommended features, which were either incorporated into Streetscore+ or were treated as assumptions. For example, the raised cycle track requirement of "bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment" is assumed to be present. By contrast, buffer space guidance is incorporated as a Streetscore+ variable. The three foot minimum buffer space between the cycle track and parking lane is assumed to represent a Streetscore+ of 3, as more than 3 feet will be more comfortable for pedestrians and enhanced accessibility for users for mobility impairments, which would instead return a Streetscore+ of 1. If the required elements are missing or deficient, then a Streetscore+ of 4 is typically received. Missing, deficient, or minimum dimension recommended features receive a slightly more lenient decrease in score, typically a Streetscore+2 or 3 depending on the importance of the design element for comfort and safety.

The NACTO Urban Bikeway Guide also includes two-way separated bikeways or side paths. The Streetscore+ methodology does not currently include those facility types, but these can be incorporated into future updates to the methodology.

BICYCLE BOULEVARDS

The *NACTO Urban Bikeway Guide, 2nd Edition* also proposes specific criteria for best practices in bicycle boulevard design, helping practitioners distinguish from potentially high-stress bicycle routes – with high auto volumes and speed – from true bicycle boulevards that are traffic calmed through low auto volumes and speeds and are truly appropriate for all ages and abilities. Academic research from Jennifer Dill and others have reinforced this distinction in terms of low-stress bikeways’ ability to attract new ridership from the “Interested but Concerned” cohort.

The NACTO Guide states that bicycle boulevards “should be meet strict targets of fewer than 3,000 motor vehicles per day (1,500 preferred) and an 85th percentile speed of no more than 25 mph (20 mph preferred).”¹ Bicycle boulevard components such as connectivity and route identification/wayfinding, which are critical elements of successful implementations, are assumed in the bicycle boulevard Streetscore+ criteria. While these are key design elements, they are not considered to be major drivers of comfort. As a result, bicycle boulevards with 1,500 vehicles per day or less and speeds below 20 mph received a Streetscore+ of 1 while bicycle boulevards with over 3,000 vehicles per day and speeds above 25 mph received a Streetscore+ of 3 or 4.

The bicycle boulevard design elements at minor streets document bicycle travel time considerations with and without frequent stop signs at intersection with minor streets. While the NACTO Guide does not present a particular rule, it notes that giving right-of-way to the bicycle boulevard should be considered at all minor intersections.

PEDESTRIAN COMFORT

SIDEWALK ENVIRONMENT

The NACTO Urban Streets Design Guide (USDG) and engineering judgment provide the basis for pedestrian Streetscore+. The USDG provides critical, recommended, and optional parameters for the pedestrian environment consistent with best practices and documents supporting guidance and literature. Additional considerations of comfort are informed by practitioner and best practice experience.

The USDG specifically addresses the following topic areas:

¹ NACTO Urban Bikeway Guide, 2nd edition. “Bicycle Boulevard Route Planning” <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/route-planning/>

- **Usable Sidewalk Space:** A desired minimum through zone of six feet, with an absolute minimum of five feet, is listed as a critical strategy. Where sidewalk directly adjacent to moving traffic, the desired minimum is eight feet, providing a two-foot buffer for street furniture and utilities.
- **Driveways:** Maintaining sidewalk at-grade through driveways is describe as a critical strategy. As a result, frequent driveway curb cuts that impact the sidewalk zone, receive a Streetscore+ of 4.
- **Pedestrian-Scale Lighting:** This is a recommended strategy, resulting in sidewalks with only roadway lighting not receiving a Streetscore+ higher than 2.
- **Street Trees and Landscaping:** Street trees and tree wells that minimally impact sidewalk structure are a recommended strategy.
- **Speed:** Additional comfort measures, such as going beyond minimum dimensions for sidewalk and providing landscape buffer, are noted as important as speed increases. Design speed is also referenced as an overall safety consideration for urban streets, linking crash severity with increases in speed.

Other criteria that influence comfort that are not specifically addressed in the USDG include:

- **Sidewalk Quality:** Smooth, even surface is important from an accessibility perspective and creating great streetscape environments.
- **Number of Travel Lanes:** Increasing the number of travel lanes generally decreases the comfort and enjoyment of walking on that street.
- **Heavy Vehicle Volumes:** High volumes of heavy vehicles in the outside curb lane can create uncomfortable walking conditions for pedestrians even with buffer from the street.
- **Crosswalk Frequency:** In urban environment, having frequent marked crossing opportunities is important designate preferred crossing areas for pedestrians and to signal their presence to other roadway users.

UNCONTROLLED CROSSWALKS

Engineering considerations about when to install and enhance crosswalks based on pedestrian safety considerations have evolved significantly in the last ten years. Published in 2005, the Federal Highway Administration (FHWA) *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (2005) report identified where marking crosswalks may lead to an increased safety risk based on average daily traffic volumes (ADT), speed, number of travel lanes, and presence of a median. Since then, case study research has focused on the efficacy of specific types of lighted enhancements that could be used to address crash risk, such as rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs). Case

studies have documented PHB efficacy in the 98th percentile² and RRFBs in the 80th percentile.³ RRFBs continue to have interim approval in the Manual of Uniform Traffic Control Devices (MUTCD), and PHBs, along with a warrant for their use, are included in the MUTCD.

