

Vallecito Special Area Specific Plan
SJ17-1786

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

Intersection	???			Background AM			Background AM Retail and Residential Alternative			???		
	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C
#1	?	xxx	x.xxx	C+	22.0	0.600	C+	21.7	0.612	+0.012	17.9	-0.3
#2	?	xxx	x.xxx	D	47.7	1.040	D-	52.0	1.072	+0.032	110.9	+12.3
#3	?	xxx	x.xxx	D+	38.6	0.766	D+	38.8	0.797	+0.031	42.9	+0.9
#4	?	xxx	x.xxx	E+	55.7	0.977	E+	57.0	0.985	+0.008	58.0	+1.7
#5	?	xxx	x.xxx	D-	53.2	0.929	D-	53.8	0.937	+0.008	55.9	+1.0
#6	?	xxx	x.xxx	B+	11.1	0.689	B+	11.1	0.694	+0.006	8.9	+0.0
#7	?	xxx	x.xxx	B-	20.0	0.709	B-	20.0	0.715	+0.006	16.4	+0.0
#8	?	xxx	x.xxx	D	44.6	0.946	D	46.3	0.955	+0.010	46.7	+1.8
#9	?	xxx	x.xxx	B-	19.3	0.833	C+	20.1	0.849	+0.017	34.3	+1.5
#10	?	xxx	x.xxx	C	27.6	0.806	C	28.1	0.812	+0.006	41.0	+0.3
#11	?	xxx	x.xxx	D+	38.4	0.828	D	42.0	0.884	+0.056	42.6	+6.7
#12	?	xxx	x.xxx	D+	36.2	0.784	D+	36.3	0.787	+0.003	32.4	+0.0
#13	?	xxx	x.xxx	D+	37.9	0.933	D+	37.9	0.936	+0.003	40.5	+0.3
#14	?	xxx	x.xxx	C	24.3	0.684	C	24.5	0.695	+0.012	35.6	+0.1
#15	?	xxx	x.xxx	B	12.6	0.659	B	13.0	0.671	+0.012	15.1	+0.4
#16	?	xxx	x.xxx	B-	19.1	0.693	B-	19.1	0.694	+0.001	19.6	-0.0
#17	?	xxx	x.xxx	C+	21.2	0.452	B-	19.9	0.496	+0.044	15.0	-1.1
#18	?	xxx	x.xxx	C	23.8	0.640	C	23.9	0.648	+0.008	30.3	+0.2
#19	?	xxx	x.xxx	C-	34.3	0.744	C-	34.4	0.792	+0.048	36.2	+0.6
#20	?	xxx	x.xxx	C+	20.2	0.493	B-	18.9	0.535	+0.043	18.7	-1.2
#21	?	xxx	x.xxx	A	9.5	0.413	C+	21.6	0.559	+0.146	22.8	+15.5
#22	?	xxx	x.xxx	D-	51.7	0.722	D-	51.9	0.748	+0.026	52.5	+0.5
#23	?	xxx	x.xxx	D-	52.7	0.570	D-	53.0	0.591	+0.020	48.8	+0.7
#24	?	xxx	x.xxx	B	15.0	0.580	B	14.7	0.614	+0.034	19.6	-0.3
#25	?	xxx	x.xxx	B	17.4	0.501	B	16.9	0.535	+0.034	14.2	-0.4
#26	?	xxx	x.xxx	D+	36.6	0.770	D+	37.5	0.805	+0.035	35.3	+1.4

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

Intersection	???			Background AM			Background AM Retail and Residential Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Del (sec)	Crit Del (sec)	Avg Del Change	LOS	Avg Del (sec)	Crit V/C
#27	?	xxx	x.xxx	B-	19.3	0.542	B-	19.0	0.574	+0.032	27.6	-0.2	?	xxx	x.xxx	-0.2
#28	?	xxx	x.xxx	C	28.1	0.570	C	27.5	0.589	+0.019	26.5	-0.5	?	xxx	x.xxx	-0.5
#29	?	xxx	x.xxx	B	16.8	0.820	B	17.6	0.855	+0.035	19.5	+1.1	?	xxx	x.xxx	+1.1
#30	?	xxx	x.xxx	B-	19.0	0.899	C	29.4	1.004	+0.105	40.9	+17.2	?	xxx	x.xxx	+17.2
#31	?	xxx	x.xxx	C	24.6	0.567	C	31.7	0.768	+0.202	34.9	+8.3	?	xxx	x.xxx	+8.3
#32	?	xxx	x.xxx	D	50.5	0.922	E+	58.1	0.985	+0.063	77.6	+13.8	?	xxx	x.xxx	+13.8
#33	?	xxx	x.xxx	A	7.2	0.558	A	7.2	0.561	+0.003	8.4	-0.0	?	xxx	x.xxx	-0.0
#34	?	xxx	x.xxx	A	5.2	0.507	A	5.2	0.511	+0.004	5.0	+0.0	?	xxx	x.xxx	+0.0
#35	?	xxx	x.xxx	D+	38.5	0.727	D+	38.7	0.732	+0.005	40.9	+0.3	?	xxx	x.xxx	+0.3
#36	?	xxx	x.xxx	C	26.5	0.697	C	26.7	0.700	+0.003	29.2	+0.4	?	xxx	x.xxx	+0.4
#37	?	xxx	x.xxx	C	28.7	0.597	C	28.4	0.621	+0.024	33.5	-0.3	?	xxx	x.xxx	-0.3
#38	?	xxx	x.xxx	D	40.1	0.648	D	40.3	0.651	+0.003	38.6	-0.0	?	xxx	x.xxx	-0.0
#39	?	xxx	x.xxx	C+	22.8	0.542	C+	22.6	0.541	-0.001	28.6	+5.6	?	xxx	x.xxx	+5.6
#40	?	xxx	x.xxx	C	23.5	0.489	C	23.4	0.514	+0.025	21.0	-0.1	?	xxx	x.xxx	-0.1
#41	?	xxx	x.xxx	C	24.5	0.466	C	25.8	0.479	+0.013	23.5	+1.0	?	xxx	x.xxx	+1.0
#42	?	xxx	x.xxx	D	48.6	0.922	D	49.4	0.938	+0.016	73.4	+3.0	?	xxx	x.xxx	+3.0
#43	?	xxx	x.xxx	F	92.3	0.757	F	98.2	0.768	+0.011	127.0	+10.0	?	xxx	x.xxx	+10.0
#44	?	xxx	x.xxx	F	121.6	0.692	F	128.1	0.702	+0.010	152.6	+10.0	?	xxx	x.xxx	+10.0
#45	?	xxx	x.xxx	F	92.6	0.699	F	97.3	0.708	+0.008	115.3	+6.7	?	xxx	x.xxx	+6.7
#46	?	xxx	x.xxx	D	47.1	1.023	D	50.4	1.038	+0.015	61.6	+4.8	?	xxx	x.xxx	+4.8
#47	?	xxx	x.xxx	D+	38.7	0.665	D	40.1	0.701	+0.037	43.7	+1.7	?	xxx	x.xxx	+1.7
#48	?	xxx	x.xxx	F	89.3	0.799	F	91.7	0.810	+0.011	114.5	+3.8	?	xxx	x.xxx	+3.8
#49	?	xxx	x.xxx	D-	54.7	0.955	E+	55.4	0.967	+0.012	64.1	+1.4	?	xxx	x.xxx	+1.4
#50	?	xxx	x.xxx	C-	34.2	0.776	C-	34.9	0.795	+0.018	37.6	+1.2	?	xxx	x.xxx	+1.2
#51	?	xxx	x.xxx	E-	76.3	1.060	E-	76.7	1.071	+0.011	97.6	+0.3	?	xxx	x.xxx	+0.3
#52	?	xxx	x.xxx	D	39.6	0.869	D	39.7	0.870	+0.001	50.4	+0.2	?	xxx	x.xxx	+0.2

Valico Special Area Specific Plan
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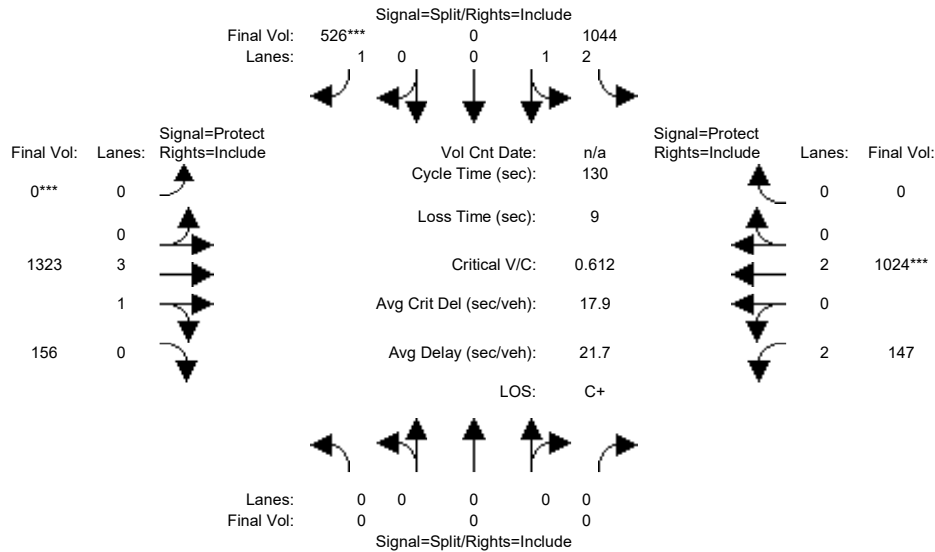
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???			Background AM			Background AM Retail and Residential Alternative			???		
	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C
#53	?	xxx	x.xxx	F	104.8	0.989	F	105.1	0.971	+0.001	130.8	+0.4
#54	?	xxx	x.xxx	D	41.0	0.553	D	41.1	0.555	+0.002	82.1	-0.1
#55	?	xxx	x.xxx	E+	55.5	0.602	E+	55.8	0.604	0.002	55.5	0
#56	?	xxx	x.xxx	D	43.6	0.611	D	43.6	0.613	+0.001	48.9	+0.0
#57	?	xxx	x.xxx	D	46.0	0.829	D	46.0	0.830	+0.001	52.9	+0.1
#58	?	xxx	x.xxx	C+	21.1	0.669	C+	21.1	0.670	+0.001	25.8	+0.0
#59	?	xxx	x.xxx	B	17.3	0.684	B	17.2	0.684	+0.000	21.8	-0.0
#60	?	xxx	x.xxx	E+	58.4	0.372	E	60.5	0.381	+0.009	40.4	+0.3
#61	?	xxx	x.xxx	C	28.1	0.321	C	28.3	0.330	+0.009	29.6	+0.2
#62	?	xxx	x.xxx	B-	18.7	0.211	B-	18.7	0.219	+0.008	19.1	-0.1
#63	?	xxx	x.xxx	D	40.9	0.544	D	41.0	0.550	+0.006	46.7	+0.3
#64	?	xxx	x.xxx	B+	10.3	0.223	B-	18.3	0.328	+0.105	15.6	8.1
#65	?	xxx	x.xxx	D+	36.9	0.429	D+	37.3	0.434	+0.005	49.1	0.2
#66	?	xxx	x.xxx	E	67.3	1.033	E	70.4	1.045	+0.011	83	4.5
#67	?	xxx	x.xxx	D+	35.1	0.469	D+	35.9	0.476	+0.007	35.4	-0.1

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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:	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	30	0	0	0	65	0	2	103	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1044	0	526	0	1323	156	147	1024	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	1044	0	526	0	1323	156	147	1024	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1044	0	526	0	1323	156	147	1024	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	1044	0	526	0	1323	156	147	1024	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	3.56	0.44	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6708	791	3150	3800	0

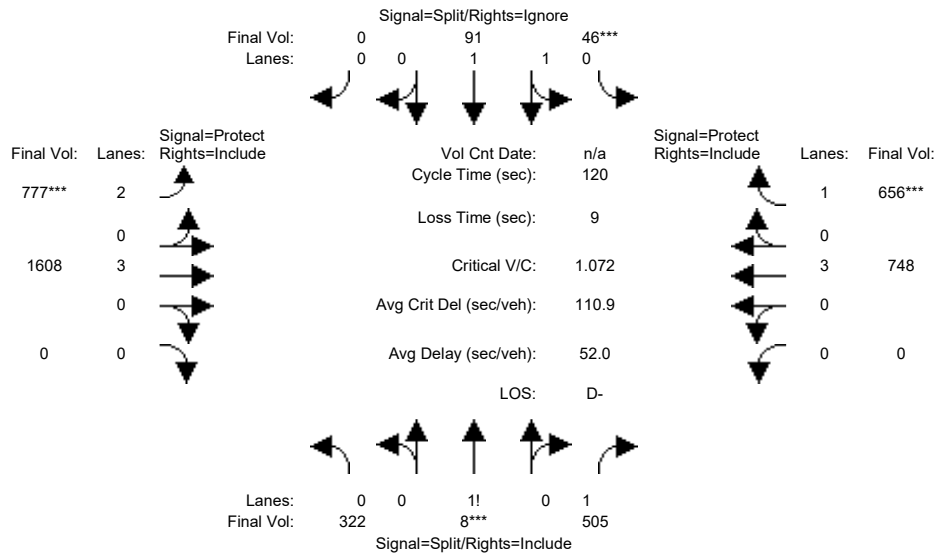
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.30	0.00	0.20	0.20	0.05	0.27	0.00
Crit Moves:						****	****			****		
Green Time:	0.0	0.0	0.0	63.8	0.0	63.8	0.0	44.9	44.9	12.3	57.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.61	0.00	0.57	0.57	0.49	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	25.4	0.0	22.8	22.8	53.3	14.0	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	21.5	0.0	25.4	0.0	22.8	22.8	53.3	14.0	0.0
LOS by Move:	A	A	A	C+	A	C	A	C+	C+	D-	B	A
HCM2k95thQ:	0	0	0	19	0	29	0	18	18	6	19	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 With Retail and Residential 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	95	0	0	105	75
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1608	0	0	748	656
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	1608	0	0	748	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1608	0	0	748	656
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	1608	0	0	748	656

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

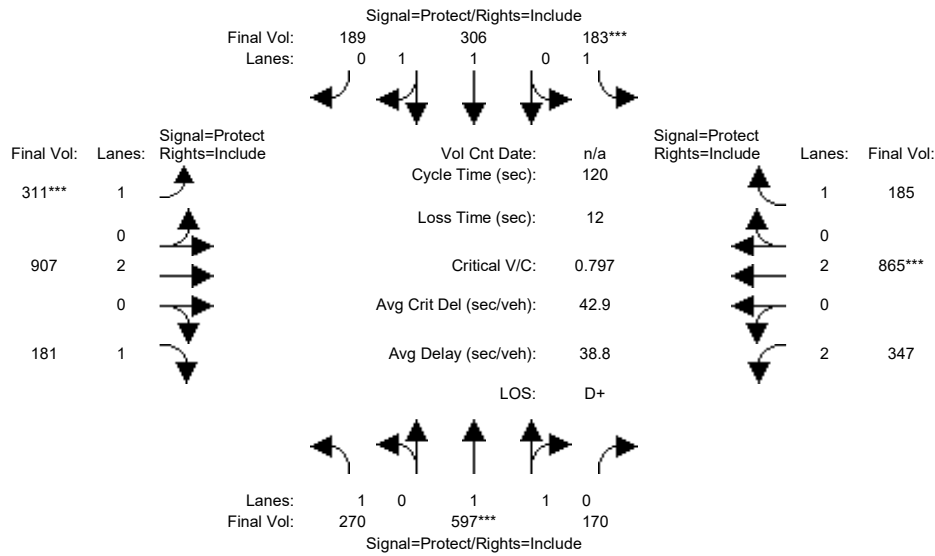
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.28	0.00	0.00	0.13	0.37
Crit Moves:	****			****			****			****		
Green Time:	35.2	35.2	35.2	10.0	10.0	0.0	26.1	65.8	0.0	0.0	39.7	39.7
Volume/Cap:	1.13	1.13	0.69	0.44	0.44	0.00	1.13	0.51	0.00	0.00	0.40	1.13
Delay/Veh:	118.9	119	39.1	53.4	53.4	0.0	115.8	3.4	0.0	0.0	20.9	107.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.9	119	39.1	53.4	53.4	0.0	115.8	3.4	0.0	0.0	20.9	107.0
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	C+	F
HCM2k95thQ:	57	57	24	6	6	0	41	7	0	0	10	58

Note: Queue reported is 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 With Retail and Residential 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	4	6	0	0	0	110	0	10	181	14
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	170	183	306	189	311	907	181	347	865	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	183	306	189	311	907	181	347	865	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	170	183	306	189	311	907	181	347	865	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	170	183	306	189	311	907	181	347	865	185

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	1.54	0.46	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2879	820	1750	2286	1412	1750	3800	1750	3150	3800	1750

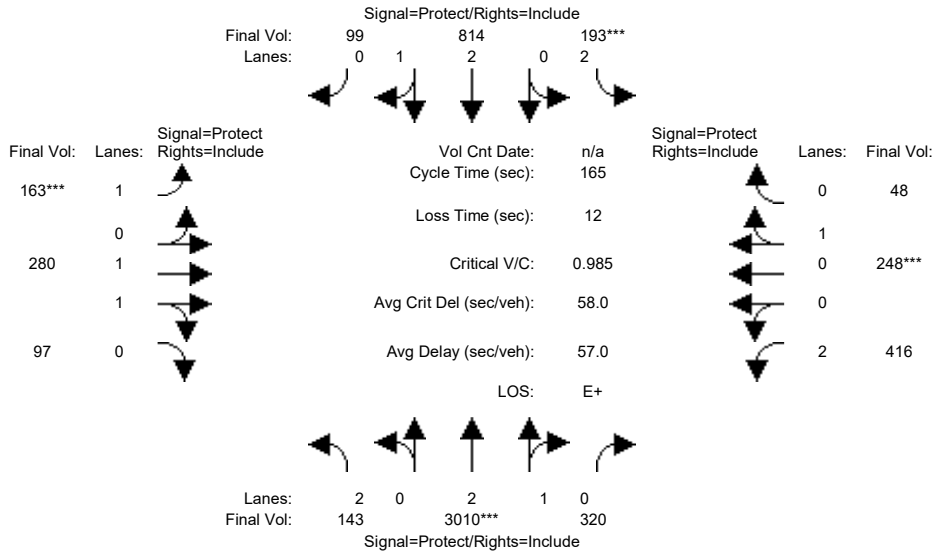
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.10	0.13	0.13	0.18	0.24	0.10	0.11	0.23	0.11
Crit Moves:	****			****			****			****		
Green Time:	25.1	31.2	31.2	15.7	21.8	21.8	26.8	41.8	41.8	19.3	34.3	34.3
Volume/Cap:	0.74	0.80	0.80	0.80	0.74	0.74	0.80	0.69	0.30	0.69	0.80	0.37
Delay/Veh:	51.9	46.1	46.1	68.0	50.6	50.6	46.6	23.1	18.6	45.4	33.3	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:	51.9	46.1	46.1	68.0	50.6	50.6	46.6	23.1	18.6	45.4	33.3	25.6
LOS by Move:	D-	D	D	E	D	D	D	C	B-	D	C-	C
HCM2k95thQ:	21	27	27	17	19	19	21	21	7	13	24	9

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 With Retail and Residential 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:	0	619	5	0	175	0	0	0	1	2	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	143	3010	320	193	814	99	163	280	97	416	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	3010	320	193	814	99	163	280	97	416	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	3010	320	193	814	99	163	280	97	416	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	3010	320	193	814	99	163	280	97	416	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	1.47	0.53	2.00	0.84	0.16
Final Sat.:	3150	5061	538	3150	4992	607	1750	2747	952	3150	1508	292

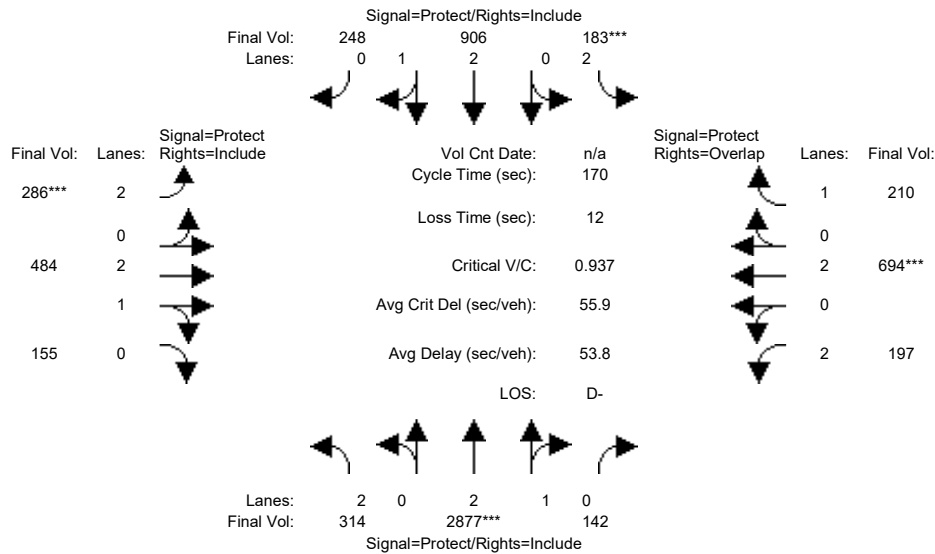
Capacity Analysis Module:												
Vol/Sat:	0.05	0.59	0.59	0.06	0.16	0.16	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.9	99.6	99.6	10.3	85.9	85.9	15.6	18.8	18.8	24.3	27.5	27.5
Volume/Cap:	0.31	0.99	0.99	0.99	0.31	0.31	0.99	0.89	0.89	0.89	0.99	0.99
Delay/Veh:	63.6	44.2	44.2	137.1	22.7	22.7	140.0	93.1	93.1	88.5	116	116.2
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:	63.6	44.2	44.2	137.1	22.7	22.7	140.0	93.1	93.1	88.5	116	116.2
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga 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	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	593	21	12	165	0	0	42	1	11	34	31
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	314	2877	142	183	906	248	286	484	155	197	694	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:	314	2877	142	183	906	248	286	484	155	197	694	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2877	142	183	906	248	286	484	155	197	694	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:	314	2877	142	183	906	248	286	484	155	197	694	210

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	2.33	0.67	2.00	2.25	0.75	2.00	2.00	1.00
Final Sat.:	3150	5336	263	3150	4395	1203	3150	4240	1358	3150	3800	1750

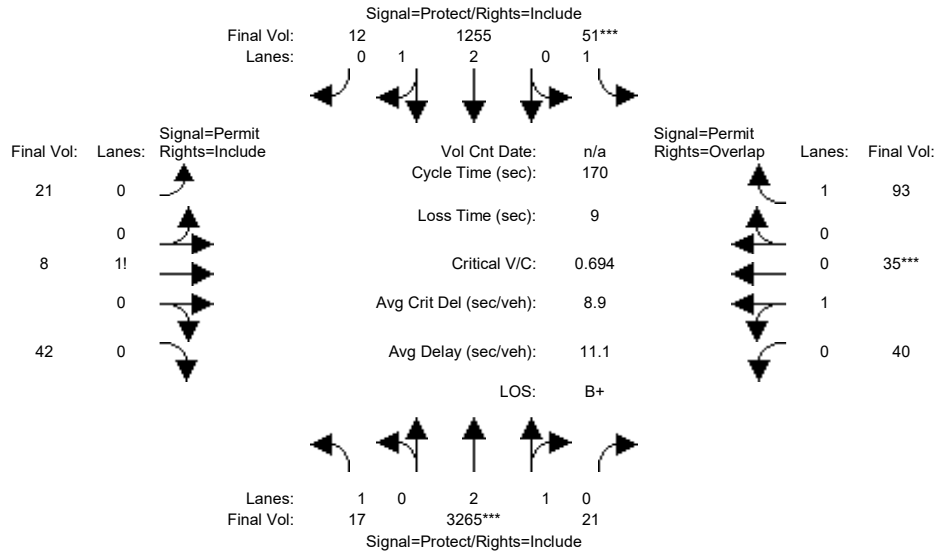
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.21	0.21	0.09	0.11	0.11	0.06	0.18	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.3	97.8	97.8	10.5	73.1	73.1	16.5	32.1	32.1	17.6	33.1	43.7
Volume/Cap:	0.48	0.94	0.94	0.94	0.48	0.48	0.94	0.61	0.61	0.61	0.94	0.47
Delay/Veh:	59.8	39.4	39.4	126.0	35.0	35.0	111.4	64.2	64.2	76.1	86.7	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:	59.8	39.4	39.4	126.0	35.0	35.0	111.4	64.2	64.2	76.1	86.7	54.1
LOS by Move:	E+	D	D	F	C-	C-	F	E	E	E-	F	D-
HCM2k95thQ:	15	78	78	13	25	25	22	20	20	11	32	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 AM With Retail and Residential 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	615	0	0	177	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3265	21	51	1255	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	3265	21	51	1255	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3265	21	51	1255	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	3265	21	51	1255	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	5547	53	518	197	1035	960	840	1750

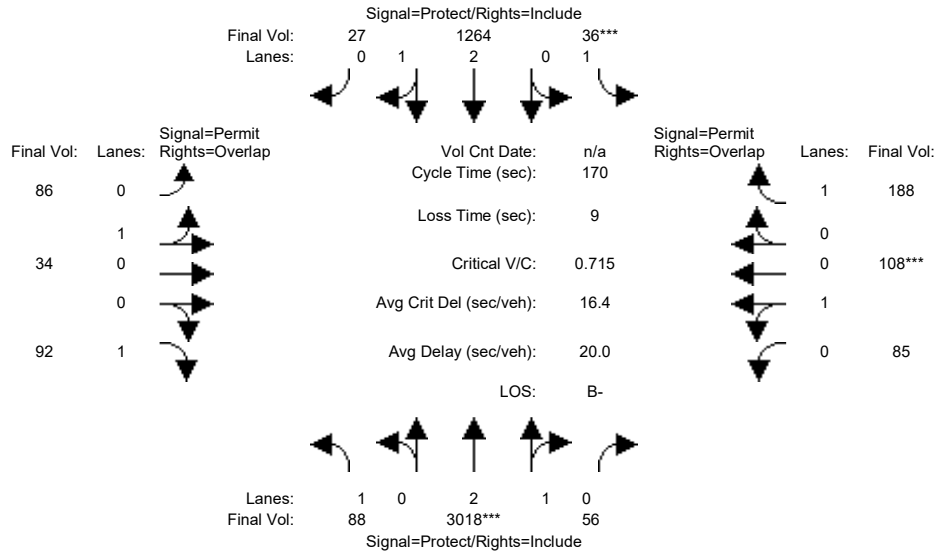
Capacity Analysis Module:												
Vol/Sat:	0.01	0.59	0.59	0.03	0.23	0.23	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	23.2	144	143.7	7.1	128	127.6	10.2	10.2	10.2	10.2	10.2	17.3
Volume/Cap:	0.07	0.69	0.69	0.69	0.30	0.30	0.68	0.68	0.68	0.69	0.69	0.52
Delay/Veh:	64.1	5.4	5.4	105.4	6.9	6.9	94.4	94.4	94.4	96.2	96.2	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:	64.1	5.4	5.4	105.4	6.9	6.9	94.4	94.4	94.4	96.2	96.2	75.1
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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	615	0	0	177	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	3018	56	36	1264	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	3018	56	36	1264	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3018	56	36	1264	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	3018	56	36	1264	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	5498	102	1750	5483	117	1290	510	1750	793	1007	1750

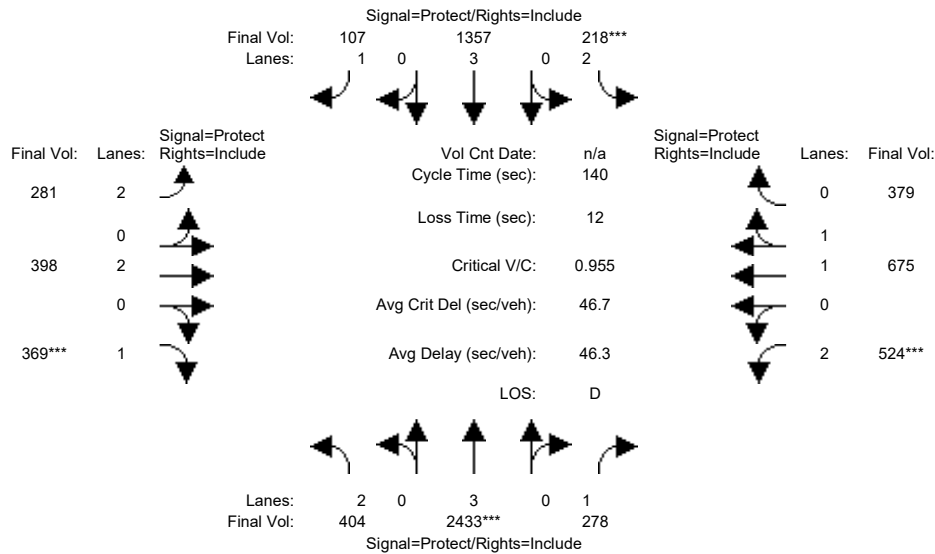
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.02	0.23	0.23	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	24.3	129	128.8	7.0	112	111.5	25.2	25.2	49.5	25.2	25.2	32.2
Volume/Cap:	0.35	0.72	0.72	0.50	0.35	0.35	0.45	0.45	0.18	0.72	0.72	0.57
Delay/Veh:	66.6	11.7	11.7	85.1	13.1	13.1	67.3	67.3	45.3	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:	66.6	11.7	11.7	85.1	13.1	13.1	67.3	67.3	45.3	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	18	18	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 With Retail and Residential 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:	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:	14	558	41	20	149	8	16	39	7	13	54	41
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	404	2433	278	218	1357	107	281	398	369	524	675	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:	404	2433	278	218	1357	107	281	398	369	524	675	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	2433	278	218	1357	107	281	398	369	524	675	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:	404	2433	278	218	1357	107	281	398	369	524	675	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	2369	1330