SIGNALIZED CROSSWALKS

Signalized crosswalk criteria employ best practices and engineering judgment to determine comfort at crosswalks that already have a high level of traffic control given their location at signals. As a result, key variables may include:

- **Crossing Distance:** Lower crossing distance can reduce pedestrian exposure to vehicles and makes crossing easier for those with mobility impairments as well as seniors and students.
- **Accessibility:** While many signalized crosswalks have basic ADA requirements, additional consideration can be given to push buttons and curb ramps to better address the comfort of those with visual, auditory, and mobility impairments.
- **Right-Turn Slip Lanes:** In some environments, channelized right-turn lanes may be provided at intersections, which frequently allow for free or yield-controlled right-turn across crosswalks. Controlling speeds at these locations is important for pedestrian comfort.
- **LPI or Scramble:** Leading pedestrian interval (LPI) and pedestrian scramble should be considered as signalized pedestrian improvements in urbanized areas. To recognize the need for their consideration, these are included as a variable but not have no effect on the ultimate Streetscore+.

² Fitzpatrick, Turner, Brewer, et al. "Improving Pedestrian Safety at Unsignalized Crossings," NCHRP 562 (2006).

³ FHWA, "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks" (September 2010).

PEDESTRIAN STREETSORE+ METHODOLOGY

The Pedestrian Streetscore+ has a parallel structure to the Level of Traffic Stress approach for bicyclists, using a 1-4 scale:

- **Streetscore+ 1:** Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal “pedestrian-friendly” environment.
- **Streetscore+ 2:** Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a “pedestrian-friendly” environment where it intersects with a more auto-oriented roadway or other environmental constraints.
- **Streetscore+ 3:** Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
- **Streetscore+ 4:** Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.

Like bicycle comfort, pedestrian comfort is based on a variety of factors, not just one variable, on both links and at intersections. Multiple variables ranging from the quality and presence of sidewalk to the conditions of the adjacent roadway (speed, number of travel lanes, and frequency of trucks) influence the pedestrian Streetscore+ methodology. Each variable is scored 1 through 4, with the highest stress (lowest comfort) condition resulting in the composite score. The weakest link approach accounts for the important role of intersections and gaps in the pedestrian environment, parallel to the Mekuria, Furth, and Nixon methodology for Level of Traffic Stress.

The Streetscore+ methodology is intended for use in urban and developed suburban areas. In highly urbanized areas or more rural areas, the tables should be contextualized to the local environment.

Example of the Weakest Link Methodology

A roadway with good quality sidewalk of ample width, landscaping, and buffer from the roadway (Streetscore+ 1) adjacent to a travel lane with high-speed traffic and no lighting (Streetscore+ 4) results in a composite Streetscore+ of 4.

PEDESTRIAN LINKS

Pedestrian Streetscore+ link criteria are presented in **Table 1** and discussed in the section below.

**TABLE 1 STREETSCORE+ CRITERIA
SIDEWALKS IN URBANIZED AREAS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Usable Sidewalk	>=8 feet	7 to 6 feet	<6 feet	No Sidewalk
Sidewalk Quality	Even, Smooth Surface	(no effect)	(no effect)	Cracks, Failing Pavement
Sidewalk Accessibility	Driveway Curb Cuts Out of the Sidewalk Zone	(no effect)	(no effect)	Frequent Driveway Curb Cuts into the Sidewalk Zone
Landscape Buffer and Street Trees	Yes, Continuous	Yes, Discontinuous ¹	No Landscaping	(no effect)
# of Lanes	2-3	4-5	(no effect)	6+
Prevailing Speed	<=25 MPH	26- 30 MPH	31-35 MPH	>=36 MPH
Lighting	Pedestrian-Scale	Roadway Lighting	(no effect)	No Lighting ²
Heavy Vehicle³	<=5%	5-8% with no buffer OR >8% with buffer	(no effect)	>8% with no buffer
Crosswalk Frequency⁴	Crosswalks Spaced 400 feet or Less	(no effect)	Crosswalks Spaced > 400 feet	(no effect)

1. Discontinuous is defined as not having a consistent effect on street life. Regularly spaced street trees may still feel like a “continuous” buffer and should receive a score of 1.
2. No lighting also includes ineffective roadway lighting.
3. Consider the percentage of heavy vehicles operating in the curbside travel lane as data is available.
4. In urbanized areas where pedestrians are expected, crosswalk frequency should be taken into consideration where there is demand based on land use and densities. As a general rule of thumb, consider marking a crosswalk if 20 pedestrians in a given hour may cross at that location.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

SIDEWALK WIDTH, ACCESSIBILITY, AND QUALITY

Three variables are used to assess the sidewalk environment. First, sidewalk width is considered to ensure that pedestrians can comfortably walk side-by-side and pass each other. These dimensions are intended to be minimum standards for roadways in urbanized areas and may require modifications in highly dense areas or in lower-density contexts. Consistently deteriorated sidewalk quality scores an automatic Streetscore+ 4, as a result of issues such as tripping hazards and accessibility. Similarly, sidewalk

accessibility targets continuity of the walking experience through maintaining the sidewalk at grade through driveways, with minimal interference from driveways, curb cuts and slopes. Where driveways are frequent and do not maintain sidewalk grades through driveways, a Streetscore+ of 4 is received.

LANDSCAPE BUFFER AND STREET TREES

Street trees provide both buffered protection from through vehicles as well as shade for the pedestrian environment. Where this dual benefit is most pronounced is when street trees are spaced such that collectively they are perceived as a continuous buffer against vehicular traffic. As a result, a continuous buffer receives a Streetscore+ of 1. Where street trees are present but spacing is not as frequent or there are gaps in the landscaping, a Streetscore+ of 2 is received.

TRAVEL LANES, SPEED, AND HEAVY VEHICLES

The number of travel lanes, the prevailing automobile speeds, and the percentage of heavy vehicle traffic describe roadway conditions immediately adjacent to the pedestrian environment. The number of travel lanes is used as a way to describe the amount of automobile traffic on a roadway. Heavy vehicle percentage in the curbside travel lane should be input where data is available.

LIGHTING

Adequate visibility for pedestrians serves both security and safety functions. Lighting that is specifically designed for pedestrians receives a Streetscore+ of 1, with general roadway lighting receiving a Streetscore+ 2. No roadway lighting - or where roadway lighting is spaced so infrequently as to be rendered ineffectual for pedestrians - receives a Streetscore+ of 4.

CROSSWALK FREQUENCY

In urbanized areas with pedestrian traffic, crosswalks should be spaced every 400 feet or less to ensure adequate crossing opportunities. Where demand is present but crossing opportunities are limited, a Streetscore+ of 3 is assigned.

PEDESTRIAN STREETSCORE+ AT SIGNALIZED INTERSECTIONS

Table 2 presents the Pedestrian Streetscore+ criteria for signalized intersections. Given the large safety and comfort benefit offered by full traffic signals, the criteria focuses on crossing distance, accessibility, and intersection conflicts, as described below:

- **Crossing Distance:** Crossing distance is measured based on the number of travel lanes on the crosswalk approach. Narrower streets of 2-3 lanes received a Streetscore+ of 1, and roadways with 4-5 lanes received a Streetscore+ of 2. Wider roadway receives a score of 4. Medians do not receive additional consideration at signalized locations, as pedestrians are assumed to cross the street in one pedestrian phase.
- **Accessibility:** The presence of accessible elements, such as vibrotactile/audible push buttons at signals, are important to serving those with auditory and visual impairments. Signals that have auditory-only push buttons that meet ADA requirements, received a Streetscore+ of 2, and standard push buttons meeting ADA requirements received a Streetscore+ of 3. Accessibility is also assessed in terms of curb ramps. Directional curb ramps – two per corner – are desired to assist those with mobility and visual impairments, directing them into the crosswalk and receive a Streetscore+ of 1. One ramp per corner receives a Streetscore+ of 2, and if any of the curb ramps are missing, a Streetscore+ of 4 is received.
- **Channelized Right-Turns:** Right-turn slip lanes lengthen the distance that a pedestrian must cross to get from one side of the roadway to the other. As such, even when they are signal-controlled, they receive a Streetscore+ of 2. Pedestrian comfort decreases as right-turn lane slip lane control becomes yield (Streetscore+ 3) or becomes a free right-turn receiving a Streetscore+ of 4.
- **LPI or Scramble:** Leading pedestrian intervals (LPIs) and pedestrian scrambles give pedestrians priority at the intersection. Where these are present with no right-turn on red restrictions, Streetscore+ 1 is received. However, there is not a penalty for signals that do not incorporate LPIs or scrambles, so there is no overall effect on the total score from this variable.

**TABLE 2 STREETSCORE+ CRITERIA
SIGNALIZED INTERSECTION CROSSWALKS IN URBANIZED AREAS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Crossing Distance	2-3 lanes	4-5 lanes	(no effect)	6+ Lanes
Pedestrian Signal Accessibility	Vibrotactile/ Audible Push Buttons ¹	Auditory Push Button Only	Standard Push Button Only	Missing Countdown Signals, Push Buttons Do Not Meet ADA Standards
Accessibility	Directional Curb Ramps	Diagonal Curb Ramps	(no effect)	Missing Curb Ramps
Right-Turn Slip Lanes	(no effect)	Signalized Slip Lane or Speed Table	Yield Control	No Control
LPI or Scramble	Yes with no RTOR	(no effect)	(no effect)	(no effect)

1. Signal may still operate on recall, but the push buttons allows for those with visual and/or auditory impairments to know when the signal phases change. Use of this at all signals is consistent with the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

UNCONTROLLED CROSSWALKS

Table 3 presents uncontrolled pedestrian crossing Streetscore+ criteria. This method builds on *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (FHWA, 2005) and adapts those findings to include specific recommended enhancements with the latest industry standards on flashing beacons. Based on available documentation of the efficacy of different types of beacons and practitioner perspective on maintenance, only rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs) are considered as lighted crosswalk enhancements. Table 11 from the FHWA report is adapted to designate RRFBs specifically as an enhancement if a marked crosswalk is assumed to have a possible increase in pedestrian crash risk without enhancements, and to include PHBs and signals, if warranted, as the substantial crossing improvement required in order to mark a crosswalk if the location is designated as marked crosswalks alone are insufficient, as pedestrian crash risk may be increased by providing marked crosswalks alone. Geometric enhancements should always be considered.