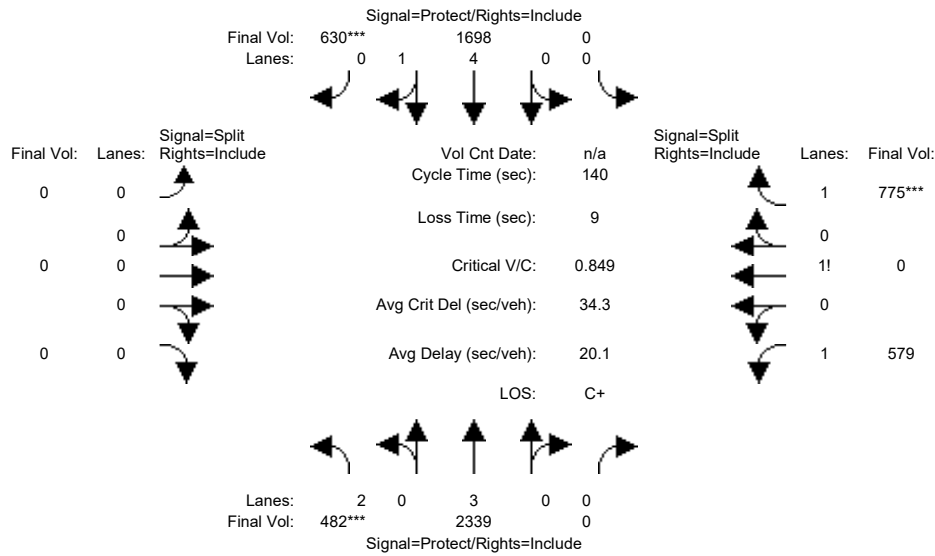
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.16	0.07	0.24	0.06	0.09	0.10	0.21	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.5	62.6	62.6	10.1	47.3	47.3	13.2	30.9	30.9	24.4	42.1	42.1
Volume/Cap:	0.71	0.96	0.36	0.96	0.71	0.18	0.95	0.47	0.96	0.96	0.95	0.95
Delay/Veh:	49.8	26.7	12.0	108.2	27.8	21.8	101.3	47.9	88.0	84.7	63.8	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:	49.8	26.7	12.0	108.2	27.8	21.8	101.3	47.9	88.0	84.7	63.8	63.8
LOS by Move:	D	C	B	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	19	57	9	13	25	5	16	12	33	27	41	41

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 With Retail and Residential 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:	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:	46	451	0	0	163	6	0	0	0	3	0	163
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	482	2339	0	0	1698	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:	482	2339	0	0	1698	630	0	0	0	579	0	775
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	2339	0	0	1698	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:	482	2339	0	0	1698	630	0	0	0	579	0	775

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	1.43	0.00	1.57
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2498	0	2752

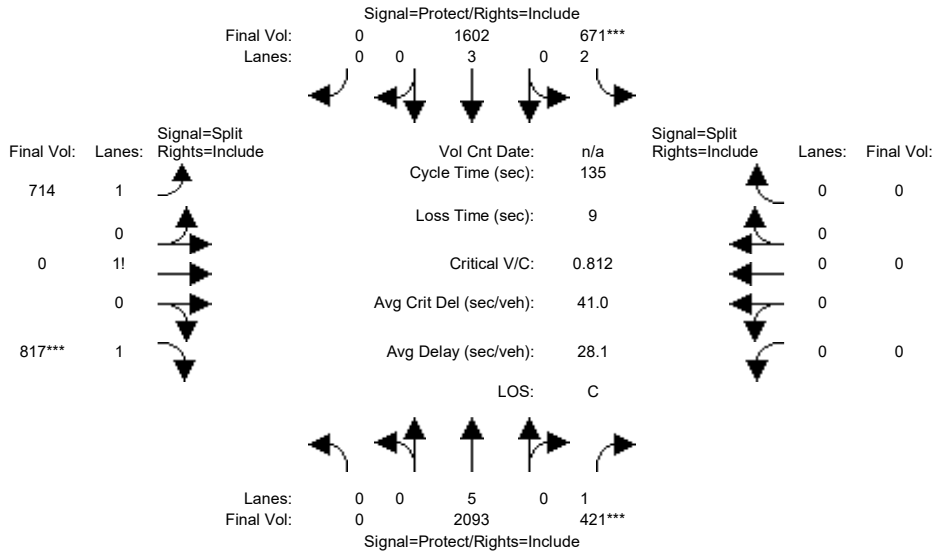
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.41	0.00	0.00	0.22	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	***					***						***
Green Time:	25.2	84.6	0.0	0.0	59.3	59.3	0.0	0.0	0.0	46.4	0.0	46.4
Volume/Cap:	0.85	0.68	0.00	0.00	0.53	0.85	0.00	0.00	0.00	0.70	0.00	0.85
Delay/Veh:	59.0	0.6	0.0	0.0	15.4	21.2	0.0	0.0	0.0	41.9	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	0.6	0.0	0.0	15.4	21.2	0.0	0.0	0.0	41.9	0.0	48.1
LOS by Move:	E+	A	A	A	B	C+	A	A	A	D	A	D
HCM2k95thQ:	22	2	0	0	16	40	0	0	0	30	0	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 With Retail and Residential 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:												
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	493	8	65	102	0	5	0	17	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2093	421	671	1602	0	714	0	817	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	2093	421	671	1602	0	714	0	817	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2093	421	671	1602	0	714	0	817	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	2093	421	671	1602	0	714	0	817	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	2566	0	2684	0	0	0

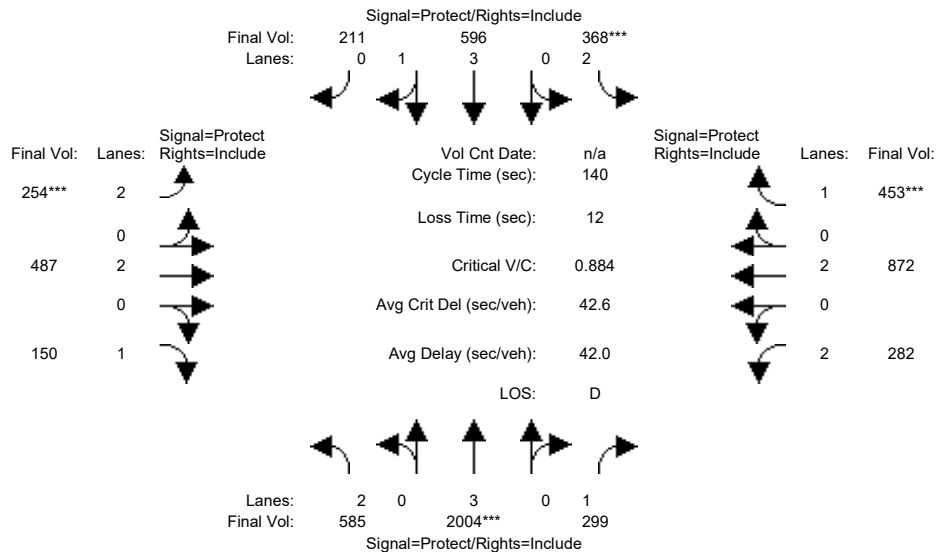
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.21	0.28	0.00	0.28	0.00	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.0	40.0	35.4	75.4	0.0	50.6	0.0	50.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.81	0.81	0.50	0.00	0.74	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	32.0	41.1	41.8	3.0	0.0	38.0	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	32.0	41.1	41.8	3.0	0.0	38.0	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	29	27	7	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 With Retail and Residential 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	31	42	65	11	41	90	19	45	167	131
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	299	368	596	211	254	487	150	282	872	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	299	368	596	211	254	487	150	282	872	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	299	368	596	211	254	487	150	282	872	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	299	368	596	211	254	487	150	282	872	453

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

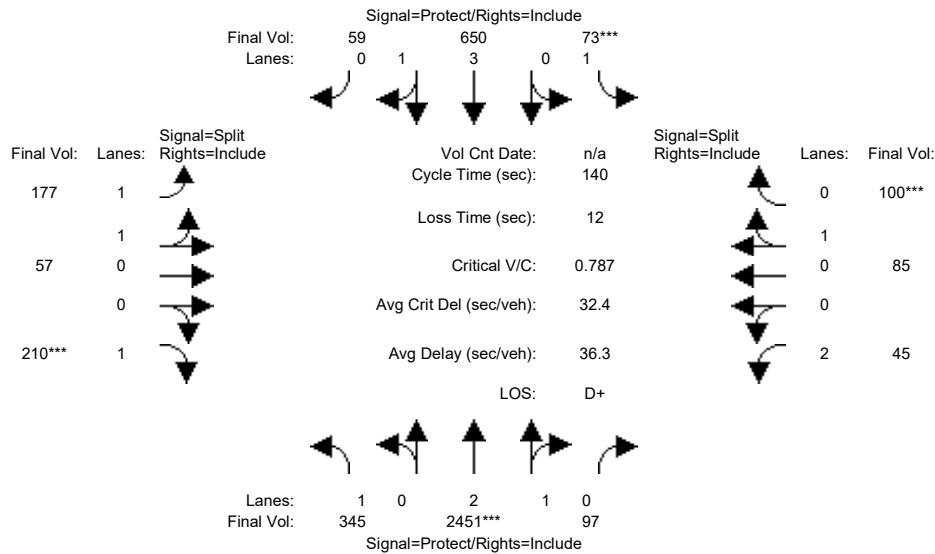
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.17	0.12	0.10	0.12	0.08	0.13	0.09	0.09	0.23	0.26
Crit Moves:	****			****			****			****		
Green Time:	45.0	55.7	55.7	18.5	29.2	29.2	12.8	31.7	31.7	22.1	41.0	41.0
Volume/Cap:	0.58	0.88	0.43	0.88	0.50	0.58	0.88	0.57	0.38	0.57	0.78	0.88
Delay/Veh:	27.9	26.4	17.6	73.1	40.6	41.7	88.8	49.0	46.5	56.0	49.1	63.7
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:	27.9	26.4	17.6	73.1	40.6	41.7	88.8	49.0	46.5	56.0	49.1	63.7
LOS by Move:	C	C	B	E	D	D	F	D	D	E+	D	E
HCM2k95thQ:	18	39	12	19	13	15	13	16	10	12	29	35

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 With Retail and Residential 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:	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	367	0	0	129	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2451	97	73	650	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	2451	97	73	650	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2451	97	73	650	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	2451	97	73	650	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	5387	213	1750	6875	624	2685	865	1750	3150	827	973

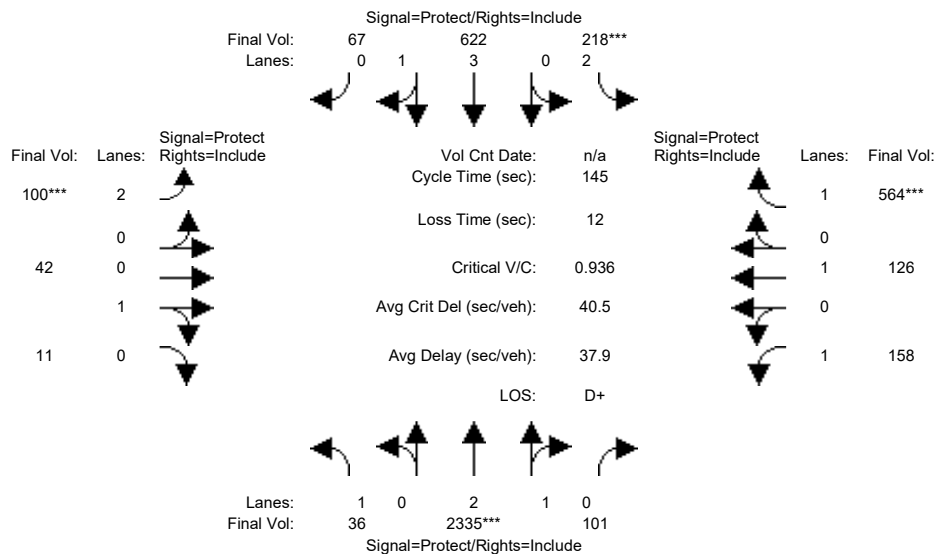
Capacity Analysis Module:												
Vol/Sat:	0.20	0.46	0.46	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	59.7	80.9	80.9	7.4	28.6	28.6	21.3	21.3	21.3	18.3	18.3	18.3
Volume/Cap:	0.46	0.79	0.79	0.79	0.46	0.46	0.43	0.43	0.79	0.11	0.79	0.79
Delay/Veh:	29.1	24.2	24.2	100.3	49.1	49.1	54.4	54.4	71.5	53.8	75.0	75.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	24.2	24.2	100.3	49.1	49.1	54.4	54.4	71.5	53.8	75.0	75.0
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E-	E-
HCM2k95thQ:	19	44	44	7	12	12	10	10	21	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 With Retail and Residential 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	336	0	4	124	1	0	0	0	0	1	30
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2335	101	218	622	67	100	42	11	158	126	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	2335	101	218	622	67	100	42	11	158	126	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2335	101	218	622	67	100	42	11	158	126	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	2335	101	218	622	67	100	42	11	158	126	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	3.59	0.41	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5368	232	3150	6769	729	3150	1426	374	1750	1900	1750

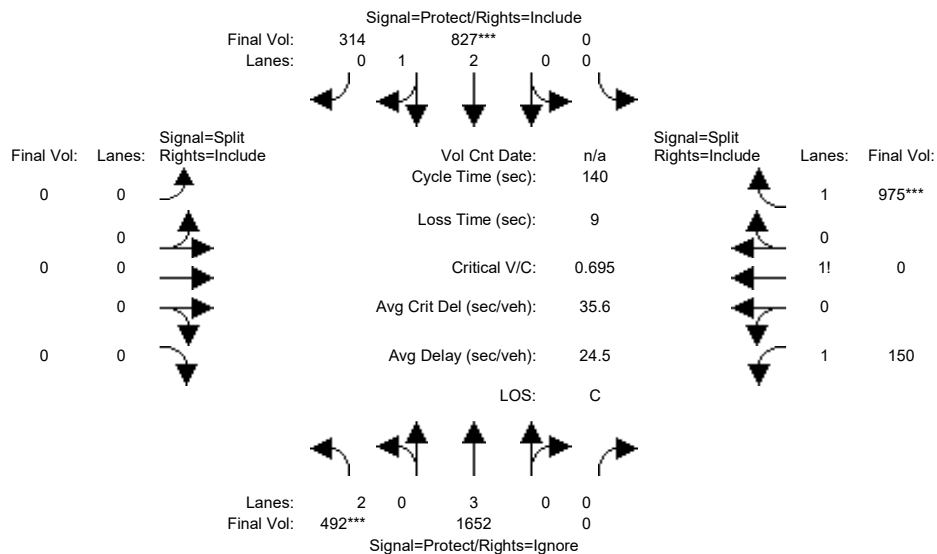
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.5	66.3	66.3	10.6	50.4	50.4	7.0	24.3	24.3	31.8	49.1	49.1
Volume/Cap:	0.11	0.95	0.95	0.95	0.26	0.26	0.66	0.18	0.18	0.41	0.20	0.95
Delay/Veh:	42.3	25.5	25.5	109.2	22.0	22.0	77.9	52.0	52.0	49.3	34.1	72.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	25.5	25.5	109.2	22.0	22.0	77.9	52.0	52.0	49.3	34.1	72.1
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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	183	0	0	104	20	0	0	0	0	0	154
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1652	0	0	827	314	0	0	0	150	0	975
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	1652	0	0	827	314	0	0	0	150	0	975
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1652	0	0	827	314	0	0	0	150	0	975
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	1652	0	0	827	314	0	0	0	150	0	975

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	2.14	0.86	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4057	1540	0	0	0	1989	0	3354

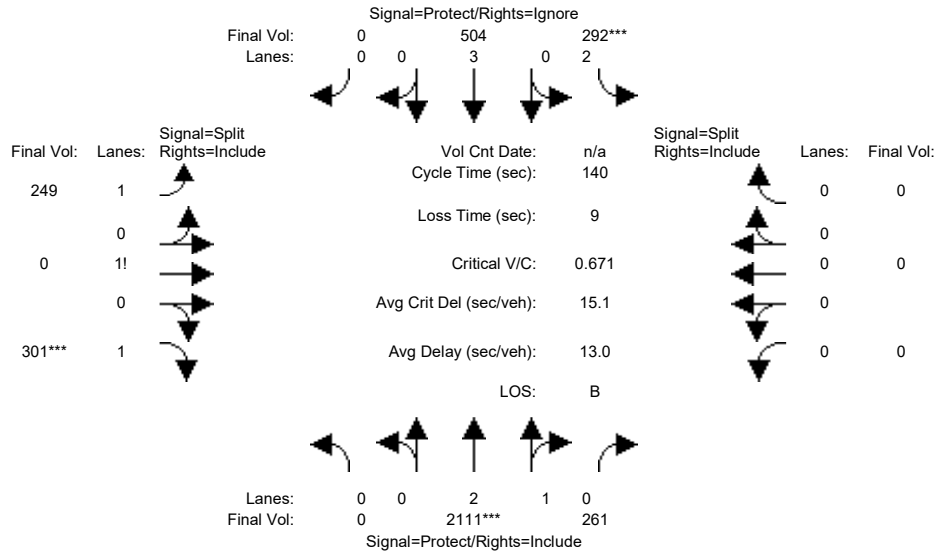
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	***				***							***
Green Time:	31.4	72.5	0.0	0.0	41.0	41.0	0.0	0.0	0.0	58.5	0.0	58.5
Volume/Cap:	0.70	0.56	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.18	0.00	0.70
Delay/Veh:	43.3	6.8	0.0	0.0	33.1	33.1	0.0	0.0	0.0	25.7	0.0	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:	43.3	6.8	0.0	0.0	33.1	33.1	0.0	0.0	0.0	25.7	0.0	34.8
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2k95thQ:	19	12	0	0	23	23	0	0	0	7	0	34

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 With Retail and Residential 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	183	0	46	58	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2111	261	292	504	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	2111	261	292	504	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2111	261	292	504	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	2111	261	292	504	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	4983	616	3150	5700	0	2542	0	2708	0	0	0

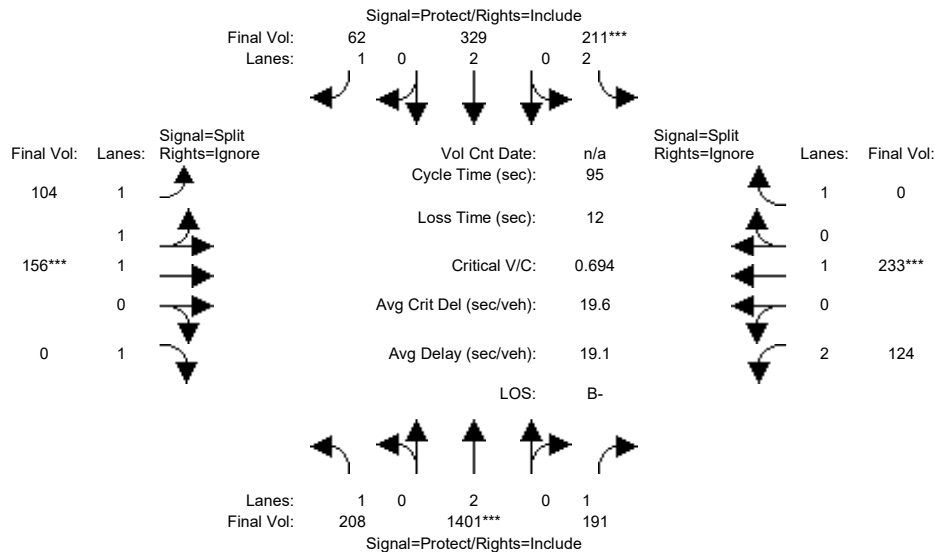
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.09	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.4	88.4	19.4	108	0.0	23.2	0.0	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.11	0.00	0.59	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	55.2	0.0	0.0	55.0	0.0	57.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	55.2	0.0	0.0	55.0	0.0	57.0	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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	182	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1401	191	211	329	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	1401	191	211	329	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1401	191	211	329	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	1401	191	211	329	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

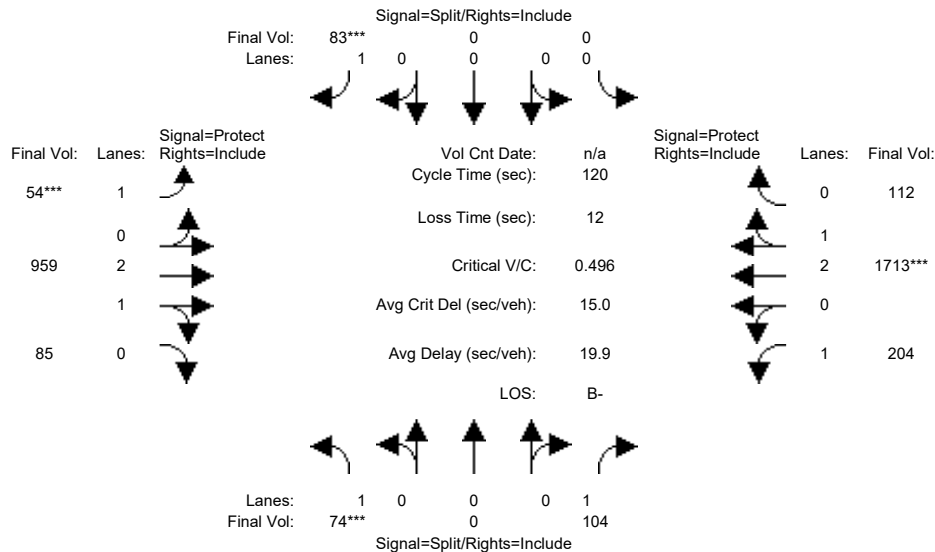
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.2	48.2	48.2	8.8	26.8	26.8	10.0	10.0	0.0	16.0	16.0	0.0
Volume/Cap:	0.37	0.73	0.22	0.73	0.31	0.13	0.45	0.45	0.00	0.23	0.73	0.00
Delay/Veh:	17.7	7.1	4.2	48.0	20.0	18.9	40.5	40.5	0.0	34.4	45.5	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:	17.7	7.1	4.2	48.0	20.0	18.9	40.5	40.5	0.0	34.4	45.5	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.

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2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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:												
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	163	0	0	343	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	959	85	204	1713	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	959	85	204	1713	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	959	85	204	1713	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	959	85	204	1713	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	5143	456	1750	5256	344

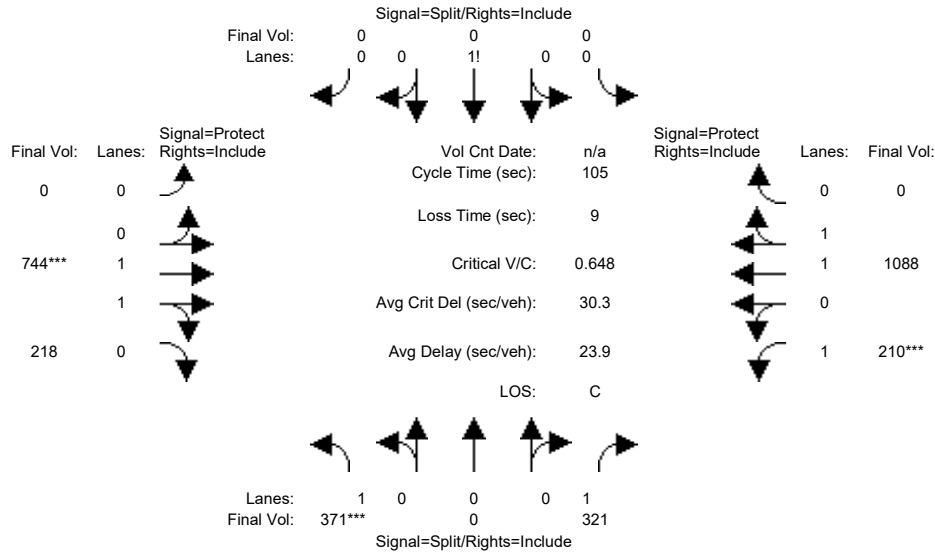
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.19	0.19	0.12	0.33	0.33
Crit Moves:	***					***	***				***	
Green Time:	14.4	0.0	14.4	0.0	0.0	11.5	7.5	53.1	53.1	33.2	78.8	78.8
Volume/Cap:	0.35	0.00	0.50	0.00	0.00	0.50	0.50	0.42	0.42	0.42	0.50	0.50
Delay/Veh:	49.6	0.0	51.3	0.0	0.0	53.8	58.0	23.0	23.0	36.1	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	53.8	58.0	23.0	23.0	36.1	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	16	16	12	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)
Background AM With Retail and Residential 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	96	4	0	102	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	371	0	321	0	0	0	0	744	218	210	1088	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	744	218	210	1088	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	321	0	0	0	0	744	218	210	1088	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	744	218	210	1088	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	2861	838	1750	3700	0

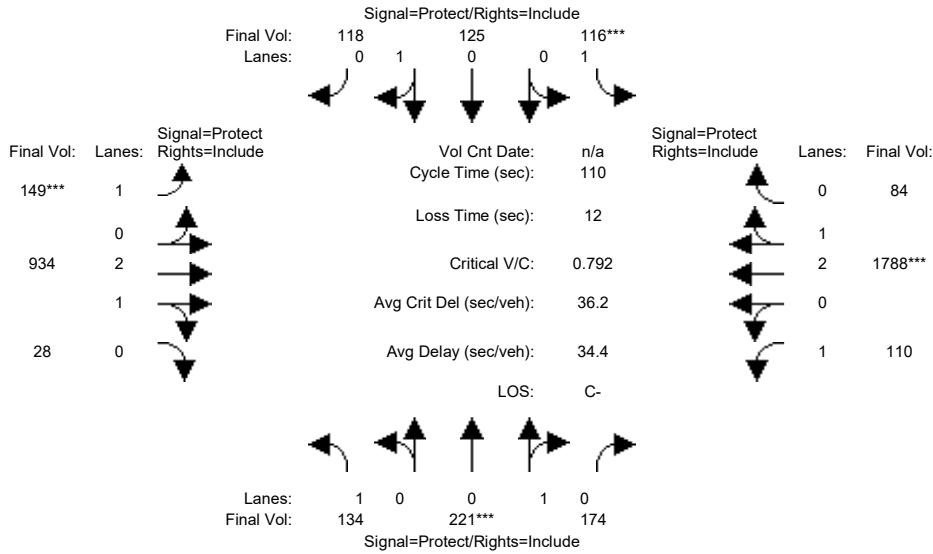
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	34.4	0.0	34.4	0.0	0.0	0.0	0.0	42.2	42.2	19.5	61.6	0.0
Volume/Cap:	0.65	0.00	0.56	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.50	0.00
Delay/Veh:	32.7	0.0	30.3	0.0	0.0	0.0	0.0	26.4	26.4	44.1	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:	32.7	0.0	30.3	0.0	0.0	0.0	0.0	26.4	26.4	44.1	12.9	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	12	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 With Retail and Residential 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	0	4	0	0	0	163	0	0	343	6
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	174	116	125	118	149	934	28	110	1788	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	174	116	125	118	149	934	28	110	1788	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	116	125	118	149	934	28	110	1788	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	174	116	125	118	149	934	28	110	1788	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	0.56	0.44	1.00	0.51	0.49	1.00	2.91	0.09	1.00	2.86	0.14
Final Sat.:	1750	1007	793	1750	926	874	1750	5437	163	1750	5348	251