The Streetscore+ is calculated by comparing **Table 3** against what the user has input regarding travel lanes, ADT, speed, median refuge, and crosswalk enhancements. If the input roadway characteristics and crosswalk enhancements, if any, match the recommended roadway characteristics and crosswalk enhancements, if any, then a Streetscore+ of 1 is received. If the recommended crosswalk enhancements

do not match based on the roadway characteristics, then a Streetscore+ of 4 is received. The purpose of the binary scoring system is that the crosswalk either does or does not meet best practices in uncontrolled crosswalk safety. Therefore, if the existing or proposed crosswalk enhancements match the level of enhancements required based on speed, volumes, and number of travel lanes, then the Streetscore+ is considered to be “good” and received a Streetscore+ of 1. If not, then the Streetscore+ is considered to be “poor” or Streetscore+ 4.

**TABLE 3 STREETSCORE+ CRITERIA
UNCONTROLLED PEDESTRIAN CROSSING**

Roadway Type	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three Lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C ¹	C	C
Multilane (4 lanes without raised median)	A	B	C	B	B	C	C ¹	C	C	C ¹	C	C

Notes:

A=Level A, Signing and Striping Only;

B=Level B, Rapid Rectangular Flashing Beacons (RRFB);

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

1. Depending on site observation, driver yielding rates, and other engineering considerations, RRFBs could be considered.

BICYCLE STREETSCORE+ METHODOLOGY

The Streetscore+ methodology for bicycle facilities builds on the Mekuria, Furth, and Nixon LTS methodology, with updates provided based on the NACTO Urban Bikeway Guide, 2nd edition documentation. As discussed in the literature review, two specific bicycle facility were identified in the existing LTS methodology when it comes to evaluating innovative bicycle facilities: cycle tracks and bicycle boulevards. Because both bikeway types hold a high potential to increase the number of bicycling trips, accurately assessing how their designs, which can vary greatly in level of protection and traffic calming, influence bicycle comfort is critical. The Streetscore+ methodology uses the LTS methodology as a base with the following modifications:

- **Cycle Tracks** (or “separated bikeways”) – Off-street bikeways and cycle tracks are automatically scored LTS 1 in the LTS methodology. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in cycle track design at the link and intersection level.
- **Bicycle Boulevards** – Bicycle boulevards are treated as bicycle routes in the LTS methodology and do not include special consideration of traffic calming, volumes, or speeds. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevards design on links and for major street crossings.

The Streetscore+ scoring methodology is intended to be fully parallel to the Mekuria, Furth, and Nixon’s LTS methodology with a 1-4 scale. Four Types of Cyclists prepared by Roger Geller, Bicycle Coordinator for Portland Office of Transportation, describes these scales in detail and is attached for reference:

- Streetscore+ 1 - The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress would allow children trained in traffic safety to bicycle to school by themselves as well as people “interested but concerned” about bicycling.⁴
- Streetscore+ 2 - The highest level of acceptable traffic stress for the “interested but concerned” segment of the population. This is the threshold for a “low traffic stress” bicycle network that truly accommodates people of all ages and abilities.
- Streetscore+ 3 - This level of traffic stress accommodates a much smaller segment of population - Geller’s “enthused and confident” segment of the population - who are excited and more familiar with biking and will therefore accept a higher level of traffic stress.

⁴ Geller, “Four Types of Cyclists,” Undated. <https://www.portlandoregon.gov/transportation/article/237507>

- Streetscore+ 4 - This is a very high level of traffic stress that does not work for approximately 99% of the population according to Geller's classification scheme. Only the "strong and fearless" cohort will feel comfortable riding on these facilities.

CYCLE TRACK – LINKS

NACTO guidance details separate methodologies for raised cycle tracks versus in-roadway cycle tracks as the designs differ. Parking is another critical variable that affects design elements, as a result with and without parking criteria are presented for each. For each set of criteria, it is assumed that the cycle track is a direct route with clear wayfinding signs and pavement legends to help guide bicyclists of all ages and abilities on the corridor.

RAISED CYCLE TRACKS WITH PARKING

NACTO states a preferred dimension of 6.5 feet for a raised cycle track riding surface to allow bicyclists to travel side-by-side or to pass other bicyclists with a minimum of 5 feet. Adjacent to parking a minimum 3 foot buffer is required to allow passenger loading and protect bicyclists from dooring incidents. NACTO acknowledges that driveways and minor street crossings create potential visibility issues between bicyclist and drivers. As a result, it recommends that parking be prohibited 30 feet from either side of an intersection to improve driver-bicyclist sight lines.

Blockages to the cycle track, such as with double-parked vehicles, may be enabled if mountable curb or a cycle track at half the curb height is used. If the cycle track design specifies designated loading zones that are attractive for commercial and/or passenger loading or if the design physically prevents the cycle track from being blocked by vehicles, a Streetscore+ of 1 is received. If the design does not address curb management or if the cycle track can be blocked by vehicles, a Streetscore+ of 3 is received. **Table 4** presents the methodology.

**TABLE 4: STREETSCORE+ CRITERIA
RAISED CYCLE TRACK WITH PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Buffer Width	>3 feet	(no effect)	3 feet	<3 feet
Bicycle Lane Width	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet
Visibility at Minor Streets	Parking prohibited >=30 feet from intersections	(no effect)	Parking prohibited <30 feet from intersections	(no effect)
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

RAISED CYCLE TRACKS WITHOUT PARKING

Raised cycle tracks without parking generally use the same criteria as raised cycle tracks with parking except that adjustments are made to the horizontal separation criterion and a speed criterion is introduced. Separation can be provided by either a mountable curb with a desired 4:1 slope or a furnishing zone buffer separating the cycle track from the travel lane per NACTO. The highest score that the cycle track with mountable curb can receive is Streetscore+ 2. Raised cycle tracks with mountable curbs less the NACTO-recommended minimum one (1) foot buffer receive Streetscore+ 3. Where a furnishing zone buffer of at least 3 feet is provided, raised cycle tracks receive Streetscore+ 1.

With no parked cars to buffer the cycle track from the travel lane, speed is introduced to account for traffic stress associated with riding adjacent to fast moving vehicles. The Streetscore+ is balanced against the network-planning desire to site cycle tracks on higher speed roads, such as arterials. As a result, Streetscore+ of 1 still allows for a prevailing speed of up to 30 MPH.

Operable cycle track surface width, cycle track blockages, and visibility at minor streets are still included. Because parking is not included, the visibility at minor streets is instead defined by the sight triangle between the driver and the bicyclist. **Table 5** presents the methodology.

**TABLE 5: STREETSCORE+ CRITERIA
RAISED CYCLE TRACK WITHOUT PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
Separation	Mountable Curb with 4:1 Slope	(no effect)	>= 1 foot	<1 foot	(no effect)
	Furnishing Zone Buffer	>=3 feet	(no effect)	<3 feet	(no effect)
Speed Limit or Prevailing Speed	30 MPH or less	Up to 35 MPH	Up to 40 MPH	(no effect)	
Bicycle Lane Width	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet	
Visibility at Minor Streets	Design accommodates 20 feet for sight triangle to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles <20 feet / 10 feet	(no effect)	
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)	

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

IN-ROADWAY CYCLE TRACKS WITH PARKING

Parking-protected in-roadway cycle tracks have similar Streetscore+ criteria to raised cycle tracks, but include additional details on the operable cycle track lane width as well as the type and width of buffer.

Per NACTO, the desired width of the operable cycle track area is 7 feet in uphill portions or where bicycle volumes are higher and is otherwise 6 feet, allowing for a Streetscore+ of 1. A minimum width of 5 feet is required, resulting in a Streetscore+ of 2.

While parking is assumed in this scenario, buffer type offers an additional level of protection for the cycle track. If the buffer is solid or raised, the maximum Streetscore+ of 1 is received. If the buffer is painted and has some vertical elements, such as soft-hit posts or rubber curb, a Streetscore+ of 2 is calculated. While the highest score a paint-only cycle track can receive is 3. Likewise, the desired minimum dimension for

parking and the parking-side buffer is 11 feet with a minimum 3 foot buffer. Parking widths of 7 feet that still provide the 3 foot buffer receive a score of 3 to account for added friction and more constrained cross-section. **Table 6** presents the methodology.

**TABLE 6: STREETSCORE+ CRITERIA
IN-ROADWAY CYCLE TRACK WITH PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
Bicycle Lane Width	<i>Uphill or High Volume</i>	>=7 feet	<=6 feet	(no effect)	(no effect)
	<i>Otherwise</i>	>=6 feet	<=5 feet	(no effect)	(no effect)
Buffer Type	Solid/Raised	Painted + Some Vertical Elements ¹	Painted Only	(no effect)	
Parking + Buffer Width	>=11 feet, with >3 feet buffer	(no effect)	10 feet total, with minimum 3 feet buffer	<10 feet total or buffer <3 feet	
Visibility at Minor Streets	Parking prohibited 30 feet from intersections	(no effect)	Sight triangles <30 feet	(no effect)	
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)	

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

IN-ROADWAY CYCLE TRACKS WITHOUT PARKING

In-roadway cycle tracks without parking includes the same criteria as in-roadway cycle tracks with parking, but also includes the speed criteria to account for the lack of parking buffer. Visibility at minor streets focuses on sight triangles since parking is prohibited in this condition. **Table 7** presents the methodology.

**TABLE 7 STREETSCORE+ CRITERIA
IN-ROADWAY CYCLE TRACK WITHOUT PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
Bicycle Lane Width	<i>Uphill or High Volume</i>	>=7 feet	<=6 feet	(no effect)	(no effect)
	<i>Otherwise</i>	>=6 feet	<=5 feet	(no effect)	(no effect)
Buffer Type	Solid/Raised	Painted + Some Vertical Elements ¹	(no effect)	(no effect)	
Buffer Width	>=4 feet	3 feet	<3 feet	(no effect)	
Visibility at Minor Streets	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles less than 20 feet and 10 feet	(no effect)	
Speed Limit or Prevailing Speed	<=30 MPH or less	31- 35 MPH	>=36 MPH	(no effect)	
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)	

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

CYCLE TRACKS AT SIGNALIZED INTERSECTIONS

Intersections are a very sensitive design area for cycle tracks and have a high potential to provide a weak link in an otherwise robust facility. Signalized intersections in particular require consideration of protected intersection treatments, protected signal phasing, and consideration of left- and right-turn auto movements across the cycle track. The Streetscore+ methodology for cycle tracks is calculated by intersection approach, similar to the LTS methodology. It is assumed that clear wayfinding and pavement legends provide guidance to bicyclists through these intersections. **Table 8** presents the Streetscore+ criteria for cycle tracks at signalized intersections.