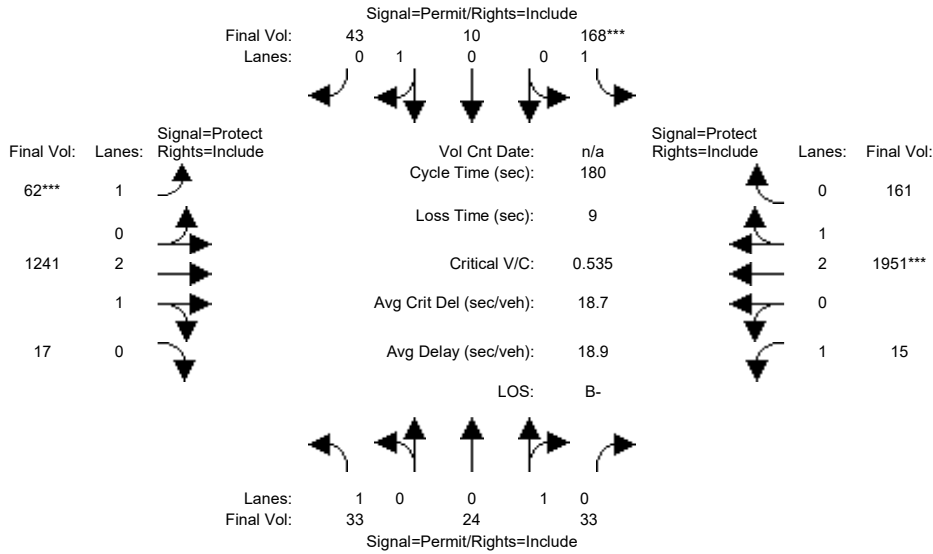
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.17	0.17	0.06	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	14.4	30.5	30.5	9.2	25.3	25.3	11.8	42.5	42.5	15.8	46.5	46.5
Volume/Cap:	0.59	0.79	0.79	0.79	0.59	0.59	0.79	0.44	0.44	0.44	0.79	0.79
Delay/Veh:	48.9	45.2	45.2	74.1	39.8	39.8	67.9	25.1	25.1	44.3	29.5	29.5
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:	48.9	45.2	45.2	74.1	39.8	39.8	67.9	25.1	25.1	44.3	29.5	29.5
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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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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	167	0	0	348	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1241	17	15	1951	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	1241	17	15	1951	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1241	17	15	1951	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	1241	17	15	1951	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	2.76	0.24
Final Sat.:	1750	758	1042	1750	340	1460	1750	5524	76	1750	5173	427

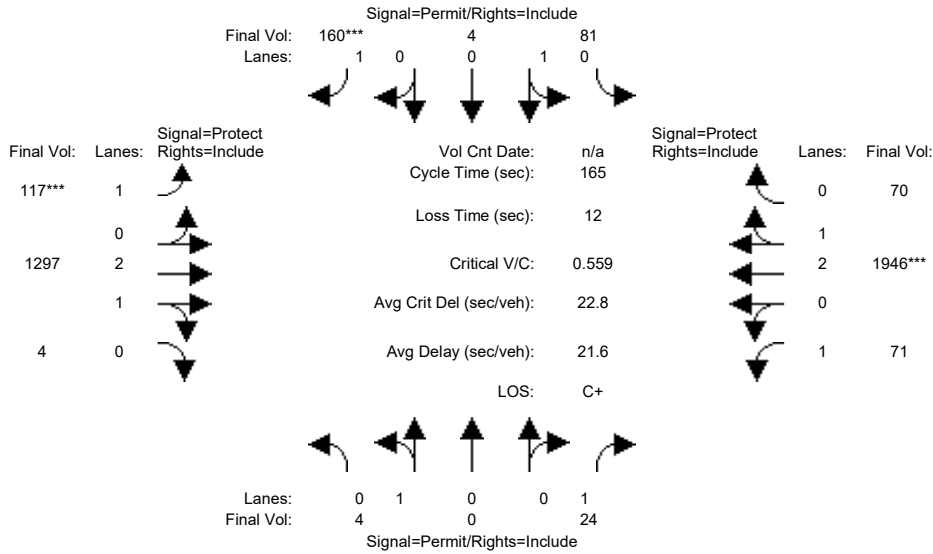
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.22	0.22	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	32.3	32.3	32.3	32.3	32.3	32.3	11.9	118	118.3	20.5	127	126.8
Volume/Cap:	0.11	0.18	0.18	0.54	0.16	0.16	0.54	0.34	0.34	0.08	0.54	0.54
Delay/Veh:	61.9	62.9	62.9	68.9	62.7	62.7	86.2	13.7	13.7	71.5	12.8	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:	61.9	62.9	62.9	68.9	62.7	62.7	86.2	13.7	13.7	71.5	12.8	12.8
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B
HCM2k95thQ:	3	6	6	17	5	5	7	18	18	2	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 AM With Retail and Residential 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	58	0	149	75	92	0	0	199	17
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	81	4	160	117	1297	4	71	1946	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:	4	0	24	81	4	160	117	1297	4	71	1946	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	81	4	160	117	1297	4	71	1946	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:	4	0	24	81	4	160	117	1297	4	71	1946	70

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	2.89	0.11
Final Sat.:	1800	0	1750	1715	85	1750	1750	5583	17	1750	5405	194

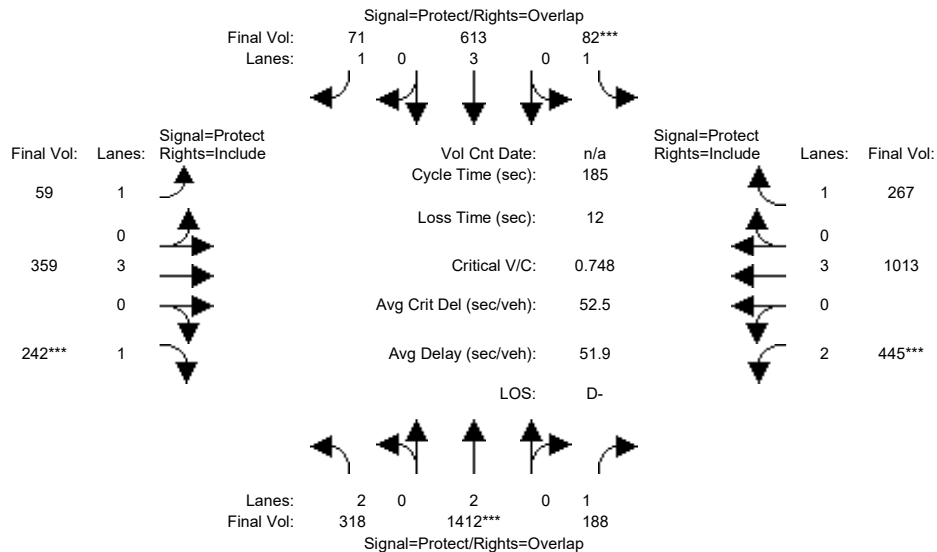
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.09	0.07	0.23	0.23	0.04	0.36	0.36
Crit Moves:						****	****				****	
Green Time:	27.0	0.0	27.0	27.0	27.0	27.0	19.7	107	106.6	19.5	106	106.3
Volume/Cap:	0.01	0.00	0.08	0.29	0.29	0.56	0.56	0.36	0.36	0.34	0.56	0.56
Delay/Veh:	57.9	0.0	58.6	61.1	61.1	66.0	71.9	13.5	13.5	67.9	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:	57.9	0.0	58.6	61.1	61.1	66.0	71.9	13.5	13.5	67.9	16.5	16.5
LOS by Move:	E+	A	E+	E	E	E	E	B	B	E	B	B
HCM2k95thQ:	0	0	2	8	8	16	12	18	18	7	30	30

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 With Retail and Residential 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:	35	124	160	4	42	0	0	51	9	87	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	318	1412	188	82	613	71	59	359	242	445	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:	318	1412	188	82	613	71	59	359	242	445	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1412	188	82	613	71	59	359	242	445	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:	318	1412	188	82	613	71	59	359	242	445	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

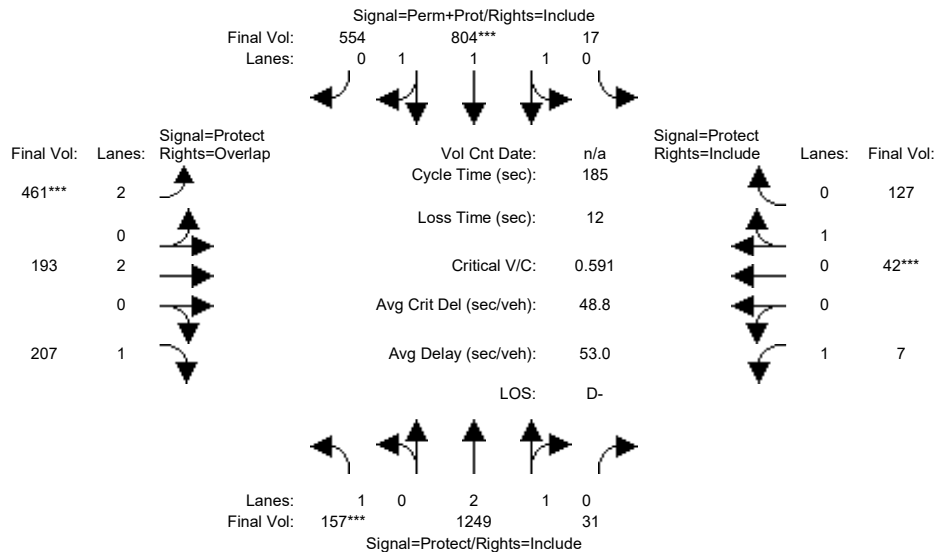
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.11	0.05	0.11	0.04	0.03	0.06	0.14	0.14	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	50.1	91.9	126.9	11.6	53.4	65.8	12.4	34.2	34.2	34.9	56.7	56.7
Volume/Cap:	0.37	0.75	0.16	0.75	0.37	0.11	0.50	0.34	0.75	0.75	0.58	0.50
Delay/Veh:	53.5	37.9	10.0	107.3	51.2	39.0	84.5	64.0	78.6	74.2	53.1	51.8
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:	53.5	37.9	10.0	107.3	51.2	39.0	84.5	64.0	78.6	74.2	53.1	51.8
LOS by Move:	D-	D+	B+	F	D-	D	F	E	E-	E	D-	D-
HCM2k95thQ:	15	48	7	12	16	5	8	11	26	24	26	22

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

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2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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:	28	213	0	0	78	60	107	0	22	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	157	1249	31	17	804	554	461	193	207	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:	157	1249	31	17	804	554	461	193	207	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1249	31	17	804	554	461	193	207	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:	157	1249	31	17	804	554	461	193	207	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	5464	136	77	3635	1800	3150	3800	1750	1750	447	1353

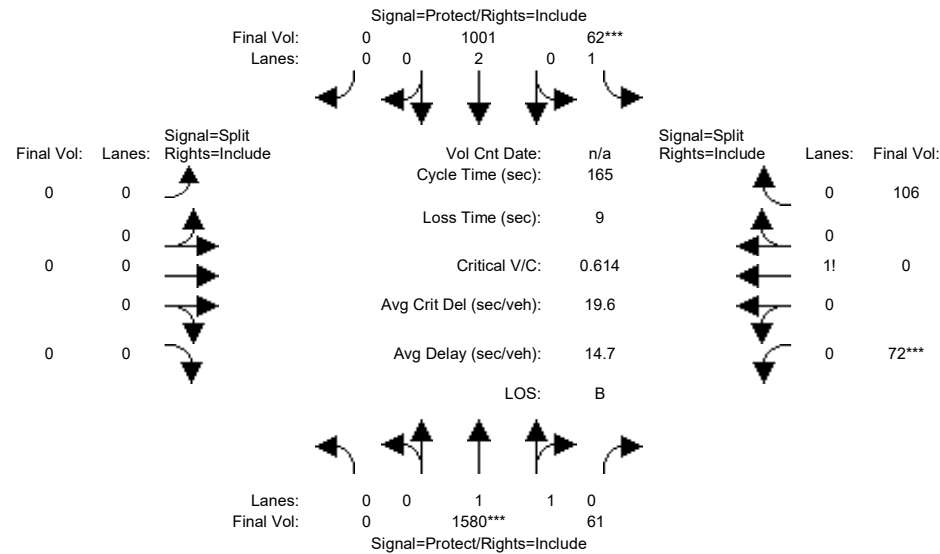
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.00	0.22	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***				***		***				***	
Green Time:	25.4	57.2	57.2	58.4	87.1	87.1	36.6	35.4	60.8	24.8	23.5	23.5
Volume/Cap:	0.65	0.74	0.74	0.70	0.47	0.65	0.74	0.27	0.36	0.03	0.74	0.74
Delay/Veh:	79.9	57.4	57.4	55.2	32.5	37.1	72.5	62.2	46.4	67.8	87.7	87.7
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	57.4	57.4	55.2	32.5	37.1	72.5	62.2	46.4	67.8	87.7	87.7
LOS by Move:	E-	E+	E+	E+	C-	D+	E	E	D	E	F	F
HCM2k95thQ:	16	35	35	34	27	40	25	8	17	1	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)
Background AM With Retail and Residential 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	240	2	0	100	0	0	0	0	1	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1580	61	62	1001	0	0	0	0	72	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	1580	61	62	1001	0	0	0	0	72	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	61	62	1001	0	0	0	0	72	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	1580	61	62	1001	0	0	0	0	72	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	3562	138	1750	3800	0	0	0	0	708	0	1042

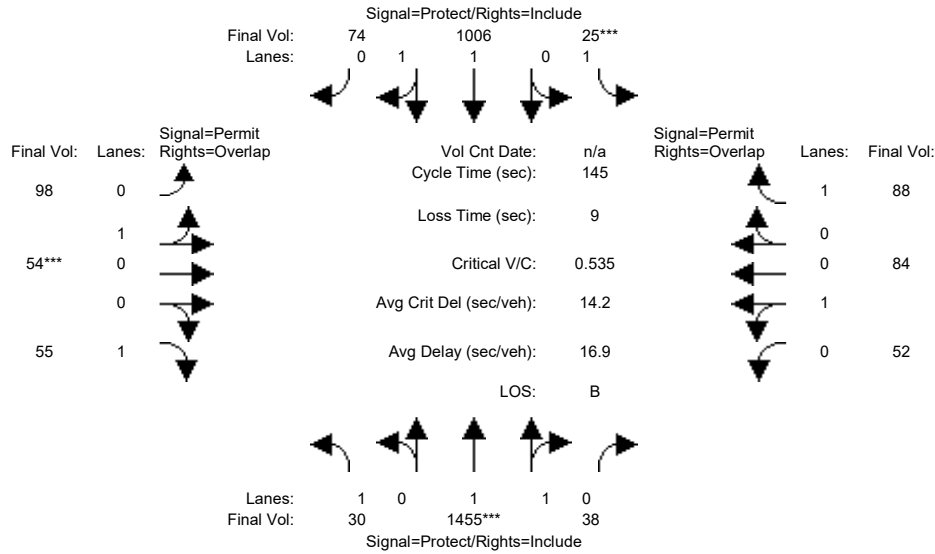
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.04	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	119	119.2	9.5	129	0.0	0.0	0.0	0.0	27.3	0.0	27.3
Volume/Cap:	0.00	0.61	0.61	0.61	0.34	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	11.9	11.9	86.7	5.5	0.0	0.0	0.0	0.0	67.8	0.0	67.8
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	11.9	11.9	86.7	5.5	0.0	0.0	0.0	0.0	67.8	0.0	67.8
LOS by Move:	A	B+	B+	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	35	35	7	14	0	0	0	0	18	0	18

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

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Background AM With Retail and Residential 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:	2	243	2	0	101	0	0	0	1	1	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	30	1455	38	25	1006	74	98	54	55	52	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:	30	1455	38	25	1006	74	98	54	55	52	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1455	38	25	1006	74	98	54	55	52	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:	30	1455	38	25	1006	74	98	54	55	52	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	1.86	0.14	0.64	0.36	1.00	0.38	0.62	1.00
Final Sat.:	1750	3606	94	1750	3446	254	1161	639	1750	688	1112	1750

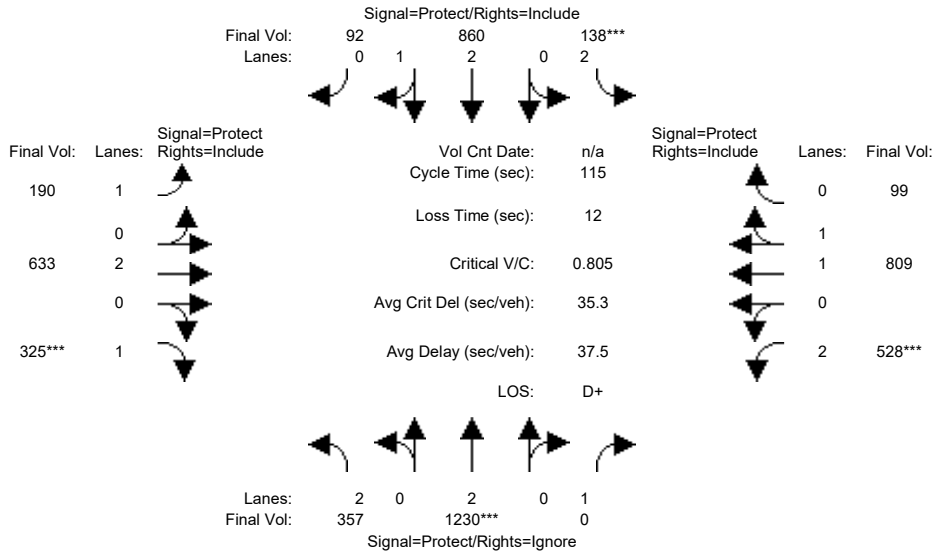
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.01	0.29	0.29	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.1	107	106.7	7.0	97.5	97.5	22.3	22.3	38.5	22.3	22.3	29.3
Volume/Cap:	0.15	0.55	0.55	0.30	0.43	0.43	0.55	0.55	0.12	0.49	0.49	0.25
Delay/Veh:	58.6	8.7	8.7	68.6	11.1	11.1	59.0	59.0	40.5	57.5	57.5	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:	58.6	8.7	8.7	68.6	11.1	11.1	59.0	59.0	40.5	57.5	57.5	49.0
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2k95thQ:	3	25	25	2	20	20	14	14	4	12	12	7

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 With Retail and Residential 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:	59	228	57	3	95	4	14	63	19	21	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	357	1230	507	138	860	92	190	633	325	528	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:	357	1230	0	138	860	92	190	633	325	528	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	1230	0	138	860	92	190	633	325	528	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:	357	1230	0	138	860	92	190	633	325	528	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	2.70	0.30	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5058	541	1750	3800	1750	3150	3296	403

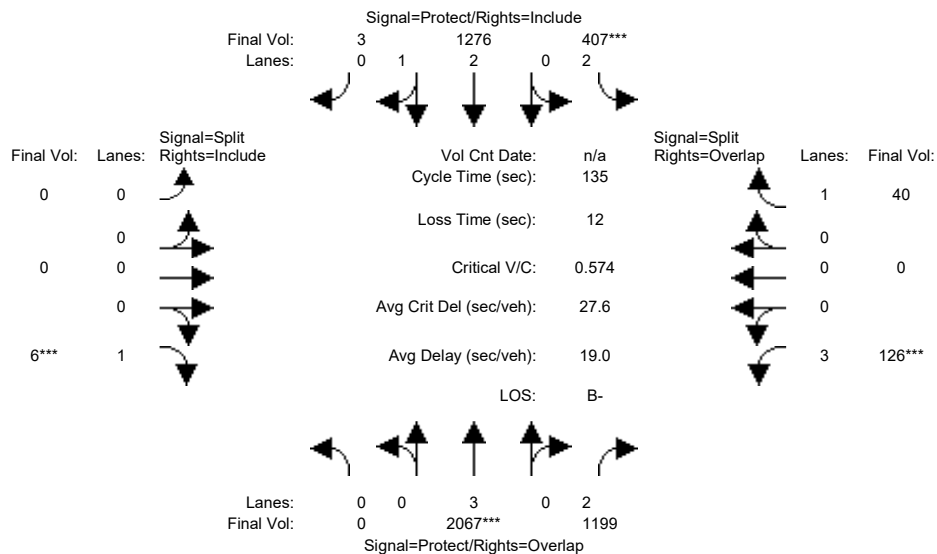
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.00	0.04	0.17	0.17	0.11	0.17	0.19	0.17	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	21.2	45.9	0.0	7.0	31.7	31.7	15.4	26.3	26.3	23.8	34.7	34.7
Volume/Cap:	0.62	0.81	0.00	0.72	0.62	0.62	0.81	0.73	0.81	0.81	0.81	0.81
Delay/Veh:	38.7	20.5	0.0	63.2	27.8	27.8	67.5	44.1	53.8	51.1	41.8	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:	38.7	20.5	0.0	63.2	27.8	27.8	67.5	44.1	53.8	51.1	41.8	41.8
LOS by Move:	D+	C+	A	E	C	C	E	D	D-	D-	D	D
HCM2k95thQ:	12	28	0	6	16	16	14	18	21	20	26	26

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 With Retail and Residential 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	344	0	0	135	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	2067	1199	407	1276	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	2067	1199	407	1276	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2067	1199	407	1276	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	2067	1199	407	1276	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	5587	13	0	0	1750	4551	0	1750

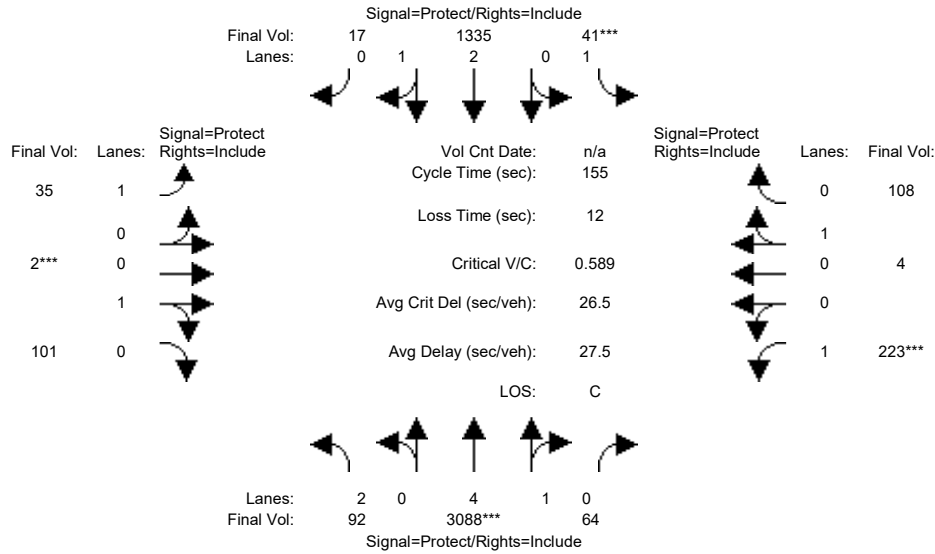
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.38	0.13	0.23	0.23	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****		****				****		****			
Green Time:	0.0	75.9	85.9	27.1	103	103.0	0.0	0.0	10.0	10.0	0.0	37.1
Volume/Cap:	0.00	0.64	0.60	0.64	0.30	0.30	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.7	14.9	51.9	5.0	5.0	0.0	0.0	58.2	60.2	0.0	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:	0.0	20.7	14.9	51.9	5.0	5.0	0.0	0.0	58.2	60.2	0.0	36.4
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	32	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 With Retail and Residential Alternative

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:	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	271	32	16	120	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	3088	64	41	1335	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	3088	64	41	1335	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	3088	64	41	1335	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	3088	64	41	1335	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	9209	191	1750	5529	70	1750	35	1765	1750	64	1736

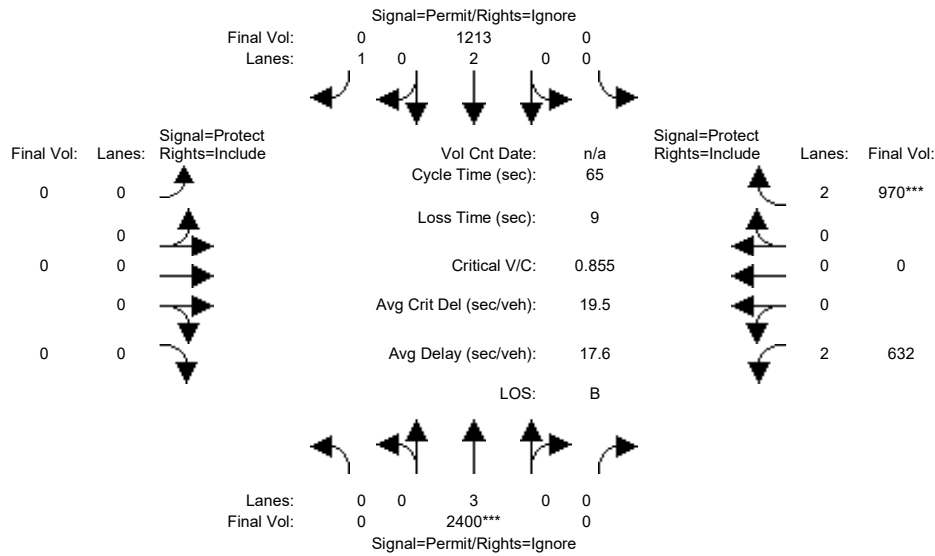
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.02	0.24	0.24	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.9	87.7	87.7	7.0	79.8	79.8	19.9	15.0	15.0	33.3	28.4	28.4
Volume/Cap:	0.30	0.59	0.59	0.52	0.47	0.47	0.16	0.59	0.59	0.59	0.34	0.34
Delay/Veh:	65.8	22.2	22.2	78.3	24.2	24.2	60.4	72.5	72.5	57.3	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:	65.8	22.2	22.2	78.3	24.2	24.2	60.4	72.5	72.5	57.3	55.7	55.7
LOS by Move:	E	C+	C+	E-	C	C	E	E	E	E+	E+	E+
HCM2k95thQ:	5	32	32	4	24	24	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 With Retail and Residential 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	285	184	0	226	45	0	0	0	71	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2400	631	0	1213	546	0	0	0	632	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	2400	0	0	1213	0	0	0	0	632	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2400	0	0	1213	0	0	0	0	632	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	2400	0	0	1213	0	0	0	0	632	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

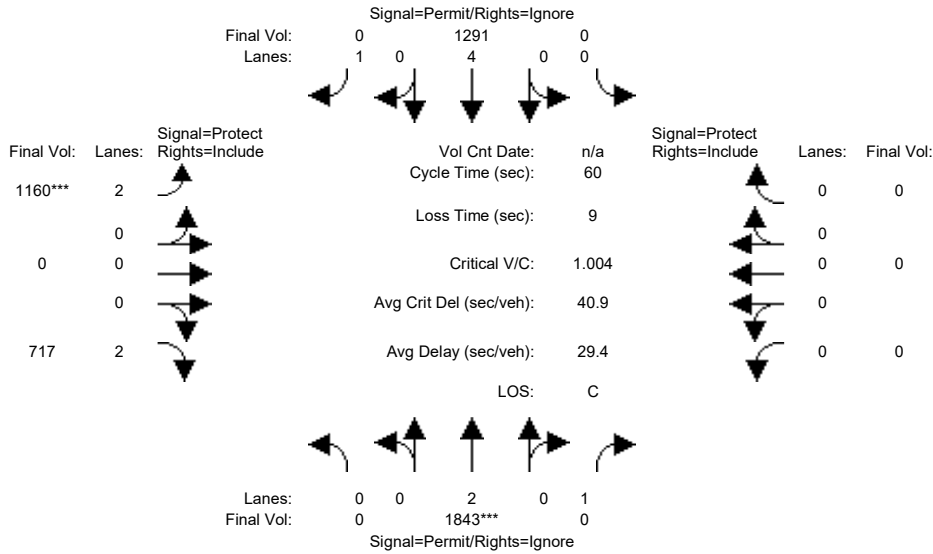
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.20	0.00	0.31
Crit Moves:	****											
Green Time:	0.0	32.6	0.0	0.0	32.6	0.0	0.0	0.0	0.0	23.4	0.0	23.4
Volume/Cap:	0.00	0.85	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.56	0.00	0.85
Delay/Veh:	0.0	16.9	0.0	0.0	12.6	0.0	0.0	0.0	0.0	17.3	0.0	25.7
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	16.9	0.0	0.0	12.6	0.0	0.0	0.0	0.0	17.3	0.0	25.7
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	13	0	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 With Retail and Residential Alternative