**TABLE 8 STREETSCORE+ CRITERIA
CYCLE TRACKS AT SIGNALIZED INTERSECTIONS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Separation	Separate signal Phasing ¹ for cycle track with barrier ² at intersection approach	Barrier and good sightlines but permitted turns (RT <150 vph) during cycle track green phase	Barrier and good sightlines but permitted turns (RT >150 vph) during cycle track green phase <u>OR</u> No barrier separation i.e., mixing zone or striped bike lane with right-turn pocket (RT <150 vph)	No barrier separation i.e., mixing zone or striped lane with right-turn pocket (RT >150 vph)
Bicycle Left-Turns	Protected Intersection	Painted Treatments: Two-Stage Turn Box or Bike Box	Break in separation/barrier for bikes to merge out	(no effect)
Conflicting Left-Turn Treatments	Protected Left-Turns	(no effect)	Permissive Left-Turns	(no effect)

1. Either with protected right-turn phase or dedicated bicycle only phase that does not overlap with permitted turning autos or opposing auto movements.
2. Barrier would be a solid, raised elements (curb, landscape-buffer, etc) or a protected intersection that remain up until the intersection.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

SEPARATION

A variety of methods can be used to separate conflicts between turning vehicles and through bicyclists at signalized intersections. Separate signal phasing between through bicyclists and turning vehicles entirely remove the conflict, therefore receiving a Streetscore+ of 1. This treatment should include a solid barrier up to the intersection to reinforce the cycle track protection.

The protected intersection treatment alone substantially reduces the potential and impact of conflict, putting bicyclists ahead of turning vehicles and reducing the speeds of right-turning vehicles; however, they do not remove the conflict all together. Where these treatments are implemented with right-turn vehicle volumes per hour less than 150, a Streetscore+ of 2 is provided. Where right-turn volumes are higher than 150 vehicles per hour or where mixing zones or striped bike lanes with low right-turn volumes are striped, a score of 3 is received. This accounts for the real drop in protection of the cycle track.

BICYCLE LEFT-TURNS

Cycle track designs should accommodate left-turns out of the cycle track. Streetscore+ 1 is reserved for protected intersections, which facilitate two-stage turns with a raised barrier and full protection from the roadway. Painted facilities allowing bicyclists to cross in two stages – two stage turn boxes and bike boxes – received a Streetscore+ of 2. Breaks in cycle track barriers or similar treatments requiring bikes to confidently move out of the cycle track and merge across lanes receive a Streetscore+ of 3.

CONFLICT LEFT-TURN TREATMENTS

While right-hook conflicts are the commonly discussed conflict for bicyclists, auto left-turns across the cycletrack should also be considered. Protected vehicular left-turns which fully remove the bicyclist-auto conflicts receive a Streetscore+ of 1. Permissive left-turns receive a Streetscore+ of 3, as that phasing does not mitigate the conflict.

CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS

Cycle tracks at stop-controlled or uncontrolled intersections have different needs than signalized intersections which are likely to have higher traffic volumes and more turning conflicts. The focus of stop-controlled and uncontrolled is on conflicts with right-turn vehicles and maintaining good sightlines. **Table 9** presents the methodology.

**TABLE 9 STREETSORE+ CRITERIA
CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Approach Geometry	-	Separation or barrier with permitted right turns <150 vph	Through bike lane and right-turn lane OR mixing zone with <150 vph	Through bike lane and right-turn lane OR mixing zone with >150 vph
Visibility at Minor Streets	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings. If parking, prohibited 30 feet from Intersection	(no effect)	Sight triangles less than 20 feet /10 feet	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

BICYCLE BOULEVARD – LINKS

The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevard design at the link-level. The Mekuria, Furth, and Nixon LTS methodology evaluates a bicycle boulevard using the same criteria – speed and travel lanes – as any other bicycle route. Given the sensitivity of bicycle boulevards to average daily traffic (ADT) and speeds, Streetscore+ for bicycle boulevards requires ADT and posted speed limit (ideally prevailing speed) and incorporates a higher sensitivity to those two factors for designated bicycle boulevards. To account for bicyclist delay on bicycle boulevards, the frequency of controlled intersection was also introduced to account for less desirability associated with losing momentum when stopping/starting at controlled intersections. **Table 10** presents the methodology.

**TABLE 10: STREETSCORE+ CRITERIA
BICYCLE BOULEVARD LINKS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
ADT on Link	<1,500	1,500-3,000	3,000-6,000	>6,000
Speed	<=20 MPH	Up to 25 MPH	(no effect)	>25 MPH
Number of Stop Signs per Mile	2	4	6	>6

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

AVERAGE DAILY TRAFFIC (ADT)

Bicycle boulevards are typically located on two-lane residential streets. As such, the number of travel lanes does not provide substantial differentiation in the traffic stress on the facility. As a result, only ADT is used. NACTO states that 1,500 ADT is desirable, with up to 3,000 allowed on limited section of the corridor. As a result, these were assigned to Streetscore+ 1 and 2, respectively.

SPEED

The NACTO Urban Bikeway Guide recommends that bicycle boulevards should have a target speed of 20 MPH to maximize bicycle comfort and safety. Where speed is higher than 20 MPH, speed management strategies should be used to lower the 85th percentile speed. Given this target speed, bicycle boulevards with 20 MPH or slower speeds are given a Streetscore+ of 1, up to 25 MPH a Streetscore+ of 2, and greater than 25 MPH is Streetscore+ 3.

NUMBER OF STOP-CONTROLLED INTERSECTIONS PER MILE

The NACTO Urban Bikeway Guide states that at intersections with local streets and minor collectors, bicycle boulevards should have right-of-way priority to reduce or minimize delay by limiting the number of stop signs along the route. Segments of at least one half mile with continuous travel i.e., no stop sign controls are desirable. A metric of the number of controlled intersections per mile was developed to account for bicycle boulevard priority and bicyclist delay. The metric considers stop-control on the bicycle boulevard and not signalized intersections.

BICYCLE BOULEVARDS – MAJOR STREET CROSSINGS

The bicycle boulevard major street crossing methodology proposes a parallel approach to uncontrolled crosswalk locations. While the efficacy of RRFBs and PHBs are better documented for pedestrians, many cities are beginning to utilize these enhancements on bicycle boulevards. Given the sensitive nature of these crossings for bicyclists of all ages and abilities, the needs are assumed to be similar to that of a pedestrians at uncontrolled crosswalks at major streets. As detailed in the Pedestrian Streetscore+ section, this method assumes a three-tiered level of crossing enhancements:

- A: Crosswalk Enhancements with Signing and Striping Only
- B: Crosswalk Enhancement with Signing, Striping, and Rectangular Rapid Flashing Beacons (RRFBs). Note that this assumes bicyclists would be able to actuate the RRFB through a separated push button located adjacent to the travelway.
- C: Crosswalk Enhancement with Signing, Striping, and Pedestrian Hybrid Beacon (PHB) or Traffic Signal. Note that this assumes bicyclists would be able to actuate the PHB or signal through bicycle detection.

The Streetscore+ for bicycle boulevard crossings therefore defines the minimum recommended design elements based on ADT, number of travel lanes, and speed, as presented in Table 11. Based on user input regarding the presence of signing and striping only or beacons, Streetscore+ delivers a score of 1 if the level of treatment matches the recommended treatment, and a score of 4 if the existing/proposed treatments input by the user do not match recommended treatments. In addition to the signing, striping, and beacon and/or signal enhancements, users should also examine the feasibility of geometric improvements at the crosswalk, such as curb extensions or median refuges.

**TABLE 11 STREETSCORE+ CRITERIA
BICYCLE BOULEVARD MAJOR STREET CROSSING**

Major Street Criteria	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three Lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C ¹	C	C
Multilane (4 lanes without raised median)	A	B	C	B	B	C	C ¹	C	C	C ¹	C	C

Notes:

- Depending on site observations, driver yielding rates, and other engineering considerations, RRFBs could be considered.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

A=Level A, Signing and Striping Only

B=Level B, Rapid Rectangular Flashing Beacons (RRFB)

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

Conclusion

The Streetscore+ methodology builds on Mekruia, Furth, and Nixon’s LTS methodology to incorporate a finer grain understanding of bicyclist comfort on cycle tracks and bicycle boulevards and creates a parallel methodology to measure pedestrian comfort on streets and at intersections. This methodology is intended to be easy-to-use with the typical datasets that transportation practitioners utilize on corridor studies and active transportation projects. As a result, transportation practitioners can use this tool in a sketch planning capacity to further active transportation designs and more accurately understand the impacts of design decisions on comfort and stress tolerance for people who walk and bike. Where data may not be available or local conditions may warrant adjusted criteria, the tool is intended to be flexible and customizable.





Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger Rd to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues Ave to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, > 150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 with median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	fromTantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Tantau Ave to Sten Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stern Ave
2	Roadway Extents	from Tilson Ave
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stern Ave
2	Roadway Extents	from Tilson Ave to Steves Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, unmitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	Driveway
3	ADT (average daily traffic)	1500-3000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	Driveway
3	ADT (average daily traffic)	1500-3000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Calvert Dr
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Calvert Dr to Stern Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger Rd to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues Ave to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, > 150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 with median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens Creek Blvd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter Rd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave to Wolfe Rd
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De Barcelona to Stevens Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4

StreetScore+		Bike Score by Intersection
<i>Refer to StreetScore+ white paper for criteria definitions.</i>		
Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter Rd to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, unmitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
Street Score+ LTS Score		3



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Wolfe Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Wolfe Rd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Pruneridge
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Pruneridge Ave to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from El Camino
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from El Camino Real to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Kiely Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Kiely Blvd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave
2	Roadway Extents	from Williams
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Vibrotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 west
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 west ramps to SR 85 east ramps
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	SR 85 off-ramp
2	Roadway Extents	from SR 85 to
3	ADT (average daily traffic)	6001-9000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	SR 85 off-ramp
2	Roadway Extents	from SR 85 to Stevens Creek Blvd
3	ADT (average daily traffic)	6001-9000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	SR 85 East on-ramp
2	Roadway Extents	from Stevens
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	SR 85 East on-ramp
2	Roadway Extents	from Stevens Creek Blvd to SR 85 East
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 east
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 east ramps to Stelling Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from Mary Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from Mary Ave to Stelling Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from McClellan
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	4
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stelling Road
2	Roadway Extents	from McClellan Road to Stevens Creek Boulevard
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	4
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from Alves Drive
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from Alves Drive to Stevens Creek Boulevard
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 with median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from De Anza
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from De Anza Boulevard to Stelling Road
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger Rd to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
What kind of curb ramps are present?		Missing Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues Ave to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, > 150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	Sunnyvale-
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	Sunnyvale-Saratoga Rd to Wolfe Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Inverness
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Inverness Way to Fremont Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from El Camino
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from El Camino Real to Fremont Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	from El Camino
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	from El Camino Real to Wolfe Rd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 without median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		3