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



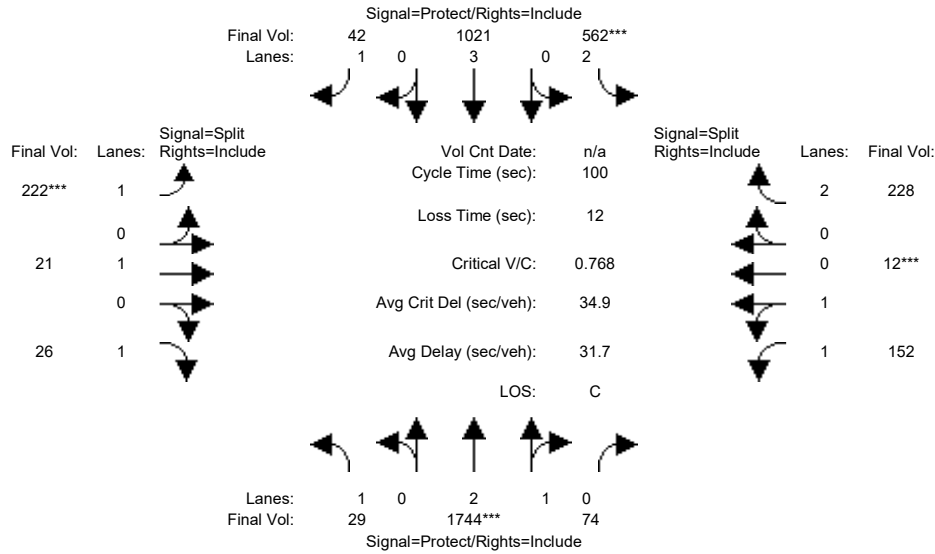
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	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	459	151	0	228	69	10	0	87	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1843	632	0	1291	515	1160	0	717	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	1843	0	0	1291	0	1160	0	717	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1843	0	0	1291	0	1160	0	717	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	1843	0	0	1291	0	1160	0	717	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	0.49	0.00	0.00	0.17	0.00	0.37	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	29.0	0.0	0.0	29.0	0.0	22.0	0.0	22.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.00	0.00	0.00	0.35	0.00	1.00	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	37.4	0.0	0.0	9.7	0.0	46.4	0.0	16.6	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	37.4	0.0	0.0	9.7	0.0	46.4	0.0	16.6	0.0	0.0	0.0
LOS by Move:	A	D+	A	A	A	A	D	A	B	A	A	A
HCM2k95thQ:	0	43	0	0	3	0	36	0	14	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 With Retail and Residential 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:	13	163	12	106	97	22	204	16	26	85	8	47
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	29	1744	74	562	1021	42	222	21	26	152	12	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1744	74	562	1021	42	222	21	26	152	12	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1744	74	562	1021	42	222	21	26	152	12	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1744	74	562	1021	42	222	21	26	152	12	228

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	1.86	0.14	2.00
Final Sat.:	1750	5372	228	3150	5700	1750	1750	1900	1750	3290	260	3150

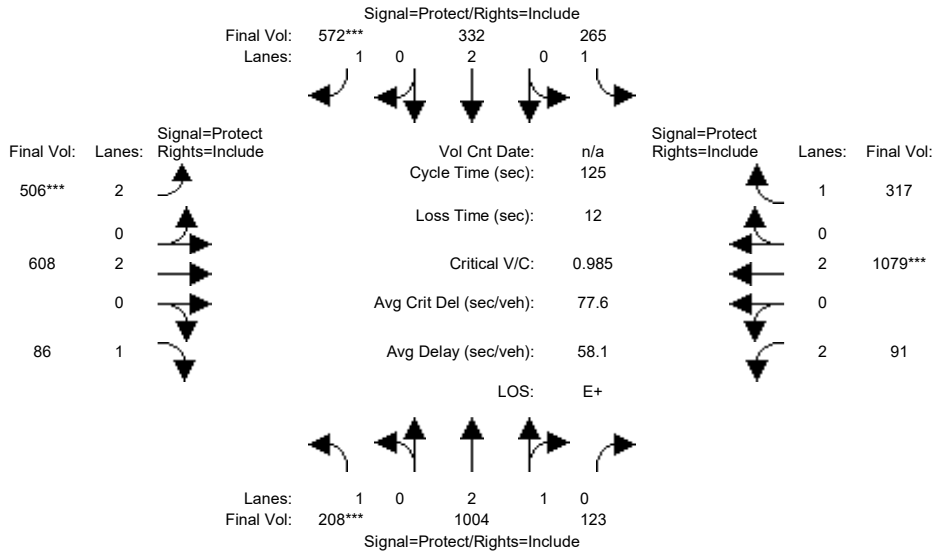
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.18	0.18	0.02	0.13	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	17.5	40.2	40.2	22.1	44.8	44.8	15.7	15.7	15.7	10.0	10.0	10.0
Volume/Cap:	0.09	0.81	0.81	0.81	0.40	0.05	0.81	0.07	0.09	0.46	0.46	0.72
Delay/Veh:	34.7	28.7	28.7	43.9	18.7	15.6	56.7	36.0	36.2	43.4	43.4	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:	34.7	28.7	28.7	43.9	18.7	15.6	56.7	36.0	36.2	43.4	43.4	51.7
LOS by Move:	C-	C	C	D	B-	B	E+	D+	D+	D	D	D-
HCM2k95thQ:	2	32	32	19	13	2	18	1	2	5	5	9

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 With Retail and Residential 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:	19	81	30	71	53	88	85	65	4	9	90	22
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	208	1004	123	265	332	572	506	608	86	91	1079	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1004	123	265	332	572	506	608	86	91	1079	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1004	123	265	332	572	506	608	86	91	1079	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1004	123	265	332	572	506	608	86	91	1079	317

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	4988	611	1750	3800	1750	3150	3800	1750	3150	3800	1750

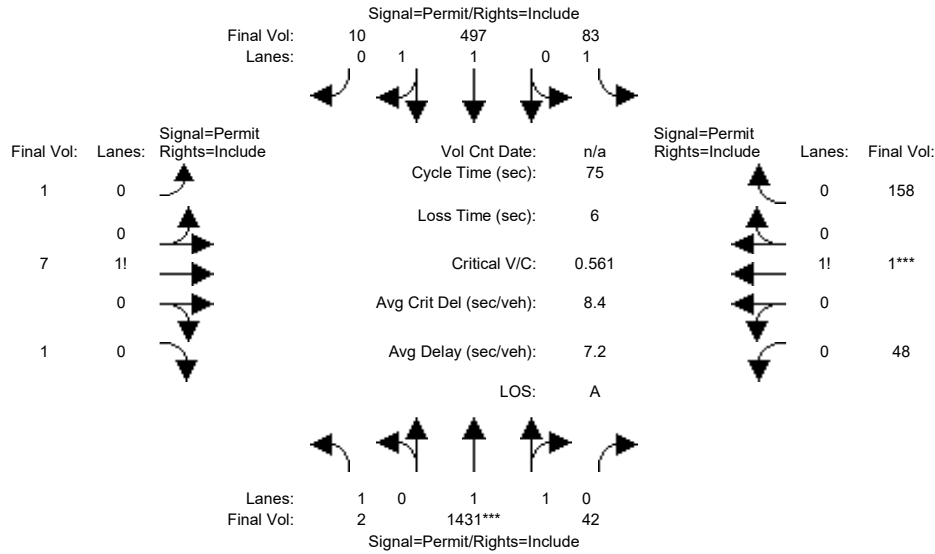
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.15	0.09	0.33	0.16	0.16	0.05	0.03	0.28	0.18
Crit Moves:	***					***	***				***	
Green Time:	15.1	32.3	32.3	24.3	41.5	41.5	20.4	41.8	41.8	14.6	36.0	36.0
Volume/Cap:	0.98	0.78	0.78	0.78	0.26	0.98	0.98	0.48	0.15	0.25	0.98	0.63
Delay/Veh:	112.2	45.8	45.8	58.8	30.7	74.8	87.8	33.2	29.2	50.5	67.7	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.2	45.8	45.8	58.8	30.7	74.8	87.8	33.2	29.2	50.5	67.7	41.2
LOS by Move:	F	D	D	E+	C	E	F	C-	C	D	E	D
HCM2k95thQ:	19	24	24	22	8	48	25	13	3	3	39	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 With Retail and Residential 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	129	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1431	42	83	497	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	1431	42	83	497	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1431	42	83	497	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
FinalVolume:	2	1431	42	83	497	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	105	1750	3627	73	194	1361	194	406	8	1336

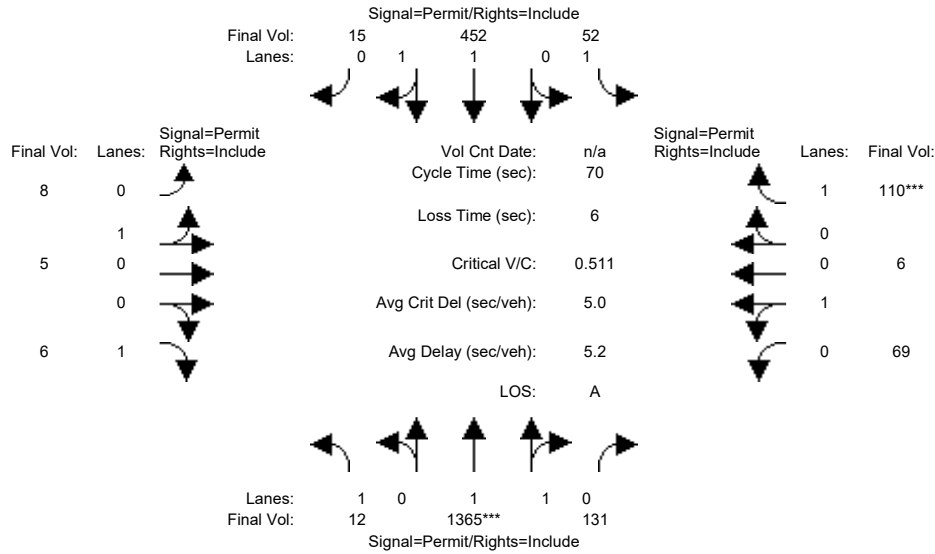
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.05	0.14	0.14	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.2	53.2	53.2	53.2	53.2	53.2	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	0.00	0.56	0.56	0.07	0.19	0.19	0.02	0.02	0.02	0.56	0.56	0.56
Delay/Veh:	3.2	5.5	5.5	3.4	3.7	3.7	23.5	23.5	23.5	28.5	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	5.5	5.5	3.4	3.7	3.7	23.5	23.5	23.5	28.5	28.5	28.5
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential Alternative

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	127	0	5	62	0	0	0	0	0	0	2
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1365	131	52	452	15	8	5	6	69	6	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	1.00
PHF Adj:	1.00	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	1365	131	52	452	15	8	5	6	69	6	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1365	131	52	452	15	8	5	6	69	6	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1365	131	52	452	15	8	5	6	69	6	110

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	3376	324	1750	3581	119	1108	692	1750	1656	144	1750

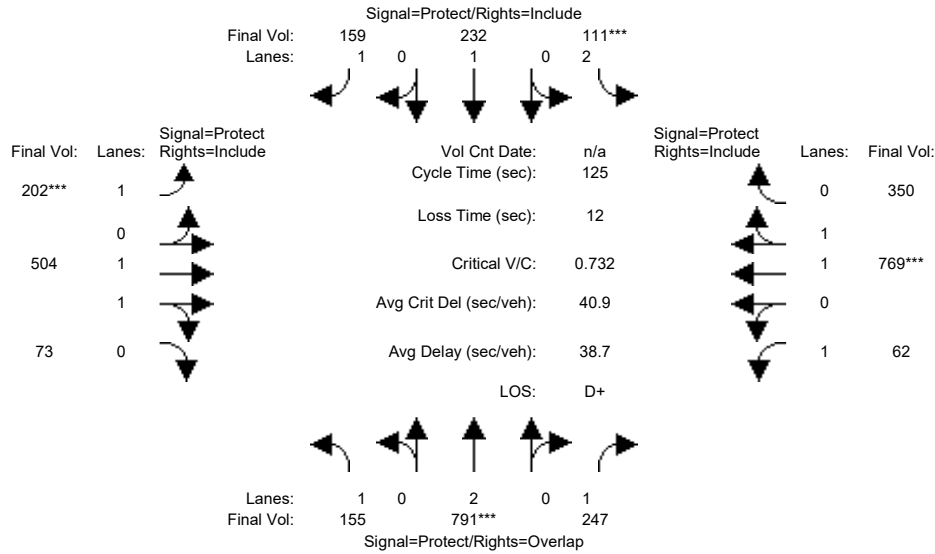
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.03	0.13	0.13	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.52	0.52	0.04	0.16	0.16	0.05	0.05	0.02	0.29	0.29	0.44
Delay/Veh:	1.8	3.2	3.2	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.7
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:	1.8	3.2	3.2	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.7
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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	124	25	5	56	1	1	4	0	8	30	3
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	791	247	111	232	159	202	504	73	62	769	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:	155	791	247	111	232	159	202	504	73	62	769	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	791	247	111	232	159	202	504	73	62	769	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:	155	791	247	111	232	159	202	504	73	62	769	350

Saturation 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	2542	1157

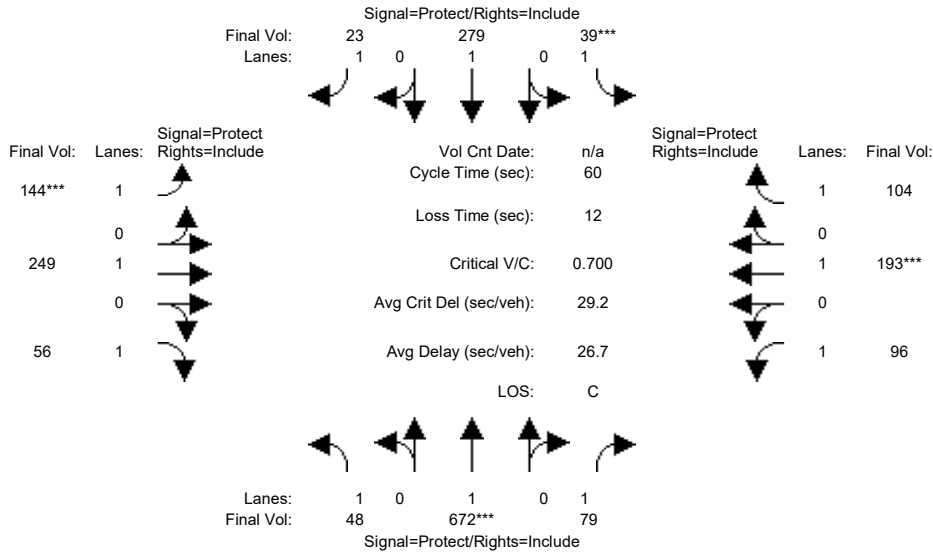
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.04	0.12	0.09	0.12	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	17.8	35.2	53.9	7.0	24.5	24.5	19.5	52.1	52.1	18.7	51.2	51.2
Volume/Cap:	0.62	0.74	0.33	0.63	0.62	0.46	0.74	0.37	0.37	0.24	0.74	0.74
Delay/Veh:	55.3	43.4	23.8	64.8	49.3	45.5	60.4	25.4	25.4	47.3	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	43.4	23.8	64.8	49.3	45.5	60.4	25.4	25.4	47.3	33.2	33.2
LOS by Move:	E+	D	C	E	D	D	E	C	C	D	C-	C-
HCM2k95thQ:	11	23	12	5	15	11	16	14	14	4	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)
Background AM With Retail and Residential 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:	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	149	0	0	64	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	672	79	39	279	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	672	79	39	279	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	672	79	39	279	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	672	79	39	279	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

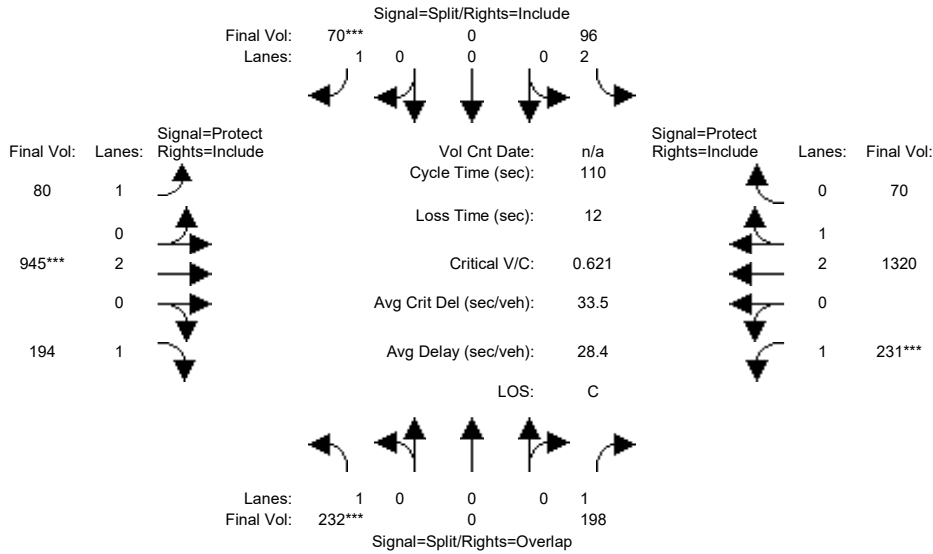
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.05	0.02	0.15	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.88	0.11	0.19	0.48	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	28.7	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	28.7	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	24	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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Retail and Residential 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	166	0	0	121	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	945	194	231	1320	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	945	194	231	1320	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	945	194	231	1320	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	945	194	231	1320	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	5318	282

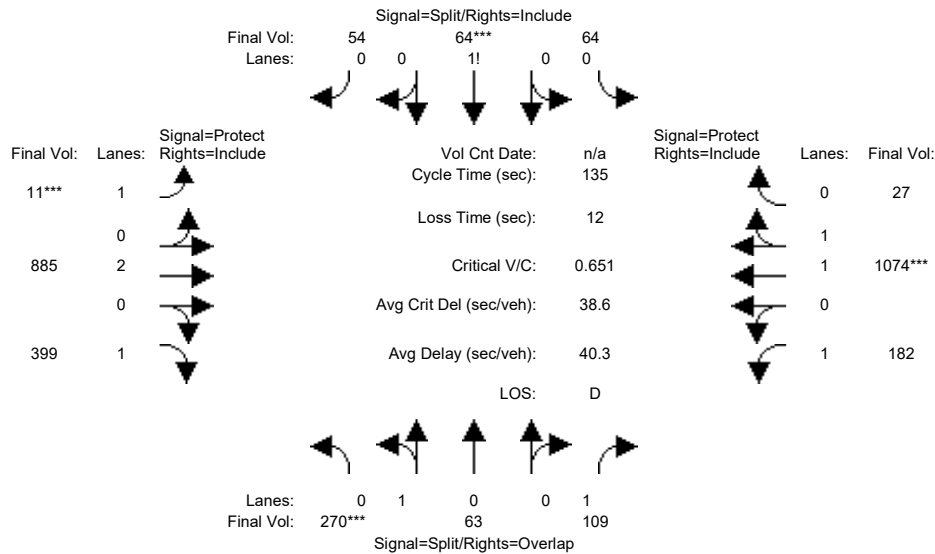
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.25	0.11	0.13	0.25	0.25
Crit Moves:	***					***		***		***		
Green Time:	23.5	0.0	46.9	7.1	0.0	7.1	18.1	44.1	44.1	23.4	49.4	49.4
Volume/Cap:	0.62	0.00	0.27	0.47	0.00	0.62	0.28	0.62	0.28	0.62	0.55	0.55
Delay/Veh:	42.4	0.0	20.6	51.4	0.0	60.4	40.8	27.1	22.5	42.5	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:	42.4	0.0	20.6	51.4	0.0	60.4	40.8	27.1	22.5	42.5	22.5	22.5
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	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 With Retail and Residential 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	15	0	0	0	0	123	0	7	66	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	109	64	64	54	11	885	399	182	1074	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	109	64	64	54	11	885	399	182	1074	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	109	64	64	54	11	885	399	182	1074	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	109	64	64	54	11	885	399	182	1074	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	3609	91

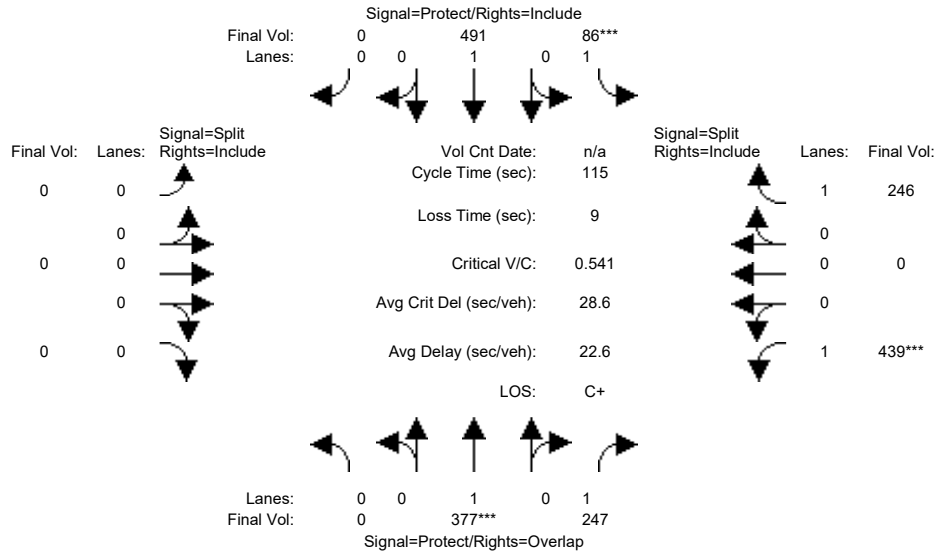
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	36.6	36.6	56.9	20.6	20.6	20.6	7.0	45.5	45.5	20.3	58.8	58.8
Volume/Cap:	0.68	0.68	0.15	0.68	0.68	0.68	0.12	0.69	0.68	0.69	0.68	0.68
Delay/Veh:	48.0	48.0	24.2	61.2	61.2	61.2	61.7	40.3	41.5	62.0	31.8	31.8
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:	48.0	48.0	24.2	61.2	61.2	61.2	61.7	40.3	41.5	62.0	31.8	31.8
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	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)
Background AM With Retail and Residential 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	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	15	28	0	7	0	0	0	0	14	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	377	247	86	491	0	0	0	0	439	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	377	247	86	491	0	0	0	0	439	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	247	86	491	0	0	0	0	439	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
FinalVolume:	0	377	247	86	491	0	0	0	0	439	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

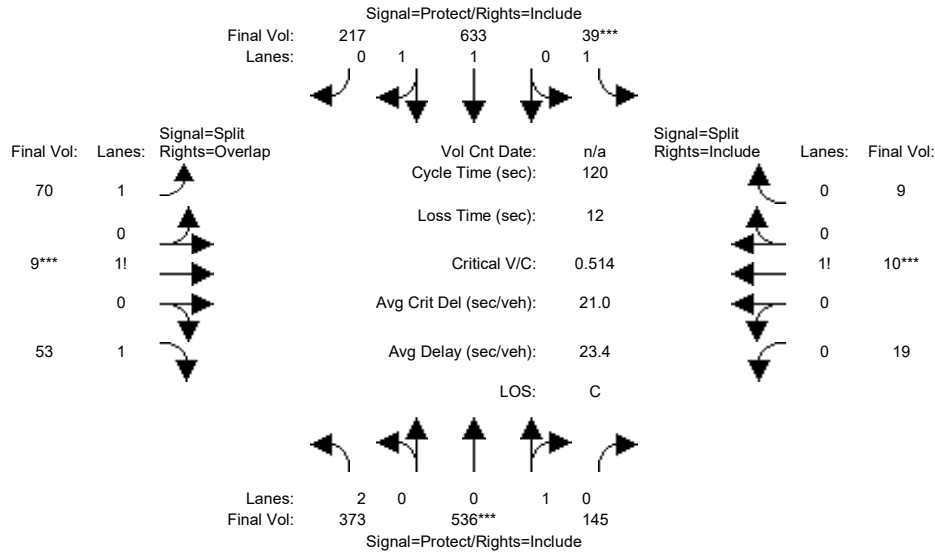
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.14	0.05	0.26	0.00	0.00	0.00	0.00	0.25	0.00	0.14
Crit Moves:	****			****						****		
Green Time:	0.0	42.2	95.5	10.5	52.6	0.0	0.0	0.0	0.0	53.4	0.0	53.4
Volume/Cap:	0.00	0.54	0.17	0.54	0.56	0.00	0.00	0.00	0.00	0.54	0.00	0.30
Delay/Veh:	0.0	29.6	2.0	53.7	23.7	0.0	0.0	0.0	0.0	22.8	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	29.6	2.0	53.7	23.7	0.0	0.0	0.0	0.0	22.8	0.0	19.4
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	21	0	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)
Background AM With Retail and Residential 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	43	0	0	21	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	536	145	39	633	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	536	145	39	633	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	536	145	39	633	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	536	145	39	633	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	1.48	0.52	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1417	383	1750	2755	944	2619	223	2408	875	461	414

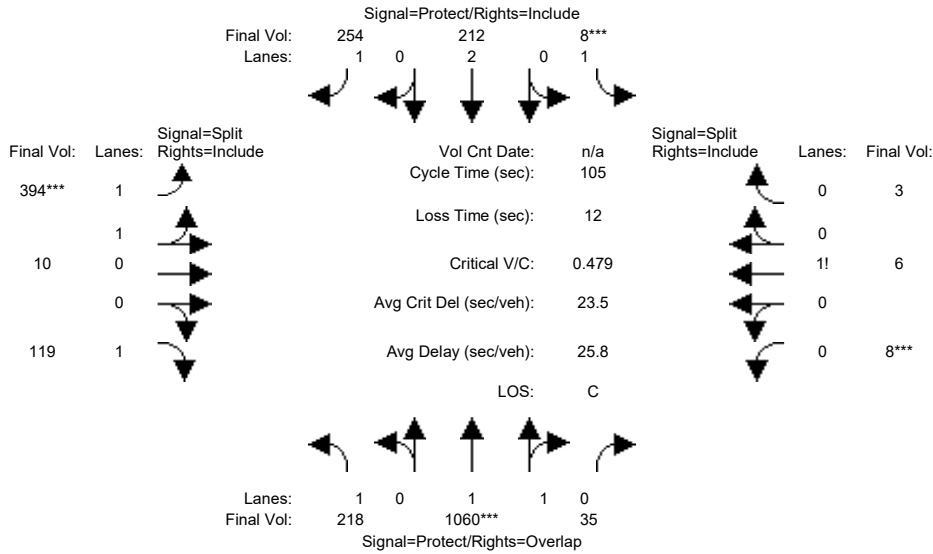
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.9	81.0	81.0	7.0	58.1	58.1	10.0	10.0	39.9	10.0	10.0	10.0
Volume/Cap:	0.47	0.56	0.56	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.8	10.8	10.8	56.8	20.9	20.9	52.3	53.9	27.3	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:	38.8	10.8	10.8	56.8	20.9	20.9	52.3	53.9	27.3	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	19	19	4	7	2	3	3	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 With Retail and Residential 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:	28	1	0	0	0	21	42	0	51	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	218	1060	35	8	212	254	394	10	119	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:	218	1060	35	8	212	254	394	10	119	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1060	35	8	212	254	394	10	119	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:	218	1060	35	8	212	254	394	10	119	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

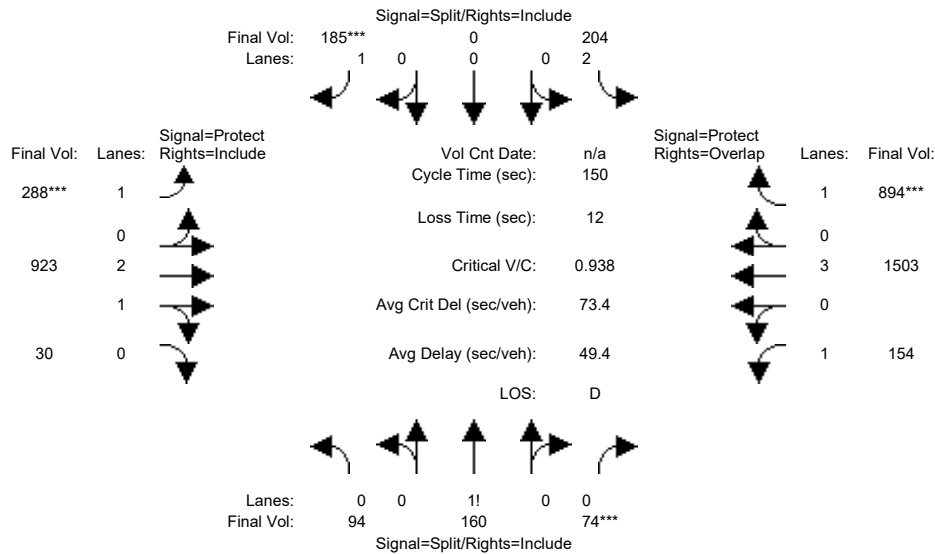
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.00	0.06	0.15	0.11	0.11	0.07	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	28.6	54.9	64.9	7.0	33.3	33.3	21.1	21.1	21.1	10.0	10.0	10.0
Volume/Cap:	0.46	0.57	0.48	0.07	0.18	0.46	0.57	0.57	0.34	0.10	0.10	0.10
Delay/Veh:	32.5	17.4	11.0	46.2	26.0	29.2	38.9	38.9	36.5	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	17.4	11.0	46.2	26.0	29.2	38.9	38.9	36.5	43.7	43.7	43.7
LOS by Move:	C-	B	B+	D	C	C	D+	D+	D+	D	D	D
HCM2k95thQ:	11	20	17	1	5	13	12	12	7	1	1	1

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 With Retail and Residential Alternative

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:	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:	2	2	0	51	0	0	1	159	6	0	120	26
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	94	160	74	204	0	185	288	923	30	154	1503	894
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	160	74	204	0	185	288	923	30	154	1503	894
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	160	74	204	0	185	288	923	30	154	1503	894
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	160	74	204	0	185	288	923	30	154	1503	894

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	0.49	0.22	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	502	854	395	3150	0	1750	1750	5423	176	1750	5700	1750

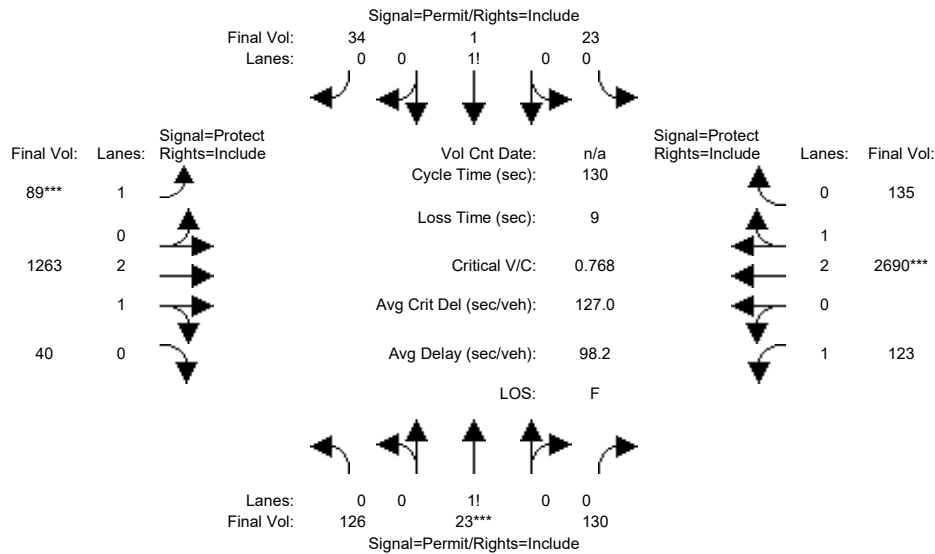
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.00	0.11	0.16	0.17	0.17	0.09	0.26	0.51
Crit Moves:	***			***			***			***		
Green Time:	28.5	28.5	28.5	16.9	0.0	16.9	25.0	61.0	61.0	31.6	67.6	84.5
Volume/Cap:	0.99	0.99	0.99	0.57	0.00	0.94	0.99	0.42	0.42	0.42	0.59	0.91
Delay/Veh:	106.0	106	106.0	65.4	0.0	112.6	111.0	31.9	31.9	52.0	31.1	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:	106.0	106	106.0	65.4	0.0	112.6	111.0	31.9	31.9	52.0	31.1	41.1
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C	D
HCM2k95thQ:	36	36	36	10	0	19	29	19	19	12	27	58

Note: Queue reported is 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 With Retail and Residential Alternative

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	210	0	0	146	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1149	36	112	2448	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	1263	40	123	2690	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1263	40	123	2690	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	1263	40	123	2690	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	2.85	0.15
Final Sat.:	792	145	813	693	33	1024	1750	5430	170	1750	5332	268

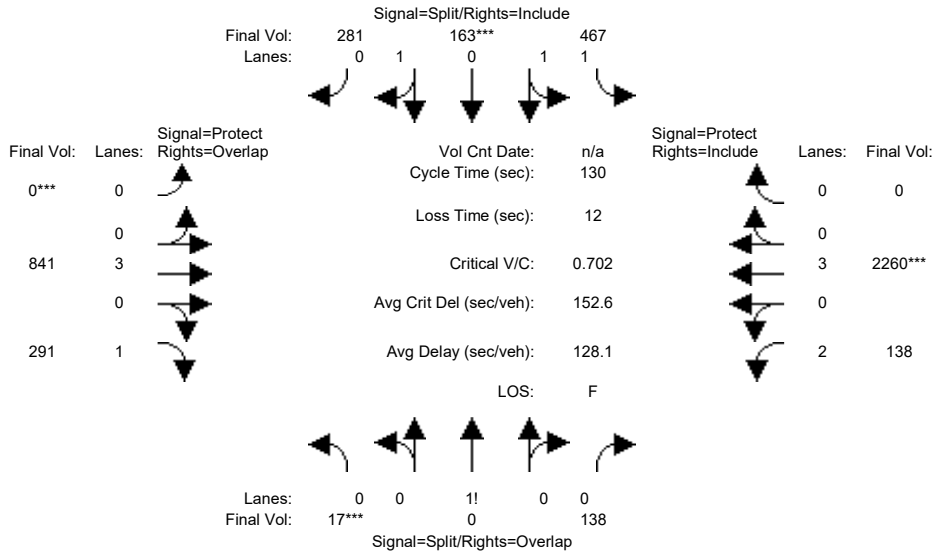
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.50	0.50
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.65	0.65	0.33	1.21	1.21
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.8	35.8	43.9	139	138.8
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:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.8	35.8	43.9	139	138.8
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	86	86

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 With Retail and Residential 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	161	49	27	146	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	841	291	138	2260	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	841	291	138	2260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	841	291	138	2260	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	841	291	138	2260	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:

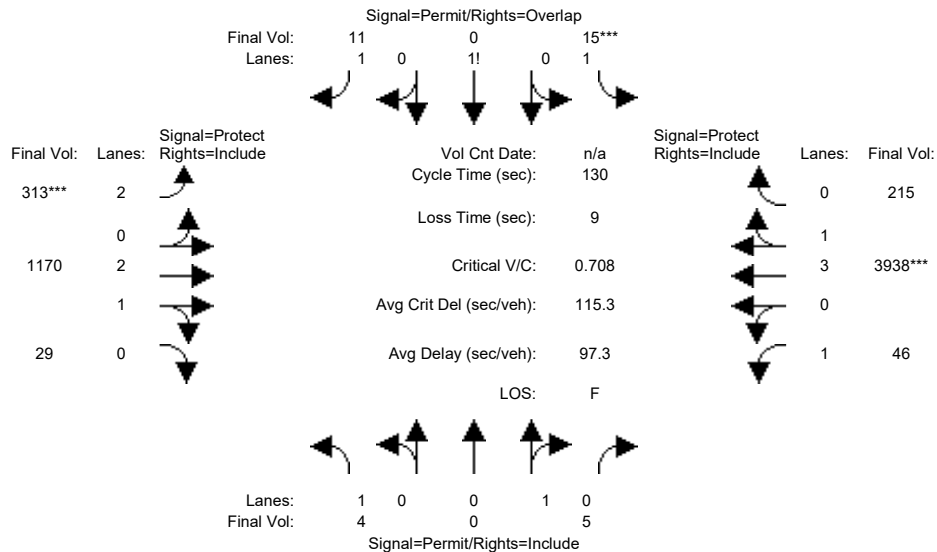
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.15	0.17	0.04	0.40	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.83	0.34	0.34	1.30	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	77.2	28.4	72.1	201	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	28.4	72.1	201	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	19	8	91	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 With Retail and Residential 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	161	0	0	183	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	1076	27	42	3623	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	1170	29	46	3938	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1170	29	46	3938	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	1170	29	46	3938	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	5463	137	1750	7111	389

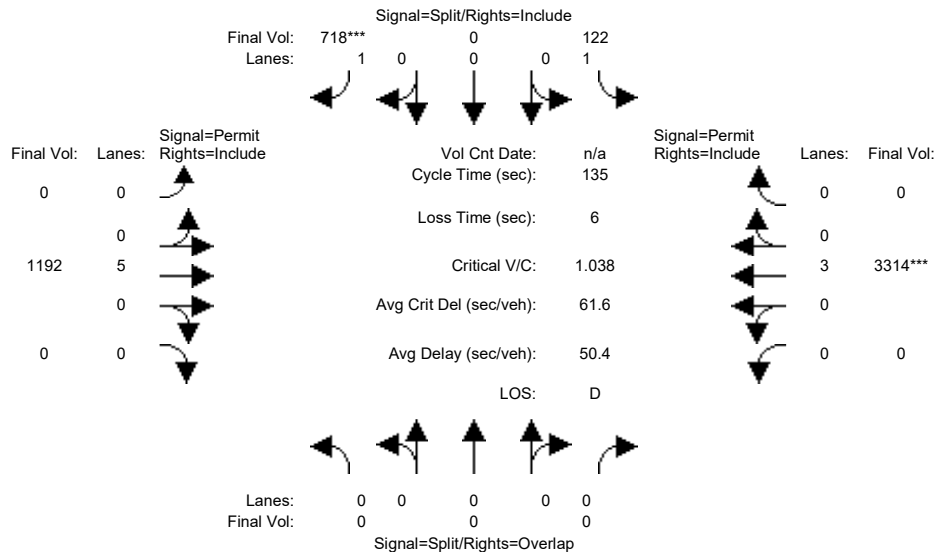
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.21	0.21	0.03	0.55	0.55
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.57	0.57	0.12	1.18	1.18
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.9	32.9	41.6	119	118.8
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:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.9	32.9	41.6	119	118.8
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	89	89

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 With Retail and Residential 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	14	0	37	0	161	0	0	146	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	718	0	1192	0	0	3314	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	718	0	1192	0	0	3314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	718	0	1192	0	0	3314	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	718	0	1192	0	0	3314	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

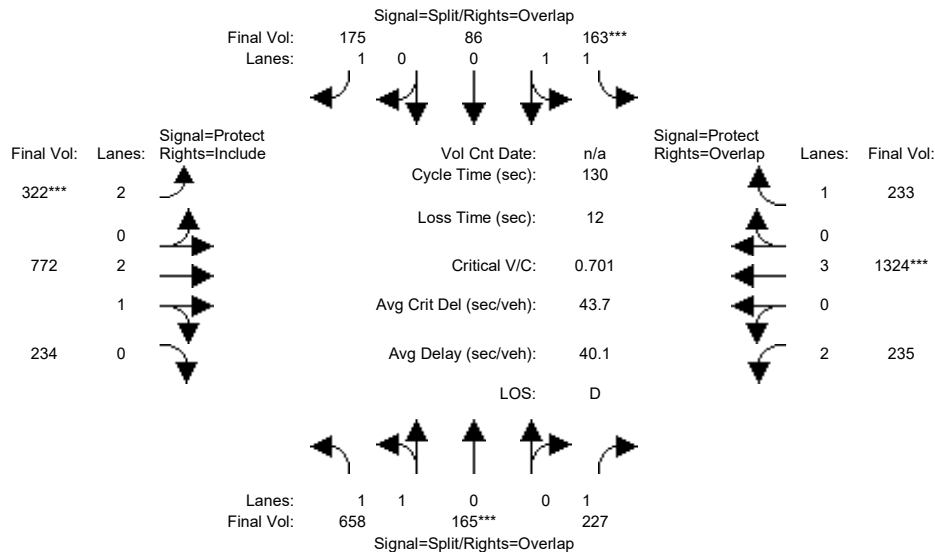
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.41	0.00	0.13	0.00	0.00	0.58	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	53.4	0.0	53.4	0.0	75.6	0.0	0.0	75.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.04	0.00	0.22	0.00	0.00	1.04	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	85.2	0.0	14.9	0.0	0.0	56.5	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	26.7	0.0	85.2	0.0	14.9	0.0	0.0	56.5	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	80	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 With Retail and Residential 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	117	7	0	61	56	166	65	50	3	52	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	165	227	163	86	175	322	772	234	235	1324	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	165	227	163	86	175	322	772	234	235	1324	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	165	227	163	86	175	322	772	234	235	1324	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	165	227	163	86	175	322	772	234	235	1324	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:	1.60	0.40	1.00	1.32	0.68	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	2838	712	1750	2324	1226	1750	3150	4296	1302	3150	5700	1750

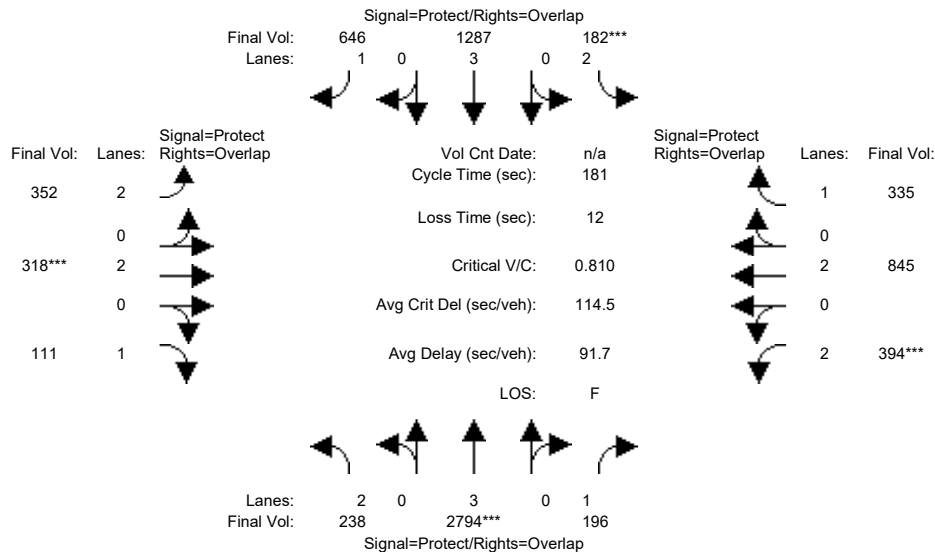
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.13	0.07	0.07	0.10	0.10	0.18	0.18	0.07	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	43.0	43.0	61.2	13.0	13.0	32.0	19.0	43.8	43.8	18.2	43.1	56.1
Volume/Cap:	0.70	0.70	0.28	0.70	0.70	0.41	0.70	0.53	0.53	0.53	0.70	0.31
Delay/Veh:	39.8	39.8	21.1	62.8	62.8	41.7	57.6	35.1	35.1	53.2	39.1	24.5
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:	39.8	39.8	21.1	62.8	62.8	41.7	57.6	35.1	35.1	53.2	39.1	24.5
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	11	28	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 AM With Retail and Residential 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	573	8	35	224	46	109	29	0	11	28	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3537	196	182	1609	646	352	318	111	394	845	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	2794	196	182	1287	646	352	318	111	394	845	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2794	196	182	1287	646	352	318	111	394	845	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	2794	196	182	1287	646	352	318	111	394	845	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

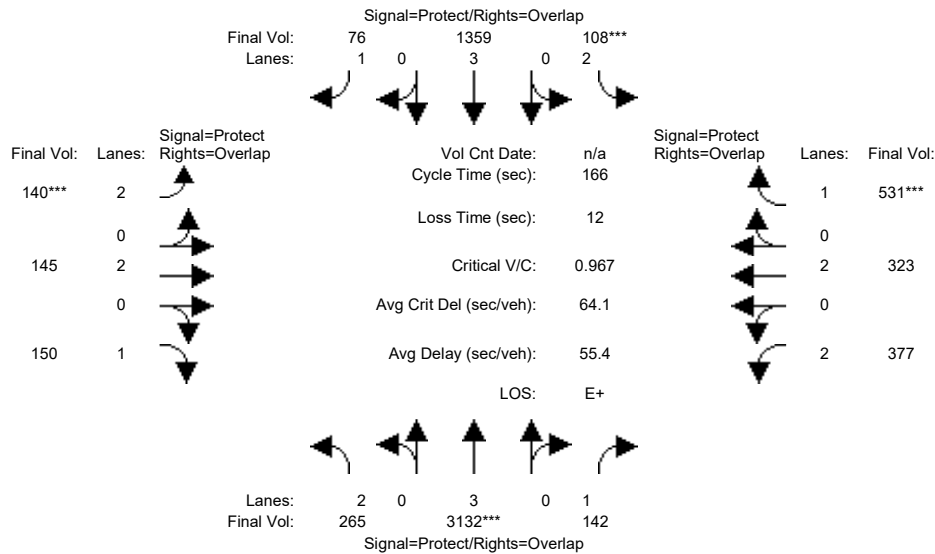
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.37	0.11	0.08	0.06	0.13	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.44	0.58	0.85	0.35	0.19	1.27	1.07	0.57
Delay/Veh:	111.2	107	36.2	82.2	48.4	41.9	93.3	57.8	44.3	227.6	125	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	48.4	41.9	93.3	57.8	44.3	227.6	125	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	82	17	12	35	53	22	13	9	36	49	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 AM With Retail and Residential 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	560	0	0	226	9	22	7	0	0	4	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3964	142	108	1699	76	140	145	150	377	323	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	3132	142	108	1359	76	140	145	150	377	323	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3132	142	108	1359	76	140	145	150	377	323	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	3132	142	108	1359	76	140	145	150	377	323	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

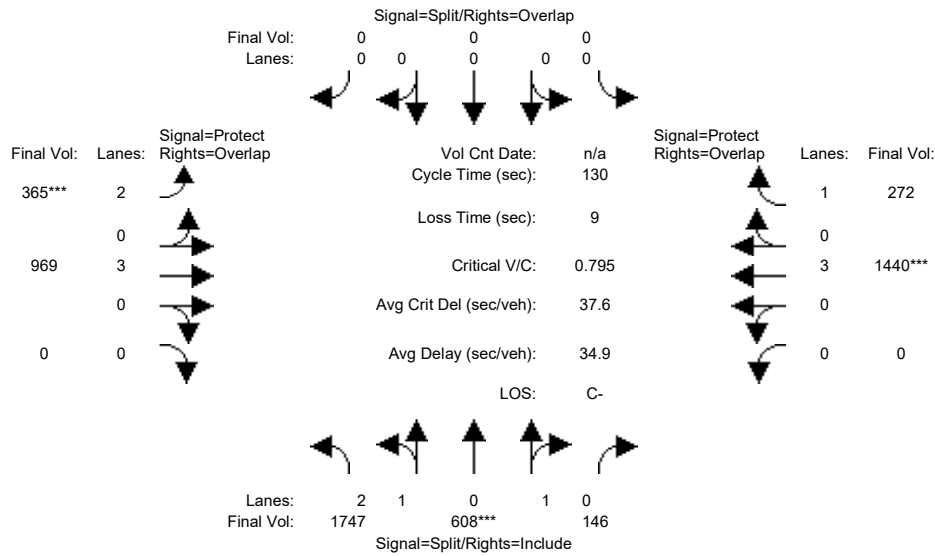
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.08	0.03	0.24	0.04	0.04	0.04	0.09	0.12	0.09	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	90.1	117.2	13.0	87.1	101.1	14.0	23.8	39.8	27.1	36.9	49.9
Volume/Cap:	0.87	1.01	0.11	0.44	0.45	0.07	0.53	0.27	0.36	0.73	0.38	1.01
Delay/Veh:	96.9	57.3	7.9	74.3	24.7	13.3	74.8	63.6	53.0	71.4	55.1	99.6
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:	96.9	57.3	7.9	74.3	24.7	13.3	74.8	63.6	53.0	71.4	55.1	99.6
LOS by Move:	F	E+	A	E	C	B	E	E	D-	E	E+	F
HCM2k95thQ:	19	92	5	6	25	3	8	6	13	22	13	56

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 With Retail and Residential 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:	49	169	13	0	0	0	74	102	0	0	97	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1747	608	146	0	0	0	365	969	0	0	1440	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:	1747	608	146	0	0	0	365	969	0	0	1440	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1747	608	146	0	0	0	365	969	0	0	1440	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:	1747	608	146	0	0	0	365	969	0	0	1440	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:	2.87	0.91	0.22	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4706	1638	393	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

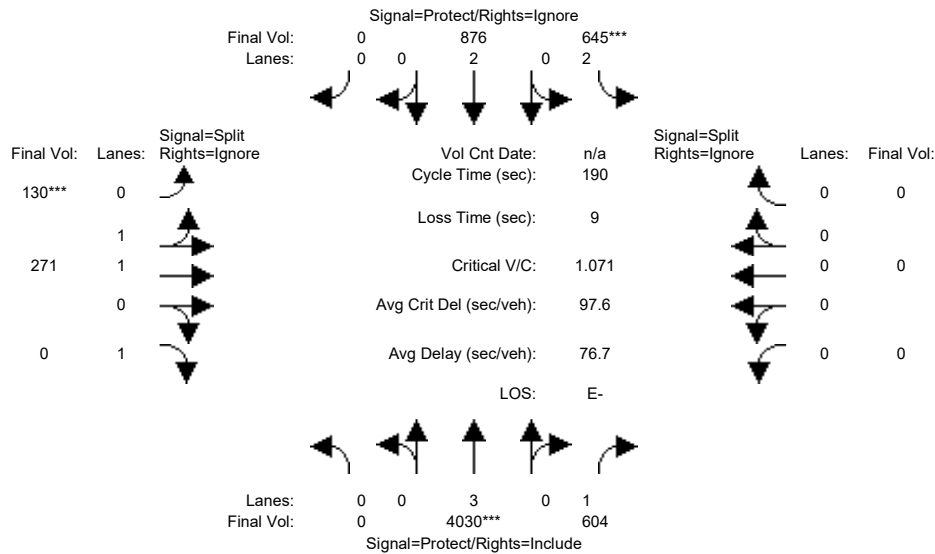
Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.12	0.17	0.00	0.00	0.25	0.16
Crit Moves:	****						****			****		
Green Time:	60.7	60.7	60.7	0.0	0.0	0.0	19.0	60.3	0.0	0.0	41.3	41.3
Volume/Cap:	0.79	0.79	0.79	0.00	0.00	0.00	0.79	0.37	0.00	0.00	0.79	0.49
Delay/Veh:	30.8	30.8	30.8	0.0	0.0	0.0	62.9	22.6	0.0	0.0	43.0	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:	30.8	30.8	30.8	0.0	0.0	0.0	62.9	22.6	0.0	0.0	43.0	36.5
LOS by Move:	C	C	C	A	A	A	E	C+	A	A	D	D+
HCM2k95thQ:	41	41	41	0	0	0	17	15	0	0	28	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 With Retail and Residential 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:	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	325	82	67	107	0	0	36	58	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4030	604	645	876	0	130	271	321	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	4030	604	645	876	0	130	271	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4030	604	645	876	0	130	271	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	4030	604	645	876	0	130	271	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	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1199	2500	1750	0	0	0

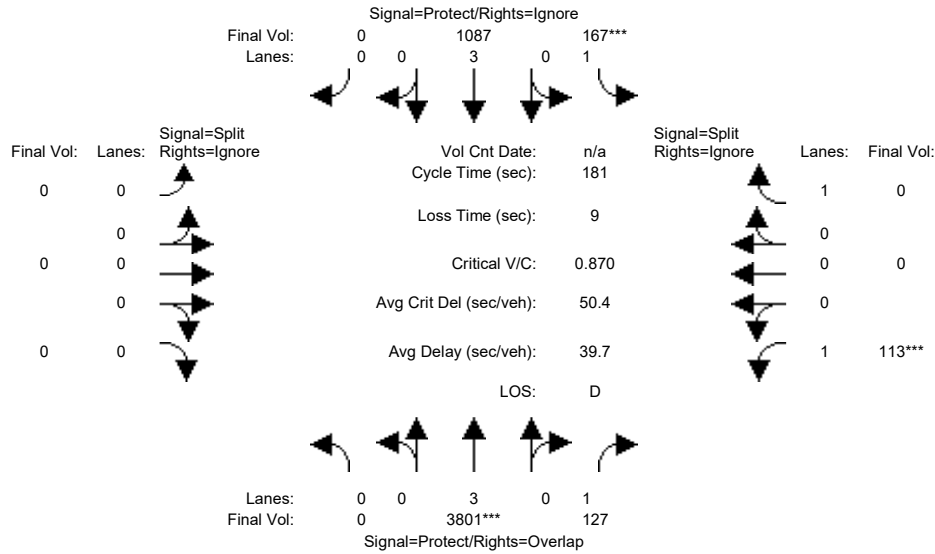
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.35	0.20	0.23	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	117	117.2	34.0	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.15	0.56	1.15	0.29	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	88.8	12.0	163.4	0.1	0.0	79.6	79.6	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	88.8	12.0	163.4	0.1	0.0	79.6	79.6	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	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 With Retail and Residential 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	407	0	1	164	0	0	0	0	0	0	0
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3801	127	167	1087	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	3801	127	167	1087	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3801	127	167	1087	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
Final Volume:	0	3801	127	167	1087	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

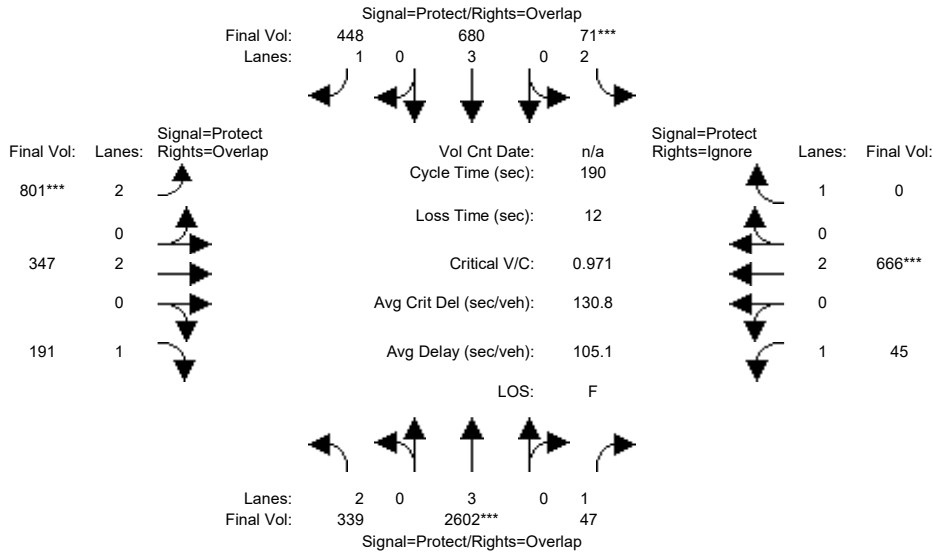
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.07	0.10	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.01	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	48.5	4.1	76.4	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	48.5	4.1	76.4	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	105	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 With Retail and Residential 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:	34	382	0	1	155	8	25	1	10	0	1	0
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	339	2602	47	71	680	448	801	347	191	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:	339	2602	47	71	680	448	801	347	191	45	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	2602	47	71	680	448	801	347	191	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:	339	2602	47	71	680	448	801	347	191	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

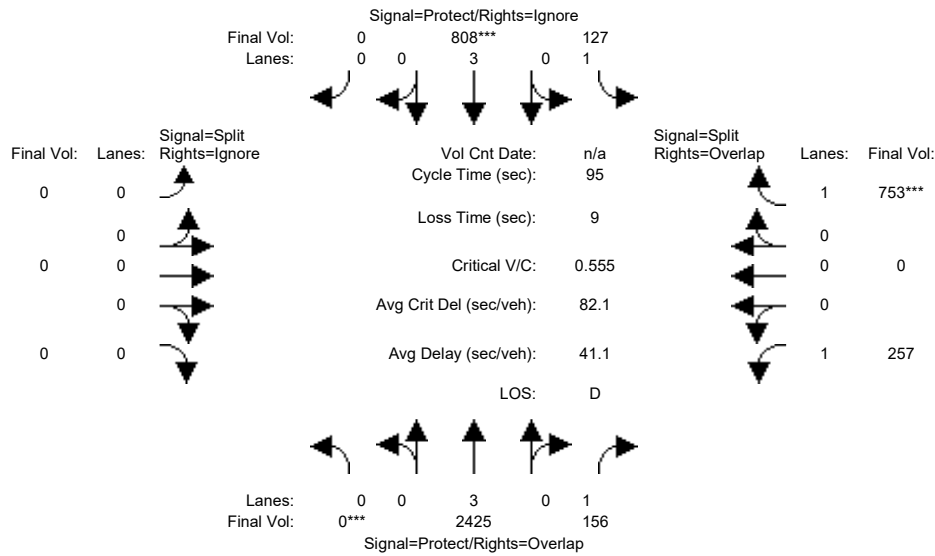
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.03	0.02	0.12	0.26	0.25	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****		****				****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.01	1.23	0.06	0.30	0.35	0.42	0.94	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	136.1	161	26.9	83.1	50.7	27.3	84.4	33.7	22.8	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:	136.1	161	26.9	83.1	50.7	27.3	84.4	33.7	22.8	88.3	75.4	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	24	103	2	5	19	32	48	11	11	6	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 AM With Retail and Residential 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:	Lawrence Expressway						Doyle Road					
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	415	0	1	164	0	0	0	0	0	0	1
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2425	156	127	808	4	0	0	0	257	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	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	2425	156	127	808	0	0	0	0	257	0	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2425	156	127	808	0	0	0	0	257	0	753
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	2425	156	127	808	0	0	0	0	257	0	753

Saturation Flow Module:	Lawrence Expressway						Doyle Road					
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