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens Creek Blvd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter Rd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave to Wolfe Rd
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De Barcelona to Stevens Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter Rd to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
Street Score+ LTS Score		3



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave
2	Roadway Extents	from Williams
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	6
8	Number of Total Travel Lanes	Yes
	Is the intersection controlled?	No
	Is the intersection stop controlled?	6+
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	Yes, peak hour recall
	Does the signal have pedestrian-friendly signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	Does the signal have audible push buttons and pedestrian signals?	Diagonal Curb Ramp
	What kind of curb ramps are present?	Yes
	Are there right-turn slip lanes at the intersection?	Pedestrian Given ROW
	What is the slip lane control?	Low speed, low conflicts or high speed with mitigated conflicts
	Conflicts and Mitigation	
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Johnson
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		2
Street Score+ LTS Score		2



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Johnson Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Saratoga
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy from Saratoga Ave to Prospect Rd
2	Roadway Extents	>15000
3	ADT (average daily traffic)	50
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Prospect Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Saratoga
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Saratoga Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger Rd to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
What kind of curb ramps are present?		Missing Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues Ave to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, > 150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger Rd to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues Ave to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, > 150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens Creek Blvd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter Rd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave to Wolfe Rd
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter Rd to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De Barcelona to Stevens Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, unmitigated conflicts
Street Score+ LTS Score		2



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
Street Score+ LTS Score		3



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Wolfe Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Wolfe Rd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Pruneridge
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Pruneridge Ave to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from El Camino
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from El Camino Real to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Kiely Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Kiely Blvd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Vibrotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	11
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	11
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave
2	Roadway Extents	from Williams
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
Score by
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	6
8	Number of Total Travel Lanes	Yes
	Is the intersection controlled? Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 west
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 west ramps to SR 85 east ramps
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	SR 85 off-ramp
2	Roadway Extents	from SR 85 to
3	ADT (average daily traffic)	6001-9000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	SR 85 off-ramp
2	Roadway Extents	from SR 85 to Stevens Creek Blvd
3	ADT (average daily traffic)	6001-9000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	SR 85 East on-ramp
2	Roadway Extents	from Stevens
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	SR 85 East on-ramp
2	Roadway Extents	from Stevens Creek Blvd to SR 85 East
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 east
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from SR 85 east ramps to Stelling Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from Mary Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from Mary Ave to Stelling Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from McClellan
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	4
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from McClellan Road to Stevens Creek Boulevard
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	4
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from Alves Drive
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stelling Road
2	Roadway Extents	from Alves Drive to Stevens Creek Boulevard
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from De Anza
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Boulevard
2	Roadway Extents	from De Anza Boulevard to Stelling Road
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Blvd
2	Roadway Extents	from Bollinger Rd to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	De Anza Boulevard
2	Roadway Extents	from Rodrigues Ave to McClellan Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, > 150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 with median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	Sunnyvale-
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	Sunnyvale-Saratoga Rd to Wolfe Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Inverness
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Inverness Way to Fremont Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from El Camino
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from El Camino Real to Fremont Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	from El Camino
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	from El Camino Real to Wolfe Rd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 without median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		3



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Blaney Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Blaney Ave to Wolfe Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	6
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from 280 to
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		2
Street Score+ LTS Score		2



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from 280 to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Inverness
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Inverness Way to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Tantau Ave to Wolfe Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	6
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Stevens Creek Blvd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter Rd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave to Wolfe Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Perimeter Rd to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De Barcelona to Stevens Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		1
Street Score+ LTS Score		1



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, unmitigated conflicts
Street Score+ LTS Score		2



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
Street Score+ LTS Score		3



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave
2	Roadway Extents	from Williams
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	6
8	Number of Total Travel Lanes	Yes
	Is the intersection controlled?	No
	Is the intersection stop controlled?	6+
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	Yes, peak hour recall
	Does the signal have pedestrian-friendly signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	Does the signal have audible push buttons and pedestrian signals?	Diagonal Curb Ramp
	What kind of curb ramps are present?	Yes
	Are there right-turn slip lanes at the intersection?	Pedestrian Given ROW
	What is the slip lane control?	Low speed, low conflicts or high speed with mitigated conflicts
	Conflicts and Mitigation	
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Johnson
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		2
Street Score+ LTS Score		2



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Johnson Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Saratoga
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy from Saratoga Ave to Prospect Rd
2	Roadway Extents	>15000
3	ADT (average daily traffic)	50
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, > 150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		4
Street Score+ LTS Score		4



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Prospect Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4



Bike Score
 by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Saratoga
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology		3
Street Score+ LTS Score		3



Pedestrian
 Score by
 Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Saratoga Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
Street Score+ LTS Score		4