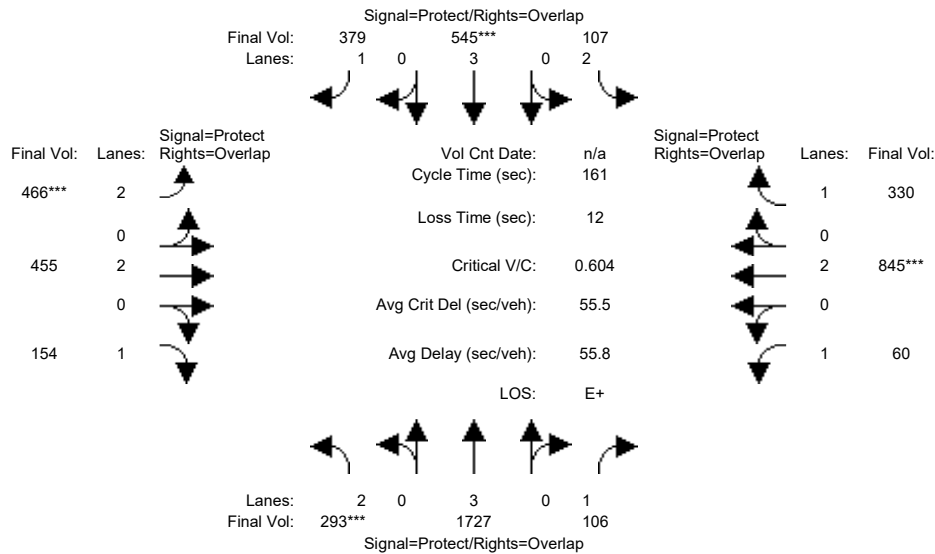
Capacity Analysis Module:	Lawrence Expressway						Doyle Road					
Vol/Sat:	0.00	0.43	0.09	0.07	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***			****						****		
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.75	0.12	0.49	0.20	0.00	0.00	0.00	0.00	0.78	0.00	1.27
Delay/Veh:	0.0	16.6	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	165.4
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	16.6	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	165.4
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Retail and Residential

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	415	0	0	164	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1727	106	107	545	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	1727	106	107	545	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1727	106	107	545	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	1727	106	107	545	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

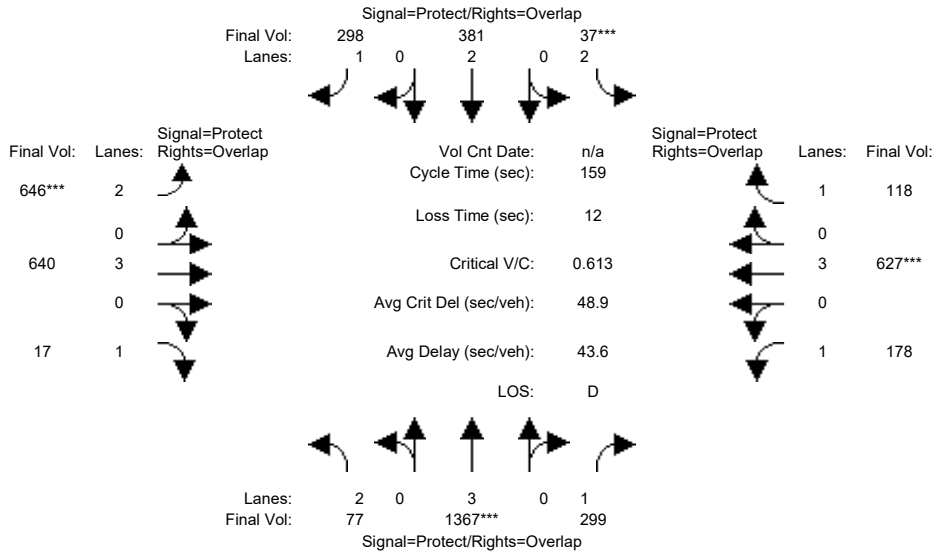
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.06	0.03	0.10	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	73.2	33.2	68.3	94.3	14.7	49.8	66.8
Volume/Cap:	0.58	1.00	0.15	0.32	0.38	0.48	0.72	0.28	0.15	0.38	0.72	0.45
Delay/Veh:	64.0	76.4	31.4	67.2	50.5	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	76.4	31.4	67.2	50.5	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	14	24	23	13	7	7	33	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 With Retail and Residential 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	413	0	0	159	5	2	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1367	299	37	381	298	646	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	1367	299	37	381	298	646	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1367	299	37	381	298	646	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	1367	299	37	381	298	646	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

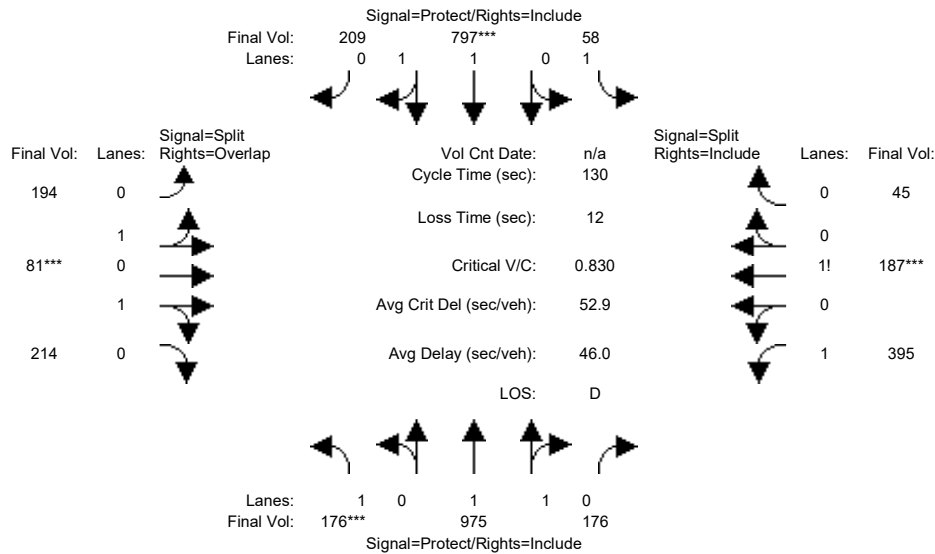
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.01	0.10	0.17	0.21	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.65	0.33	0.21	0.28	0.27	0.76	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.1	22.6	72.2	37.2	13.8	57.2	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	42.1	22.6	72.2	37.2	13.8	57.2	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	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 With Retail and Residential 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:	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	2	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	975	176	58	797	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	975	176	58	797	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	975	176	58	797	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	975	176	58	797	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	3134	566	1750	2931	769	1428	596	1575	2555	762	183

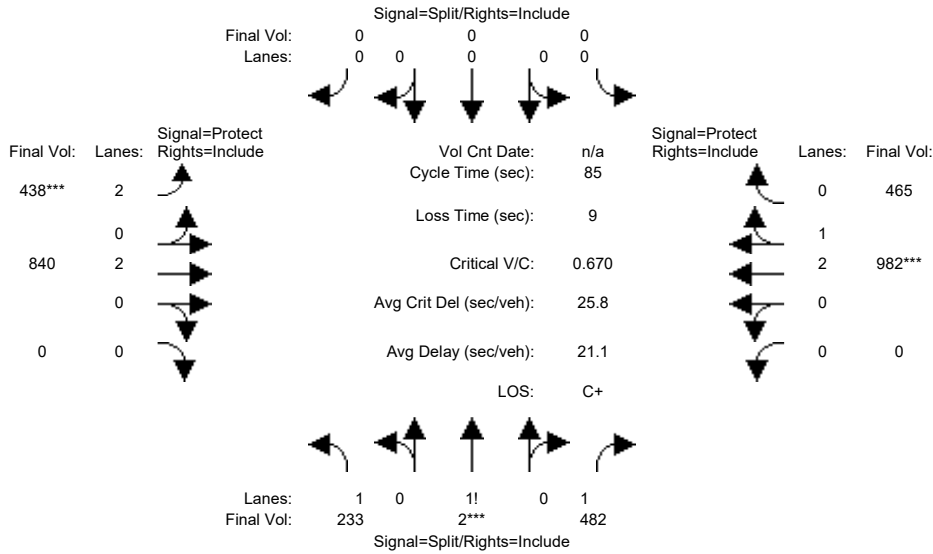
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.7	49.7	49.7	8.6	42.6	42.6	21.3	21.3	37.0	38.4	38.4	38.4
Volume/Cap:	0.83	0.81	0.81	0.50	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	79.1	39.7	39.7	62.0	45.4	45.4	62.3	62.3	38.8	38.6	50.5	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:	79.1	39.7	39.7	62.0	45.4	45.4	62.3	62.3	38.8	38.6	50.5	50.5
LOS by Move:	E-	D	D	E	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	36	36	5	34	34	22	22	16	18	33	33

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 With Retail and Residential 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:	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	2	0	0	5	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	482	0	0	0	438	840	0	0	982	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	840	0	0	982	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	482	0	0	0	438	840	0	0	982	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	840	0	0	982	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	3798	1798

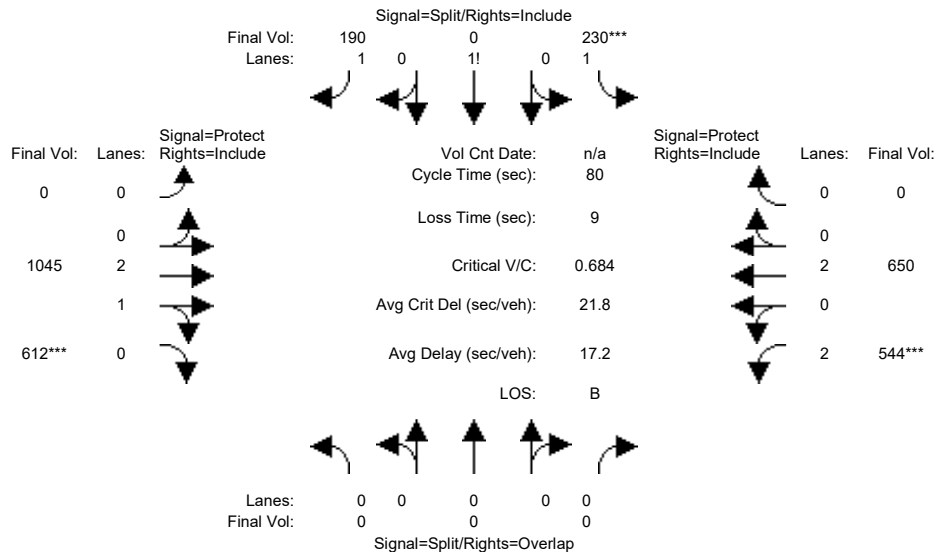
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.6	25.6	25.6	0.0	0.0	0.0	17.6	50.4	0.0	0.0	32.8	32.8
Volume/Cap:	0.33	0.67	0.53	0.00	0.00	0.00	0.67	0.37	0.00	0.00	0.67	0.67
Delay/Veh:	23.2	27.7	25.2	0.0	0.0	0.0	33.7	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:	23.2	27.7	25.2	0.0	0.0	0.0	33.7	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 With Retail and Residential 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
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	2	0	0	5	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1045	612	544	650	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	1045	612	544	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1045	612	544	650	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	1045	612	544	650	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

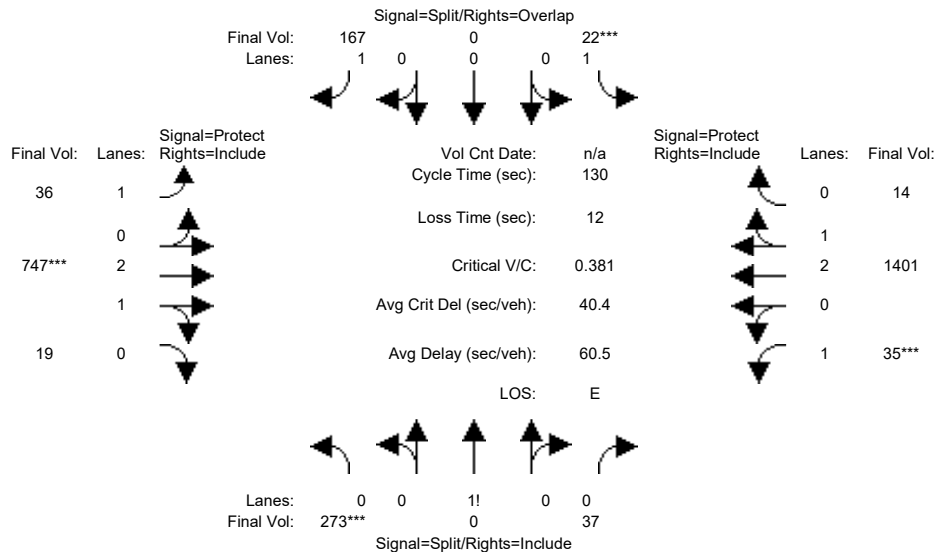
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.28	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.8	40.8	20.2	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.54	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	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	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 With Retail and Residential 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	1	2	113	0	0	135	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	159	34	710	18	33	1331	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	167	36	747	19	35	1401	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	167	36	747	19	35	1401	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	167	36	747	19	35	1401	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	138	1750	5546	54

Capacity Analysis Module:

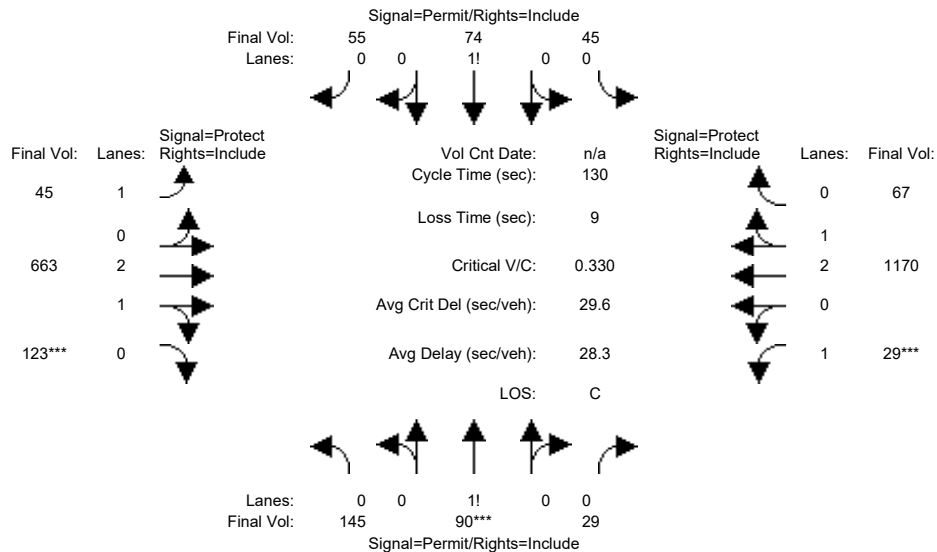
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.14	0.14	0.02	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.05	0.00	0.28	0.20	0.51	0.51	0.26	1.03	1.03
Delay/Veh:	38.3	0.0	38.3	37.5	0.0	31.0	54.3	40.5	40.5	57.5	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:	38.3	0.0	38.3	37.5	0.0	31.0	54.3	40.5	40.5	57.5	80.2	80.2
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	F	F
HCM2k95thQ:	21	0	21	1	0	10	3	16	16	3	39	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 With Retail and Residential 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:	6	0	0	0	0	7	4	102	7	0	123	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	139	86	28	43	71	53	43	636	118	28	1123	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:	145	90	29	45	74	55	45	663	123	29	1170	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	90	29	45	74	55	45	663	123	29	1170	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:	145	90	29	45	74	55	45	663	123	29	1170	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	0.42	0.32	1.00	2.51	0.49	1.00	2.83	0.17
Final Sat.:	961	595	194	451	744	555	1750	4722	876	1750	5298	302

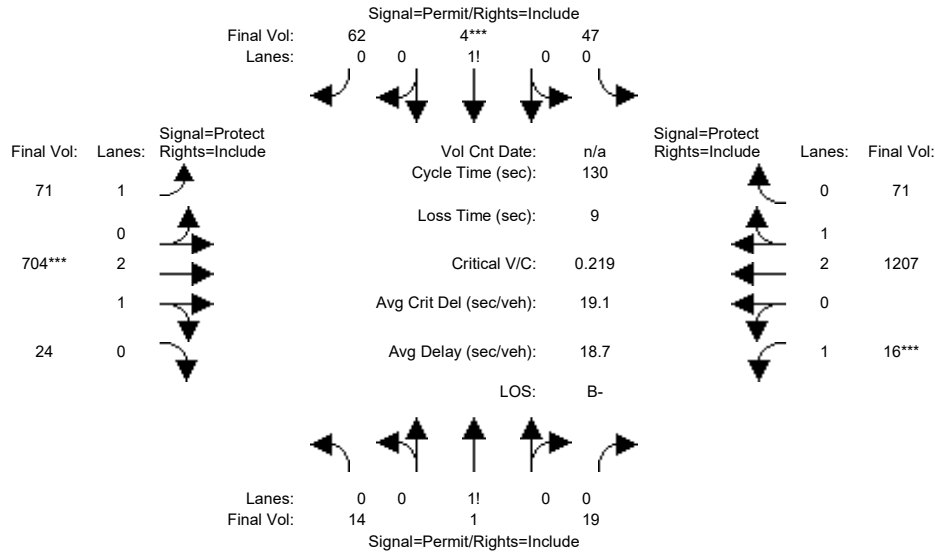
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.03	0.14	0.14	0.02	0.22	0.22
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.38	0.38	0.38	0.25	0.25	0.25	0.28	0.37	0.37	0.11	0.50	0.50
Delay/Veh:	27.9	27.9	27.9	26.2	26.2	26.2	55.9	29.5	29.5	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:	27.9	27.9	27.9	26.2	26.2	26.2	55.9	29.5	29.5	47.5	26.5	26.5
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	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 With Retail and Residential 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:	4	0	0	0	0	3	7	88	7	0	116	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	14	1	18	46	4	60	69	683	23	16	1171	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:	14	1	19	47	4	62	71	704	24	16	1207	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	19	47	4	62	71	704	24	16	1207	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:	14	1	19	47	4	62	71	704	24	16	1207	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:	0.42	0.03	0.55	0.42	0.04	0.54	1.00	2.90	0.10	1.00	2.83	0.17
Final Sat.:	742	53	955	732	64	955	1750	5417	182	1750	5288	312

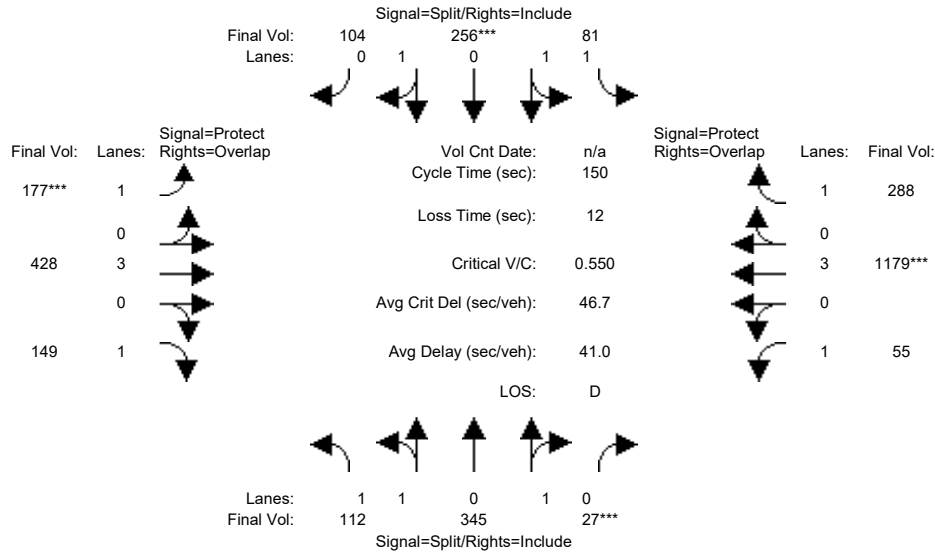
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.13	0.13	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	35.3	35.3	35.3	35.3	35.3	35.3	11.9	70.7	70.7	15.0	73.8	73.8
Volume/Cap:	0.07	0.07	0.07	0.24	0.24	0.24	0.44	0.24	0.24	0.08	0.40	0.40
Delay/Veh:	35.3	35.3	35.3	37.2	37.2	37.2	57.8	15.6	15.6	51.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	35.3	37.2	37.2	37.2	57.8	15.6	15.6	51.5	15.8	15.8
LOS by Move:	D+	D+	D+	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	2	2	2	8	8	8	6	10	10	1	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 AM With Retail and Residential Alternative

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:	3	0	0	0	0	3	6	76	6	0	110	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	112	345	27	81	256	104	177	428	149	55	1179	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:	112	345	27	81	256	104	177	428	149	55	1179	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	345	27	81	256	104	177	428	149	55	1179	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:	112	345	27	81	256	104	177	428	149	55	1179	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	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2630	1069	1750	5700	1750	1750	5700	1750

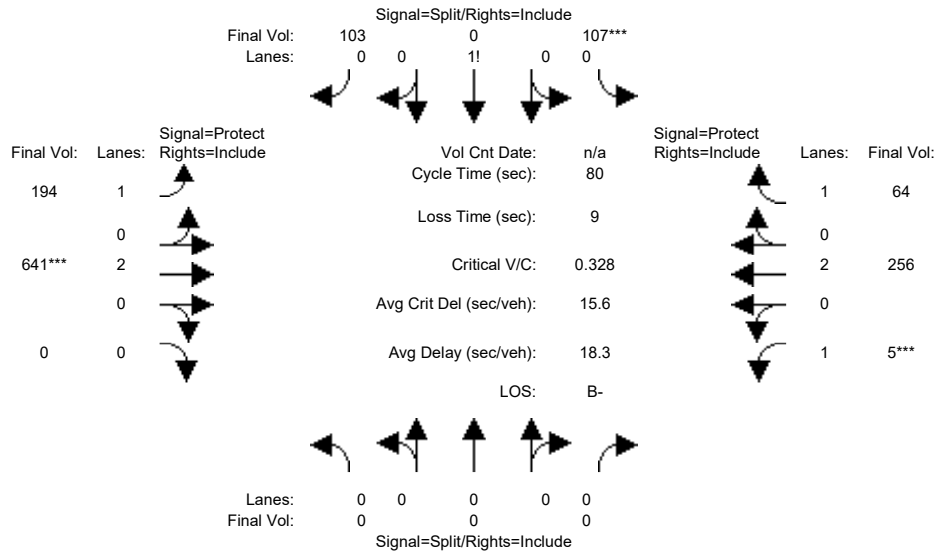
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.05	0.10	0.10	0.10	0.08	0.09	0.03	0.21	0.16
Crit Moves:	****			****			****			****		
Green Time:	27.4	27.4	27.4	26.6	26.6	26.6	27.6	51.8	79.2	32.2	56.4	83.0
Volume/Cap:	0.35	0.55	0.55	0.26	0.55	0.55	0.55	0.22	0.16	0.15	0.55	0.30
Delay/Veh:	53.7	56.4	56.4	53.3	57.1	57.1	57.6	34.8	18.3	47.9	37.1	18.1
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:	53.7	56.4	56.4	53.3	57.1	57.1	57.6	34.8	18.3	47.9	37.1	18.1
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	C-	B-	D	D+	B-
HCM2k95thQ:	10	16	16	7	15	15	15	9	7	4	25	14

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 Retail and Residential

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:	Perimeter Road			Perimeter Road			Vallco Parkway			Vallco Parkway		
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	85	116	17	0	0	10	38
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	107	0	103	194	641	0	5	256	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:	1.00	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	103	194	641	0	5	256	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	103	194	641	0	5	256	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	103	194	641	0	5	256	64

Saturation Flow Module:	Perimeter Road			Perimeter Road			Vallco Parkway			Vallco Parkway		
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	892	0	858	1750	3800	0	1750	3800	1750

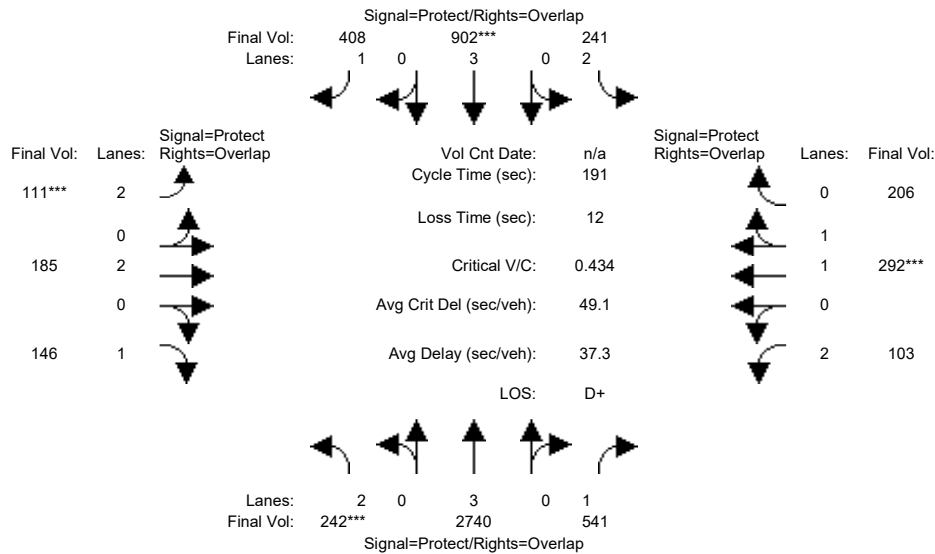
Capacity Analysis Module:	Perimeter Road			Perimeter Road			Vallco Parkway			Vallco Parkway		
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.11	0.17	0.00	0.00	0.07	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.6	0.0	26.6	20.9	37.4	0.0	7.0	23.5	23.5
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.36	0.43	0.36	0.00	0.03	0.23	0.12
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	20.6	25.2	13.8	0.0	33.5	21.5	20.8
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	20.6	0.0	20.6	25.2	13.8	0.0	33.5	21.5	20.8
LOS by Move:	A	A	A	C+	A	C+	C	B	A	C-	C+	C+
HCM2kAvgQ:	0	0	0	4	0	4	4	5	0	0	2	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 Retail and Residential

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:	12	249	12	0	91	0	0	0	8	8	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	242	3468	541	241	1128	408	111	185	146	103	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:	242	2740	541	241	902	408	111	185	146	103	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	2740	541	241	902	408	111	185	146	103	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:	242	2740	541	241	902	408	111	185	146	103	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

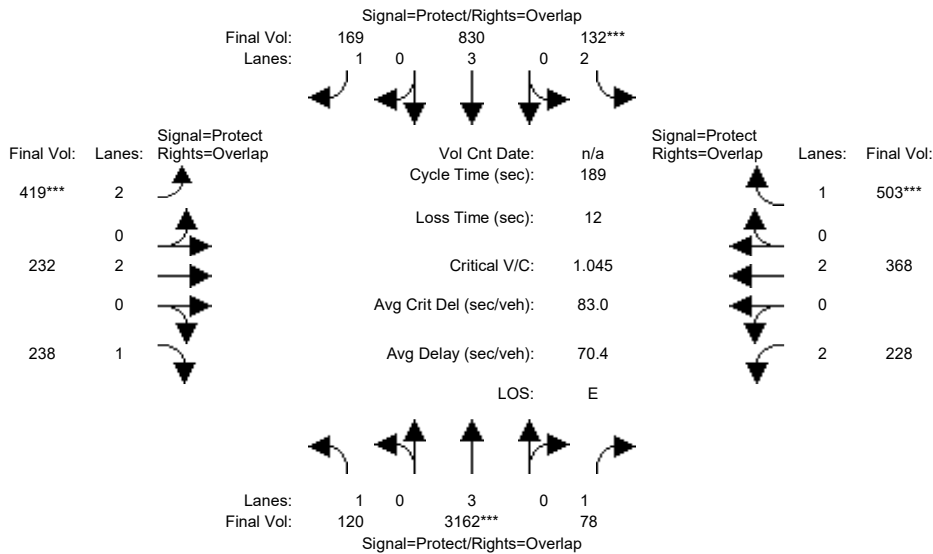
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.31	0.08	0.16	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.58	0.80	0.46	0.86	0.28	0.37	0.45	0.29	0.28	0.42	0.81	0.53
Delay/Veh:	75.2	29.1	13.8	103.6	21.2	16.0	80.7	66.0	48.4	80.3	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:	75.2	29.1	13.8	103.6	21.2	16.0	80.7	66.0	48.4	80.3	80.0	58.2
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	36	14	10	8	11	4	4	6	4	15	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 Retail and Residential

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:	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	272	2	0	106	0	0	0	5	5	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	120	4002	78	132	1037	169	419	232	238	228	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	3162	78	132	830	169	419	232	238	228	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3162	78	132	830	169	419	232	238	228	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	3162	78	132	830	169	419	232	238	228	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

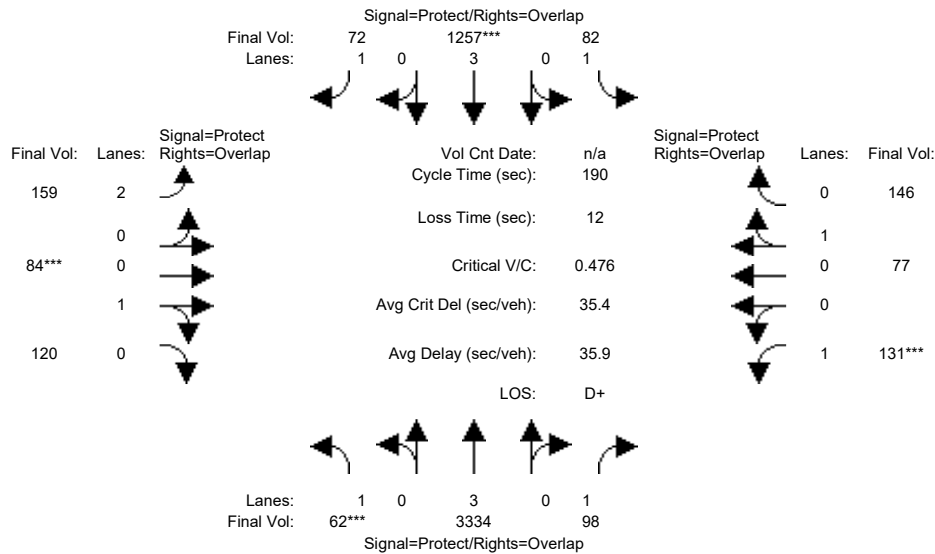
Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.04	0.04	0.15	0.10	0.13	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.72	1.04	0.07	0.58	0.29	0.15	1.04	0.25	0.40	0.84	0.48	1.06
Delay/Veh:	93.2	69.9	13.7	84.6	25.3	13.1	134.4	55.3	46.3	101.1	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	69.9	13.7	84.6	25.3	13.1	134.4	55.3	46.3	101.1	64.3	122.3
LOS by Move:	F	E	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	7	62	2	4	8	4	19	5	11	10	9	38

Note: Queue reported is 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 Retail and Residential

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:	2	279	2	0	117	0	0	0	1	0	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	62	4220	98	82	1571	72	159	84	120	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:	62	3334	98	82	1257	72	159	84	120	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	3334	98	82	1257	72	159	84	120	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:	62	3334	98	82	1257	72	159	84	120	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	741	1059	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.06	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:	0.64	0.91	0.08	0.77	0.34	0.06	0.55	0.78	0.57	0.90	0.91	0.63
Delay/Veh:	96.5	31.2	7.1	111.0	14.2	6.3	80.7	88.7	67.1	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:	96.5	31.2	7.1	111.0	14.2	6.3	80.7	88.7	67.1	127.4	110	69.6
LOS by Move:	F	C	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	4	53	2	5	10	1	6	13	11	10	16	12

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 Occupied/Re-tenanted Mall 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+	22.0	0.601	+ 0.001	18.1	- 0.0	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D	47.7	1.040	98.7	D	47.8	1.041	+ 0.001	99.1	+ 0.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D+	38.6	0.766	42.0	D+	38.6	0.769	+ 0.004	42.2	+ 0.2	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E+	55.7	0.977	56.3	E+	56.1	0.978	+ 0.001	56.5	+ 0.2	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D-	53.2	0.929	54.9	D-	53.5	0.932	+ 0.003	55.3	+ 0.4	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	11.1	0.689	8.8	B+	11.1	0.690	+ 0.001	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-	20.0	0.710	+ 0.001	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	45.1	0.949	+ 0.003	45.6	+ 0.7	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	B-	19.3	0.833	32.8	B-	19.3	0.833	+ 0.000	32.8	+ 0.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.6	0.806	40.8	C	27.7	0.807	+ 0.001	40.8	+ 0.0	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D+	38.4	0.828	35.9	D+	38.8	0.835	+ 0.007	36.7	+ 0.8	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.2	0.784	32.4	D+	36.2	0.786	+ 0.002	32.4	+ 0.0	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D+	37.9	0.933	40.2	D+	38.0	0.935	+ 0.002	40.5	+ 0.3	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.3	0.684	35.5	C	24.4	0.686	+ 0.002	35.5	+ 0.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.659	14.7	B	12.6	0.660	+ 0.002	14.8	+ 0.0	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.693	19.6	B-	19.1	0.694	+ 0.001	19.6	+ 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	21.2	0.452	16.1	C+	21.0	0.457	+ 0.005	16.0	- 0.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.640	30.2	C	23.9	0.643	+ 0.003	30.2	+ 0.0	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.3	0.744	35.6	C-	34.3	0.751	+ 0.007	35.8	+ 0.2	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	C+	20.2	0.493	19.9	B-	19.9	0.497	+ 0.005	19.7	- 0.2	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.5	0.413	7.3	B+	11.3	0.437	+ 0.024	9.9	+ 2.6	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	51.7	0.722	51.9	D-	51.7	0.727	+ 0.004	52.2	+ 0.2	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.7	0.570	48.1	D-	52.8	0.576	+ 0.006	48.2	+ 0.2	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	15.0	0.580	20.0	B	15.0	0.584	+ 0.004	20.0	+ 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.4	0.501	14.6	B	17.3	0.505	+ 0.004	14.5	- 0.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D+	36.6	0.770	33.9	D+	36.8	0.774	+ 0.004	33.9	+ 0.0	?	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	???				Background AM				Background AM Occupied/Re-tenanted Mall 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-	19.2	0.546	+ 0.004	27.7	- 0.0	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.1	0.570	27.0	C	28.0	0.572	+ 0.002	27.0	- 0.1	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	16.8	0.820	18.4	B	16.9	0.824	+ 0.004	18.5	+ 0.1	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B-	19.0	0.899	23.7	B-	19.3	0.907	+ 0.008	24.4	+ 0.7	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.6	0.567	26.6	C	25.1	0.594	+ 0.027	27.3	+ 0.7	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	50.5	0.922	63.9	D-	51.6	0.933	+ 0.010	65.7	+ 1.9	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.2	0.558	8.4	A	7.2	0.562	+ 0.004	8.4	- 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	5.2	0.507	5.0	A	5.2	0.511	+ 0.004	5.0	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D+	38.5	0.727	40.6	D+	38.7	0.732	+ 0.005	40.9	+ 0.2	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	26.5	0.697	28.8	C	26.8	0.701	+ 0.004	29.4	+ 0.6	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.7	0.597	33.8	C	28.6	0.601	+ 0.004	33.7	- 0.1	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.1	0.648	38.6	D	40.2	0.649	+ 0.001	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+	22.8	0.546	+ 0.004	23.0	+ 0.1	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.5	0.492	+ 0.003	21.1	- 0.0	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	24.5	0.466	22.5	C	24.8	0.467	+ 0.002	22.6	+ 0.1	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.6	0.922	70.3	D	49.1	0.930	+ 0.008	71.9	+ 1.5	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	92.3	0.757	117.0	F	95.2	0.762	+ 0.005	121.2	+ 4.2	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	121.6	0.692	142.6	F	124.6	0.696	+ 0.004	146.9	+ 4.2	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	92.6	0.699	108.5	F	95.0	0.703	+ 0.004	111.5	+ 3.0	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D	47.1	1.023	56.8	D	48.5	1.029	+ 0.006	58.6	+ 1.8	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	38.7	0.665	42.0	D+	38.8	0.667	+ 0.003	42.1	+ 0.1	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	89.3	0.799	110.8	F	89.8	0.801	+ 0.002	111.3	+ 0.5	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D-	54.7	0.955	62.7	D-	54.7	0.956	+ 0.001	62.8	+ 0.1	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	34.2	0.776	36.5	C-	34.3	0.781	+ 0.004	36.6	+ 0.2	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	76.3	1.060	97.3	E-	76.7	1.062	+ 0.002	97.8	+ 0.5	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	39.6	0.869	50.2	D	39.9	0.870	+ 0.001	50.5	+ 0.3	?	xx.x	x.xxx	xx.x

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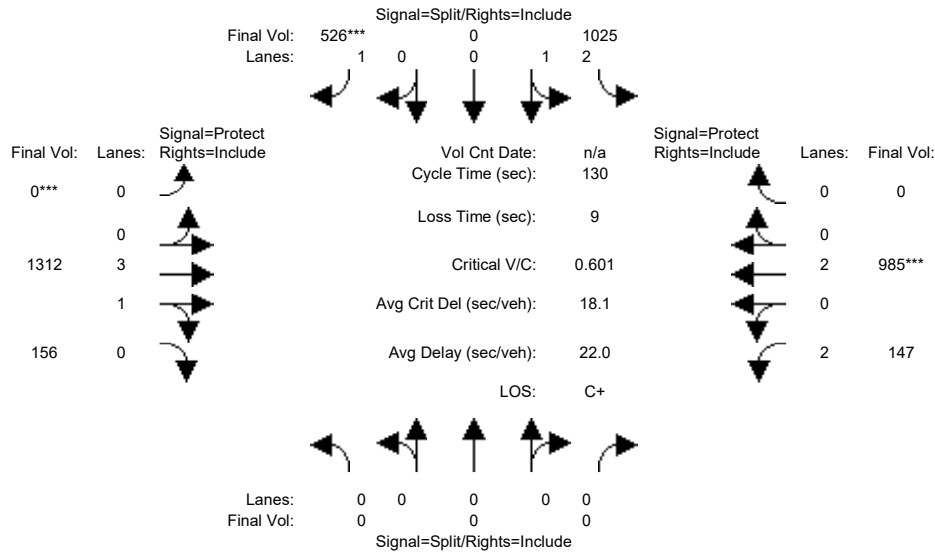
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background AM				Background AM Occupied/Re-tenanted Mall 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	105.4	0.970	+ 0.001	131.1	+ 0.7	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.0	0.553	82.2	D	41.1	0.555	+ 0.002	82.2	- 0.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	E+	55.5	0.602	55.5	E+	56.1	0.604	+ 0.002	55.5	0	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	43.6	0.611	48.8	D	43.6	0.614	+ 0.003	48.9	+ 0.1	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.0	0.829	52.9	D	46.0	0.830	+ 0.001	52.9	+ 0.0	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.669	25.8	C+	21.1	0.669	+ 0.001	25.8	+ 0.0	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.3	0.684	21.8	B	17.3	0.684	+ 0.000	21.8	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.372	40.1	E+	59.2	0.374	+ 0.001	40.1	+ 0.0	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.1	0.321	29.4	C	28.2	0.322	+ 0.001	29.4	+ 0.0	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.7	0.211	19.3	B-	18.8	0.213	+ 0.002	19.3	+ 0.0	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.9	0.544	46.4	D	40.9	0.546	+ 0.001	46.4	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	B+	11.8	0.236	+ 0.013	9	1.5	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	D+	36.9	0.429	48.9	D+	37	0.429	+ 0.000	48.9	0	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	67.3	1.033	78.5	E	67.4	1.034	+ 0.001	78.7	0.2	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.1	0.469	35.5	D+	35.1	0.47	+ 0.001	35.5	0	?	xx.x	x.xxx	xx.x

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:	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	11	0	0	0	54	0	2	64	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1025	0	526	0	1312	156	147	985	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	1025	0	526	0	1312	156	147	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1025	0	526	0	1312	156	147	985	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	1025	0	526	0	1312	156	147	985	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	6702	797	3150	3800	0

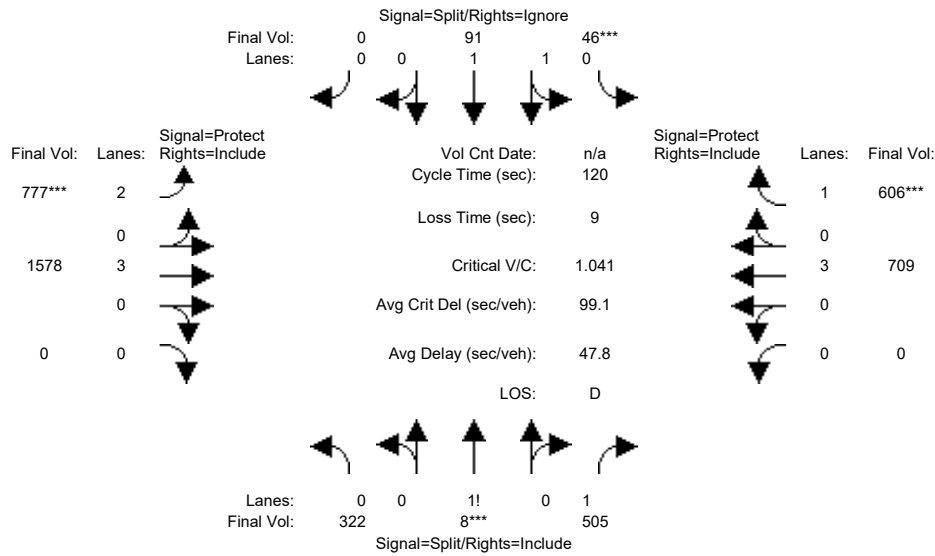
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.30	0.00	0.20	0.20	0.05	0.26	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	65.0	0.0	65.0	0.0	43.9	43.9	12.1	56.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.60	0.00	0.58	0.58	0.50	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	24.4	0.0	23.7	23.7	53.6	14.7	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	20.6	0.0	24.4	0.0	23.7	23.7	53.6	14.7	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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	65	0	0	66	25
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1578	0	0	709	606
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	1578	0	0	709	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1578	0	0	709	606
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	1578	0	0	709	606

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

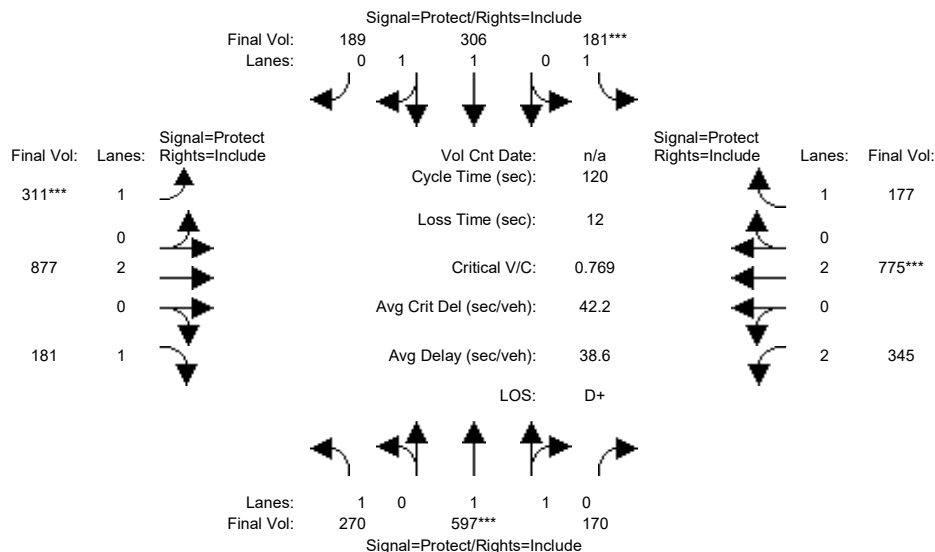
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.28	0.00	0.00	0.12	0.35
Crit Moves:	****			****			****			****		
Green Time:	36.3	36.3	36.3	10.0	10.0	0.0	26.9	64.7	0.0	0.0	37.8	37.8
Volume/Cap:	1.10	1.10	0.67	0.44	0.44	0.00	1.10	0.51	0.00	0.00	0.40	1.10
Delay/Veh:	105.3	105	37.9	53.4	53.4	0.0	102.1	4.0	0.0	0.0	22.5	97.1
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:	105.3	105	37.9	53.4	53.4	0.0	102.1	4.0	0.0	0.0	22.5	97.1
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	4	4	0	0	0	80	0	8	91	6
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	170	181	306	189	311	877	181	345	775	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	181	306	189	311	877	181	345	775	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	170	181	306	189	311	877	181	345	775	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	170	181	306	189	311	877	181	345	775	177

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	1.54	0.46	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2879	820	1750	2286	1412	1750	3800	1750	3150	3800	1750

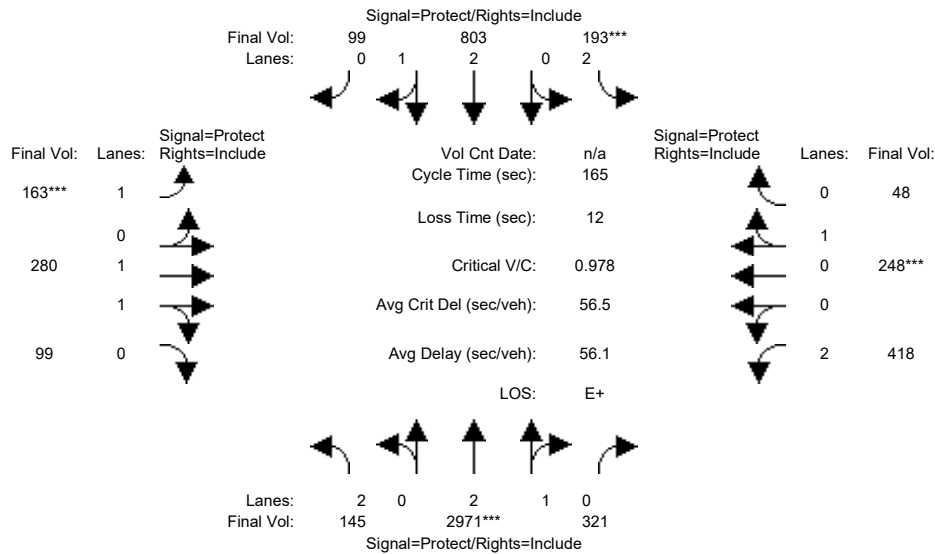
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.10	0.13	0.13	0.18	0.23	0.10	0.11	0.20	0.10
Crit Moves:	****			****			****			****		
Green Time:	26.0	32.3	32.3	16.1	22.5	22.5	27.7	40.4	40.4	19.2	31.8	31.8
Volume/Cap:	0.71	0.77	0.77	0.77	0.71	0.71	0.77	0.69	0.31	0.69	0.77	0.38
Delay/Veh:	49.9	44.1	44.1	64.4	49.2	49.2	43.2	24.3	19.8	45.5	34.6	27.9
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:	49.9	44.1	44.1	64.4	49.2	49.2	43.2	24.3	19.8	45.5	34.6	27.9
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:	2	580	6	0	164	0	0	0	3	4	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	145	2971	321	193	803	99	163	280	99	418	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:	145	2971	321	193	803	99	163	280	99	418	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2971	321	193	803	99	163	280	99	418	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:	145	2971	321	193	803	99	163	280	99	418	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	1.46	0.54	2.00	0.84	0.16
Final Sat.:	3150	5053	546	3150	4985	615	1750	2733	966	3150	1508	292

Capacity Analysis Module:

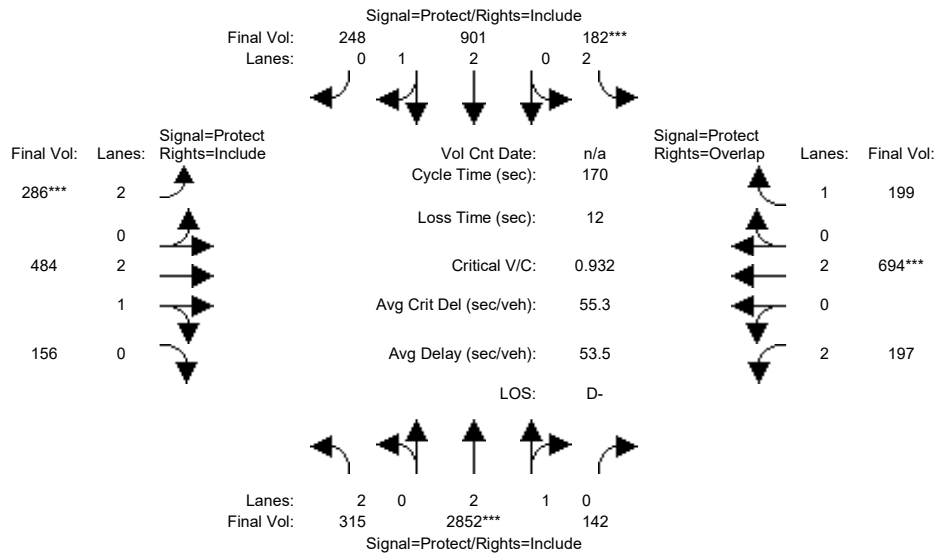
Vol/Sat:	0.05	0.59	0.59	0.06	0.16	0.16	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	24.3	99.2	99.2	10.3	85.2	85.2	15.7	18.9	18.9	24.5	27.7	27.7
Volume/Cap:	0.31	0.98	0.98	0.98	0.31	0.31	0.98	0.89	0.89	0.89	0.98	0.98
Delay/Veh:	63.2	42.7	42.7	134.7	23.1	23.1	137.4	92.5	92.5	88.0	114	113.8
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:	63.2	42.7	42.7	134.7	23.1	23.1	137.4	92.5	92.5	88.0	114	113.8
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall Alternative

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:	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:	1	568	21	11	160	0	0	42	2	11	34	20
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	315	2852	142	182	901	248	286	484	156	197	694	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	2852	142	182	901	248	286	484	156	197	694	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	2852	142	182	901	248	286	484	156	197	694	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	2852	142	182	901	248	286	484	156	197	694	199

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	2.33	0.67	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5334	266	3150	4390	1208	3150	4233	1364	3150	3800	1750

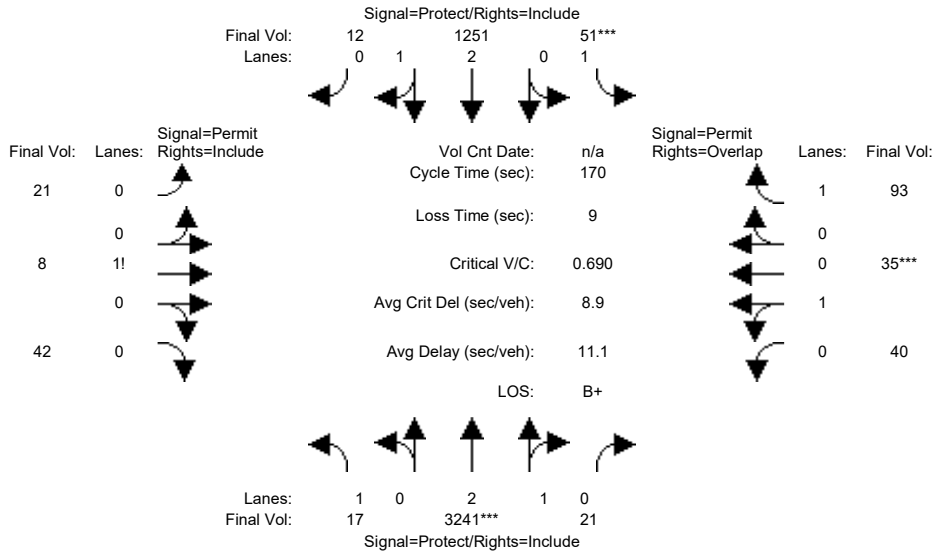
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.06	0.21	0.21	0.09	0.11	0.11	0.06	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	35.4	97.6	97.6	10.5	72.7	72.7	16.6	32.3	32.3	17.6	33.3	43.9
Volume/Cap:	0.48	0.93	0.93	0.93	0.48	0.48	0.93	0.60	0.60	0.60	0.93	0.44
Delay/Veh:	59.7	38.9	38.9	124.6	35.2	35.2	110.0	64.0	64.0	76.0	85.6	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	38.9	38.9	124.6	35.2	35.2	110.0	64.0	64.0	76.0	85.6	53.5
LOS by Move:	E+	D+	D+	F	D+	D+	F	E	E	E-	F	D-
HCM2k95thQ:	15	77	77	13	25	25	22	20	20	11	32	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 AM With Occupied/Re-tenanted Mall 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:	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	591	0	0	173	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3241	21	51	1251	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	3241	21	51	1251	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3241	21	51	1251	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	3241	21	51	1251	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	5547	53	518	197	1035	960	840	1750

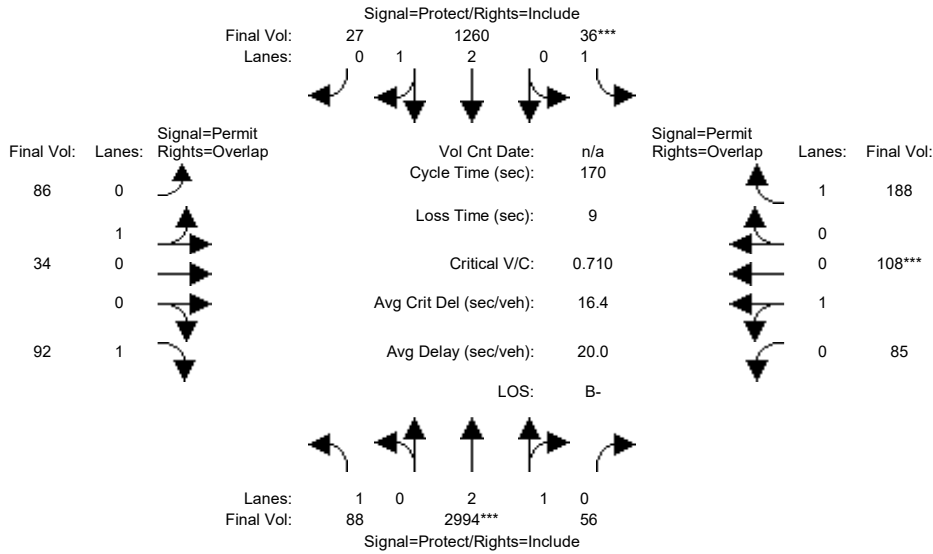
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.03	0.23	0.23	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	23.3	144	143.6	7.2	127	127.5	10.3	10.3	10.3	10.3	10.3	17.4
Volume/Cap:	0.07	0.69	0.69	0.69	0.30	0.30	0.67	0.67	0.67	0.69	0.69	0.52
Delay/Veh:	64.1	5.4	5.4	104.5	6.9	6.9	93.8	93.8	93.8	95.5	95.5	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:	64.1	5.4	5.4	104.5	6.9	6.9	93.8	93.8	93.8	95.5	95.5	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	591	0	0	173	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	2994	56	36	1260	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	2994	56	36	1260	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2994	56	36	1260	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	2994	56	36	1260	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	117	1290	510	1750	793	1007	1750

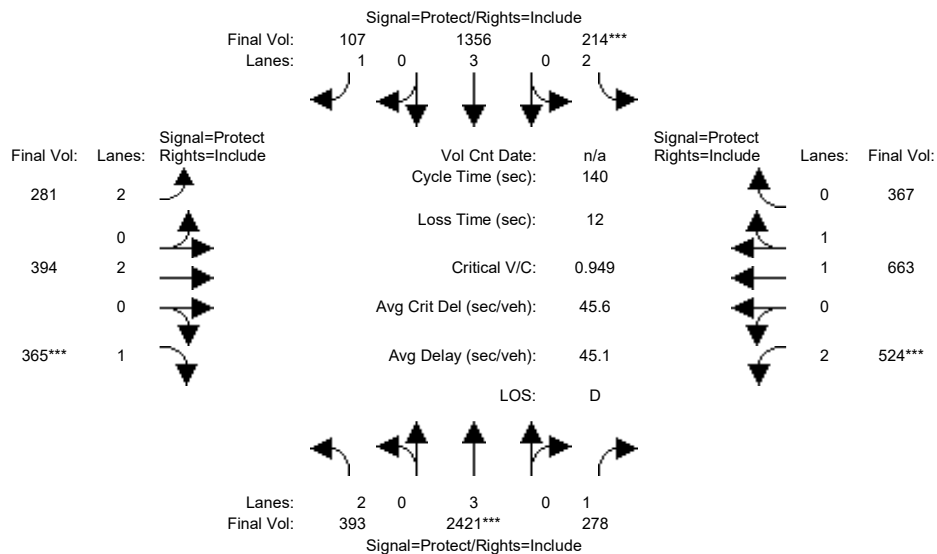
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.02	0.23	0.23	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	24.4	129	128.7	7.0	111	111.3	25.3	25.3	49.7	25.3	25.3	32.3
Volume/Cap:	0.35	0.72	0.72	0.50	0.35	0.35	0.45	0.45	0.18	0.72	0.72	0.56
Delay/Veh:	66.5	11.6	11.6	85.1	13.2	13.2	67.1	67.1	45.1	78.1	78.1	64.7
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:	66.5	11.6	11.6	85.1	13.2	13.2	67.1	67.1	45.1	78.1	78.1	64.7
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:	3	546	41	16	148	8	16	35	3	13	42	29
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	393	2421	278	214	1356	107	281	394	365	524	663	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:	393	2421	278	214	1356	107	281	394	365	524	663	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	2421	278	214	1356	107	281	394	365	524	663	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:	393	2421	278	214	1356	107	281	394	365	524	663	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	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	2381	1318

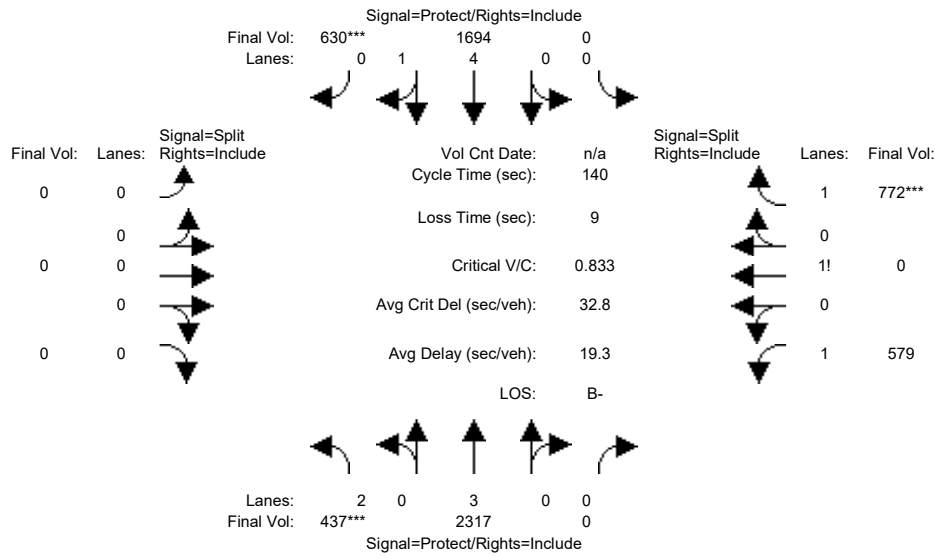
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.07	0.24	0.06	0.09	0.10	0.21	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.0	62.7	62.7	10.0	47.7	47.7	13.4	30.8	30.8	24.5	41.9	41.9
Volume/Cap:	0.70	0.95	0.35	0.95	0.70	0.18	0.93	0.47	0.95	0.95	0.93	0.93
Delay/Veh:	50.0	25.8	12.0	107.0	27.3	21.4	96.9	48.0	86.7	83.2	61.2	61.2
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:	50.0	25.8	12.0	107.0	27.3	21.4	96.9	48.0	86.7	83.2	61.2	61.2
LOS by Move:	D	C	B+	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	19	55	9	13	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 With Occupied/Re-tenanted Mall 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:	1	429	0	0	159	6	0	0	0	3	0	160
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	437	2317	0	0	1694	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:	437	2317	0	0	1694	630	0	0	0	579	0	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	2317	0	0	1694	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
Final Volume:	437	2317	0	0	1694	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

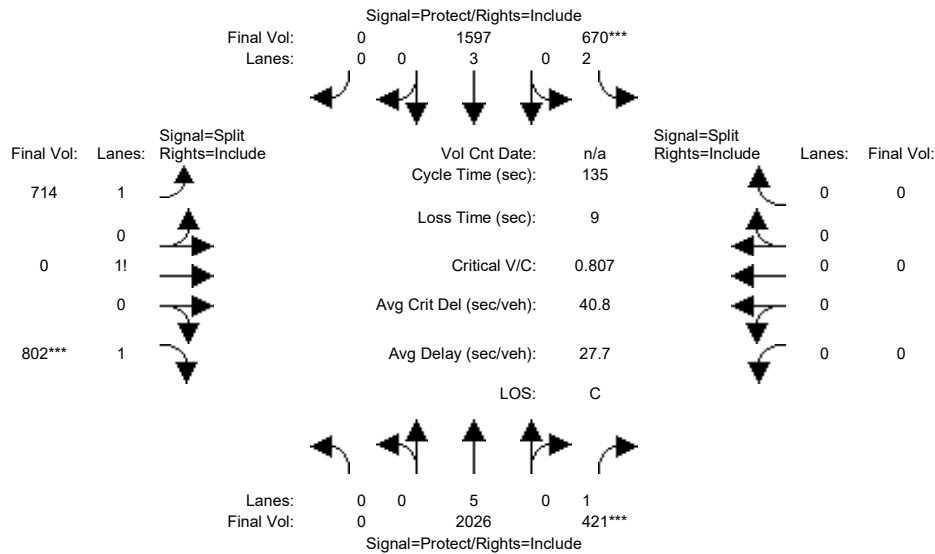
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.00	0.00	0.22	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	***					****						****
Green Time:	23.3	83.8	0.0	0.0	60.5	60.5	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.83	0.68	0.00	0.00	0.52	0.83	0.00	0.00	0.00	0.69	0.00	0.83
Delay/Veh:	59.9	0.7	0.0	0.0	14.4	19.7	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	19.7	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.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:												
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	426	8	64	97	0	5	0	2	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2026	421	670	1597	0	714	0	802	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	2026	421	670	1597	0	714	0	802	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2026	421	670	1597	0	714	0	802	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	2026	421	670	1597	0	714	0	802	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	2574	0	2676	0	0	0

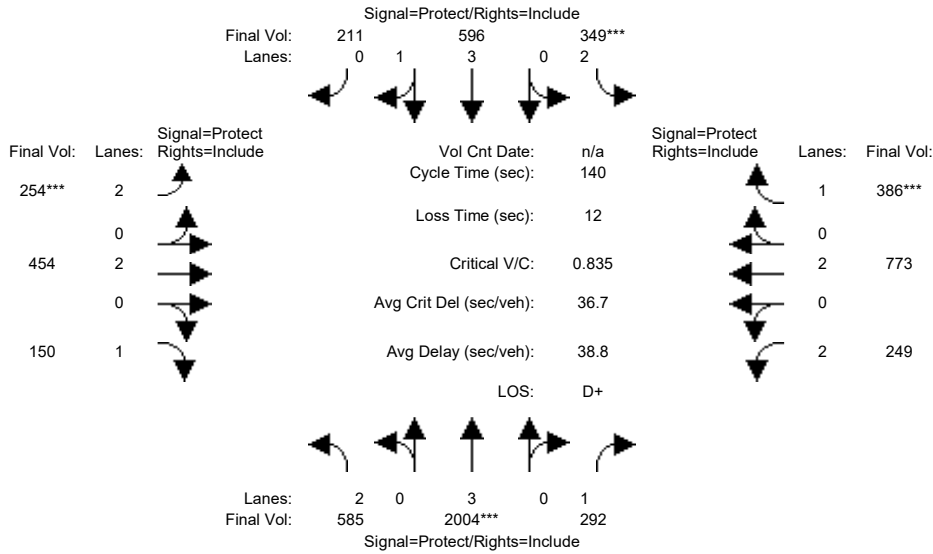
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.24	0.21	0.28	0.00	0.28	0.00	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.3	40.3	35.6	75.8	0.0	50.2	0.0	50.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.72	0.81	0.81	0.50	0.00	0.75	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	31.2	40.4	41.2	2.7	0.0	38.5	0.0	40.8	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	31.2	40.4	41.2	2.7	0.0	38.5	0.0	40.8	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 With Occupied/Re-tenanted Mall 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:	North Bound			South Bound			East 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:	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	24	23	65	11	41	57	19	12	68	64
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	292	349	596	211	254	454	150	249	773	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	292	349	596	211	254	454	150	249	773	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	292	349	596	211	254	454	150	249	773	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	292	349	596	211	254	454	150	249	773	386

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

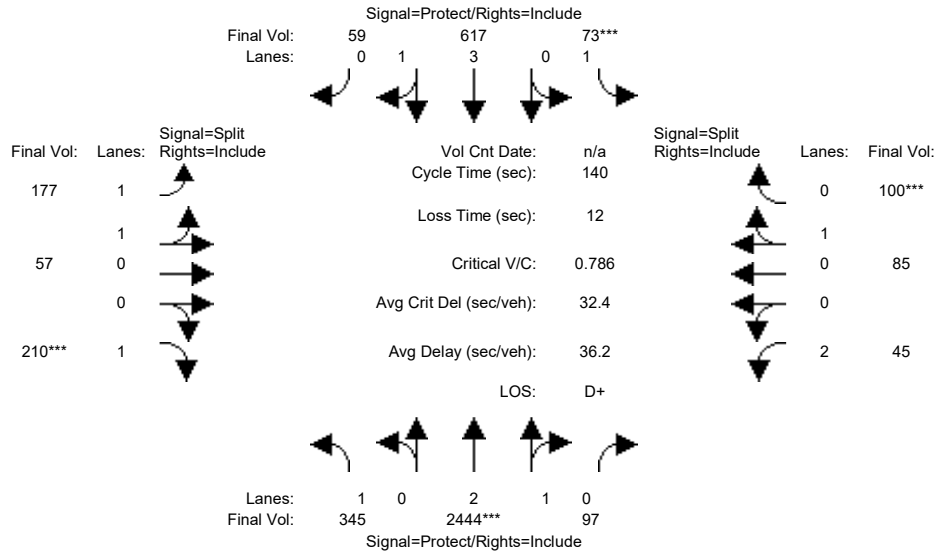
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.17	0.11	0.10	0.12	0.08	0.12	0.09	0.08	0.20	0.22
Crit Moves:	****			****			****			****		
Green Time:	47.0	58.9	58.9	18.6	30.5	30.5	13.5	30.4	30.4	20.1	37.0	37.0
Volume/Cap:	0.55	0.84	0.40	0.84	0.48	0.55	0.84	0.55	0.39	0.55	0.77	0.84
Delay/Veh:	25.8	21.4	14.9	66.8	39.1	40.1	80.0	49.5	47.6	57.2	51.3	61.1
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:	25.8	21.4	14.9	66.8	39.1	40.1	80.0	49.5	47.6	57.2	51.3	61.1
LOS by Move:	C	C+	B	E	D	D	E-	D	D	E+	D-	E
HCM2k95thQ:	17	35	10	17	12	15	13	15	10	11	26	30

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 With Occupied/Re-tenanted Mall 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	360	0	0	96	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2444	97	73	617	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	2444	97	73	617	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2444	97	73	617	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	2444	97	73	617	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	3.64	0.36	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5386	214	1750	6844	654	2685	865	1750	3150	827	973

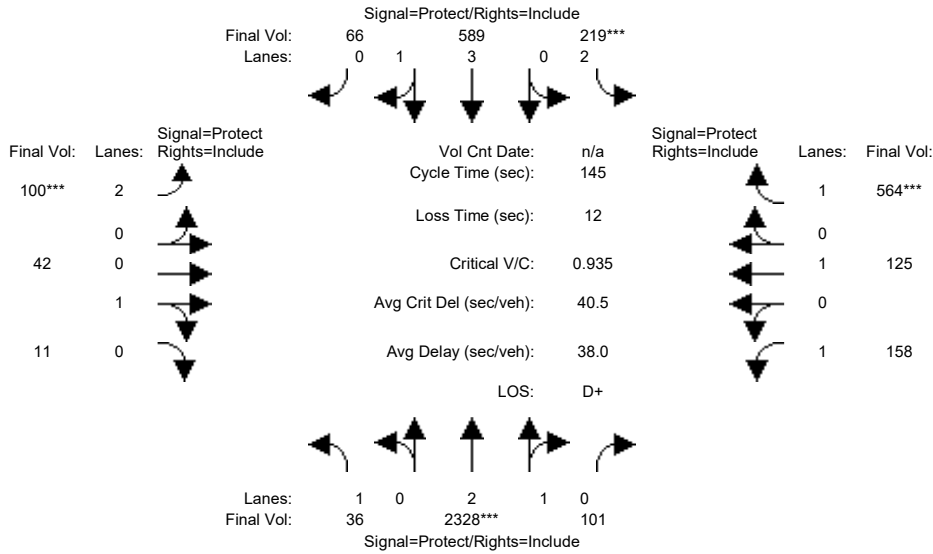
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.45	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.6	80.9	80.9	7.4	27.7	27.7	21.4	21.4	21.4	18.3	18.3	18.3
Volume/Cap:	0.46	0.79	0.79	0.79	0.46	0.46	0.43	0.43	0.79	0.11	0.79	0.79
Delay/Veh:	28.5	24.2	24.2	100.0	49.7	49.7	54.3	54.3	71.3	53.8	74.8	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	24.2	24.2	100.0	49.7	49.7	54.3	54.3	71.3	53.8	74.8	74.8
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E	E
HCM2k95thQ:	19	44	44	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 With Occupied/Re-tenanted Mall 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	329	0	5	91	0	0	0	0	0	0	30
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2328	101	219	589	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	2328	101	219	589	66	100	42	11	158	125	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2328	101	219	589	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	2328	101	219	589	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	5367	233	3150	6743	756	3150	1426	374	1750	1900	1750

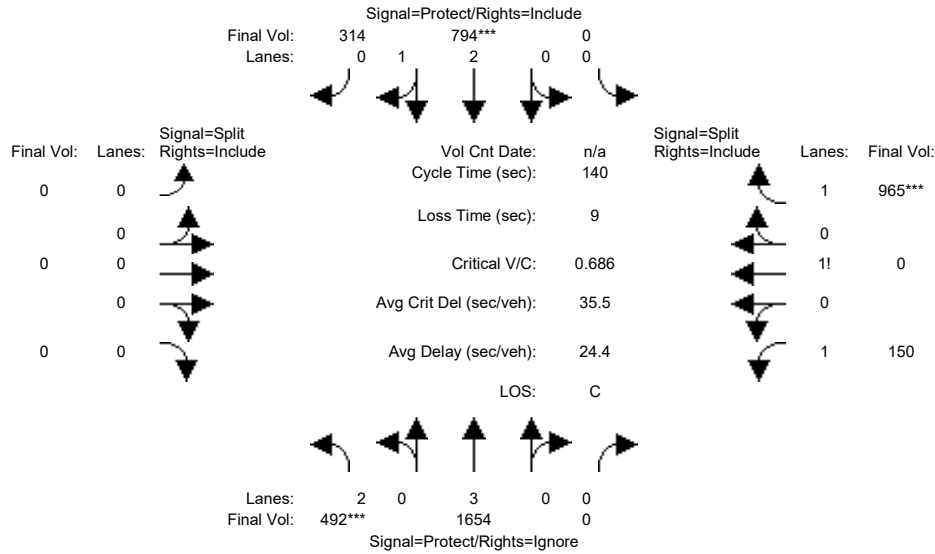
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	27.3	66.2	66.2	10.6	49.5	49.5	7.0	24.3	24.3	31.9	49.2	49.2
Volume/Cap:	0.11	0.95	0.95	0.95	0.26	0.26	0.66	0.18	0.18	0.41	0.19	0.95
Delay/Veh:	41.3	25.5	25.5	108.7	22.6	22.6	77.9	52.0	52.0	49.2	34.0	71.8
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:	41.3	25.5	25.5	108.7	22.6	22.6	77.9	52.0	52.0	49.2	34.0	71.8
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	185	0	0	71	20	0	0	0	0	0	144
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1654	0	0	794	314	0	0	0	150	0	965
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	1654	0	0	794	314	0	0	0	150	0	965
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1654	0	0	794	314	0	0	0	150	0	965
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	1654	0	0	794	314	0	0	0	150	0	965

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	2.12	0.88	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4011	1586	0	0	0	1991	0	3352

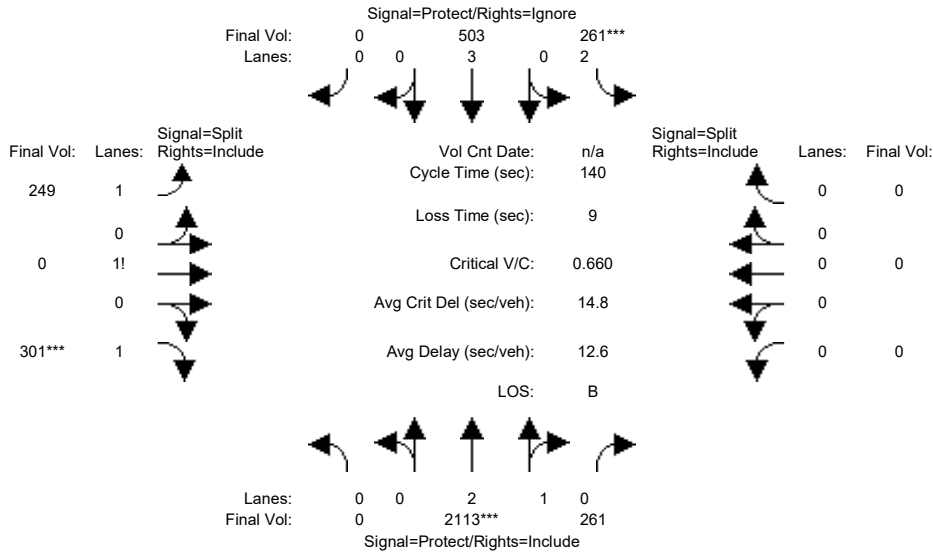
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.29	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	***			***						***		
Green Time:	31.9	72.3	0.0	0.0	40.4	40.4	0.0	0.0	0.0	58.7	0.0	58.7
Volume/Cap:	0.69	0.56	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.18	0.00	0.69
Delay/Veh:	42.6	6.9	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.5	0.0	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:	42.6	6.9	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.5	0.0	34.4
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:	North Bound			South Bound			East 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	185	0	15	57	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2113	261	261	503	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	2113	261	261	503	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	261	261	503	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	2113	261	261	503	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	4984	616	3150	5700	0	2542	0	2708	0	0	0

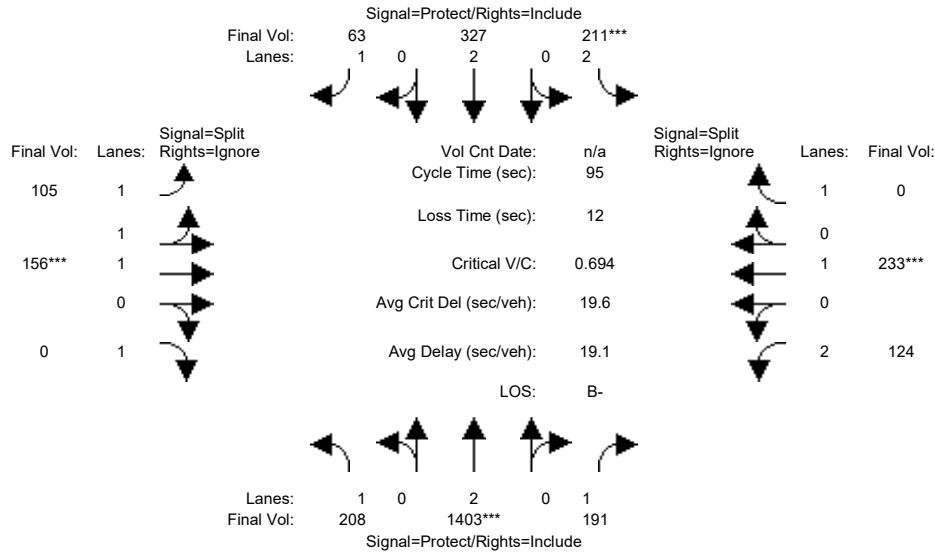
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.08	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	89.9	89.9	17.6	107	0.0	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.11	0.00	0.58	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	56.9	0.0	0.0	54.6	0.0	56.5	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	0.5	0.5	56.9	0.0	0.0	54.6	0.0	56.5	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	184	0	0	56	1	1	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1403	191	211	327	63	105	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	1403	191	211	327	63	105	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1403	191	211	327	63	105	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	1403	191	211	327	63	105	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	1.25	1.75	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2191	3255	1750	3150	1900	1750

Capacity Analysis Module:

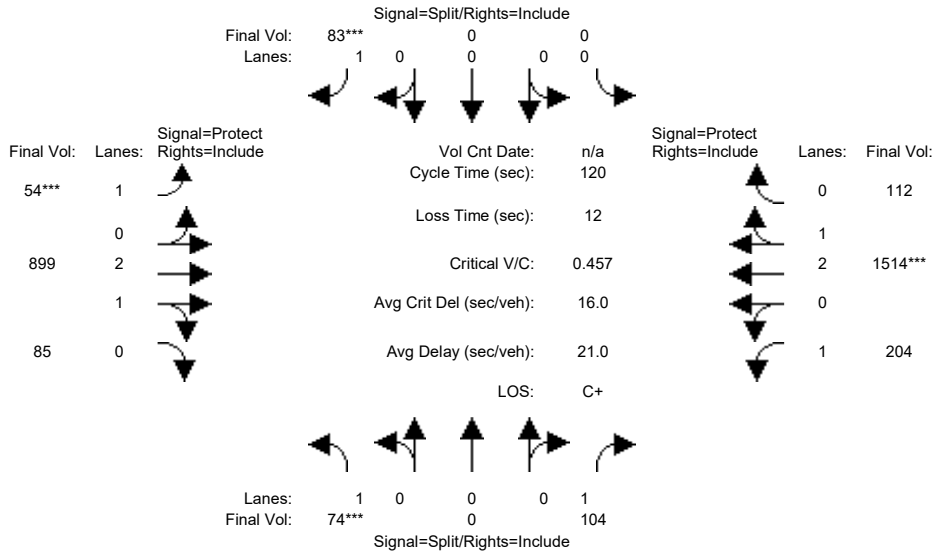
Vol/Sat:	0.12	0.37	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.2	48.2	48.2	8.8	26.8	26.8	10.0	10.0	0.0	16.0	16.0	0.0
Volume/Cap:	0.37	0.73	0.21	0.73	0.31	0.13	0.46	0.46	0.00	0.23	0.73	0.00
Delay/Veh:	17.7	7.1	4.2	48.0	20.0	18.9	40.5	40.5	0.0	34.4	45.5	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:	17.7	7.1	4.2	48.0	20.0	18.9	40.5	40.5	0.0	34.4	45.5	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 With Occupied/Re-tenanted Mall 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		
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	103	0	0	144	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	899	85	204	1514	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	899	85	204	1514	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	899	85	204	1514	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	899	85	204	1514	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	2.73	0.27	1.00	2.79	0.21
Final Sat.:	1750	0	1750	0	0	1750	1750	5116	484	1750	5214	386

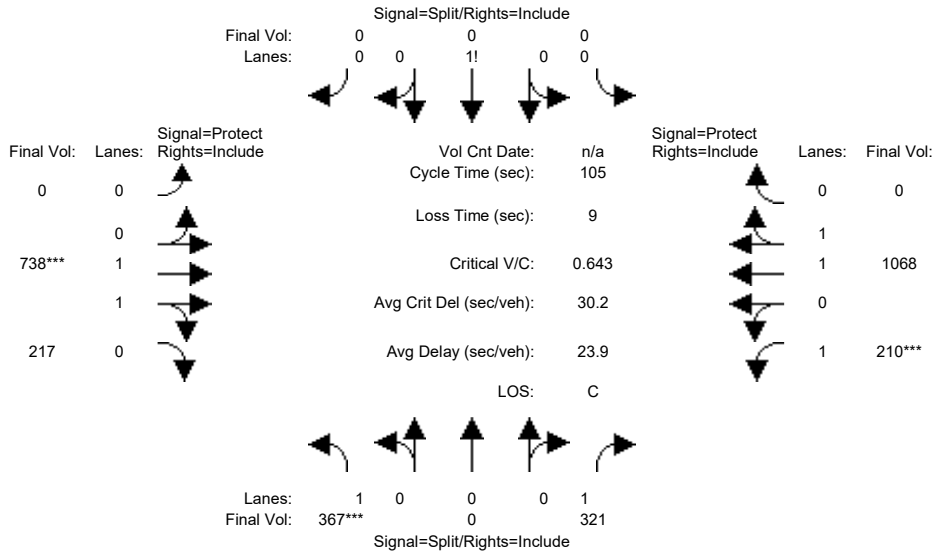
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.18	0.18	0.12	0.29	0.29
Crit Moves:	***					***	***				***	
Green Time:	15.6	0.0	15.6	0.0	0.0	12.5	8.1	50.8	50.8	33.7	76.3	76.3
Volume/Cap:	0.32	0.00	0.46	0.00	0.00	0.46	0.46	0.42	0.42	0.42	0.46	0.46
Delay/Veh:	48.2	0.0	49.7	0.0	0.0	52.4	56.6	24.4	24.4	35.7	11.3	11.3
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:	48.2	0.0	49.7	0.0	0.0	52.4	56.6	24.4	24.4	35.7	11.3	11.3
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 With Occupied/Re-tenanted Mall 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:												
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:	2	0	0	0	0	0	0	90	3	0	82	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	367	0	321	0	0	0	0	738	217	210	1068	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:	367	0	321	0	0	0	0	738	217	210	1068	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	0	321	0	0	0	0	738	217	210	1068	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:	367	0	321	0	0	0	0	738	217	210	1068	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	2859	841	1750	3700	0

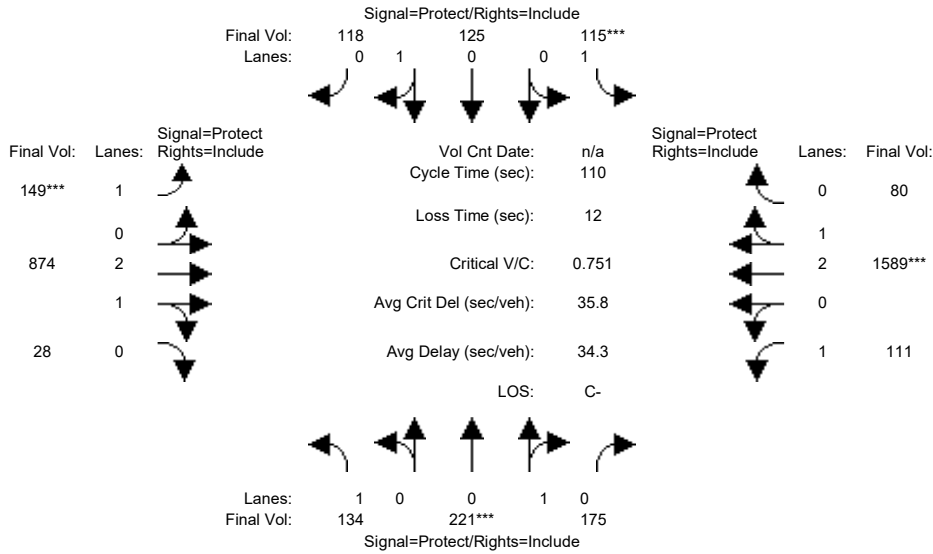
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	34.2	0.0	34.2	0.0	0.0	0.0	0.0	42.2	42.2	19.6	61.8	0.0
Volume/Cap:	0.64	0.00	0.56	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.49	0.00
Delay/Veh:	32.7	0.0	30.5	0.0	0.0	0.0	0.0	26.3	26.3	43.8	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:	32.7	0.0	30.5	0.0	0.0	0.0	0.0	26.3	26.3	43.8	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 With Occupied/Re-tenanted Mall Alternative

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	1	3	0	0	0	103	0	1	144	2
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	175	115	125	118	149	874	28	111	1589	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:	134	221	175	115	125	118	149	874	28	111	1589	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	175	115	125	118	149	874	28	111	1589	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:	134	221	175	115	125	118	149	874	28	111	1589	80

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	1005	795	1750	926	874	1750	5426	174	1750	5331	268

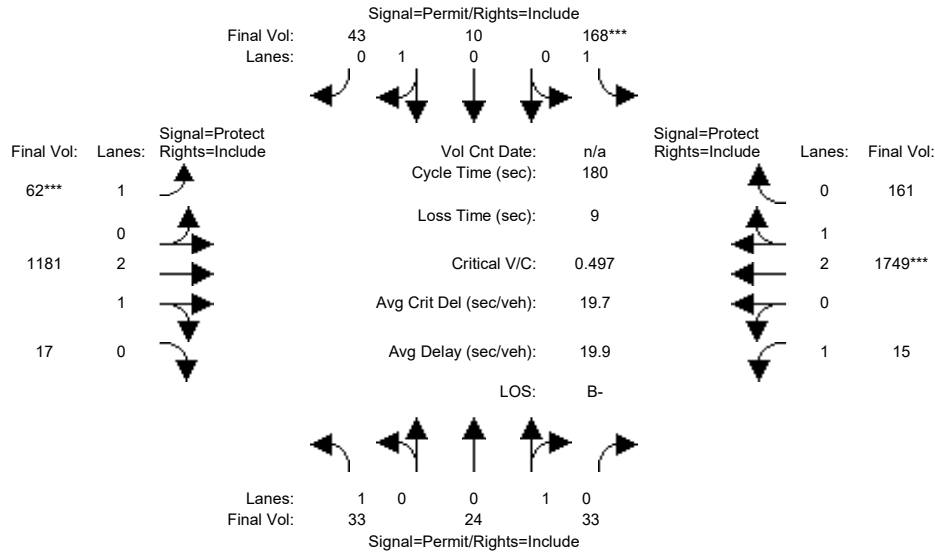
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.16	0.16	0.06	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.1	32.2	32.2	9.6	26.7	26.7	12.5	40.2	40.2	15.9	43.7	43.7
Volume/Cap:	0.56	0.75	0.75	0.75	0.56	0.56	0.75	0.44	0.44	0.44	0.75	0.75
Delay/Veh:	47.1	41.2	41.2	67.6	38.0	38.0	62.0	26.5	26.5	44.2	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	41.2	41.2	67.6	38.0	38.0	62.0	26.5	26.5	44.2	30.0	30.0
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	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 AM With Occupied/Re-tenanted Mall 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	107	0	0	146	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1181	17	15	1749	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	1181	17	15	1749	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1181	17	15	1749	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	1181	17	15	1749	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	2.74	0.26
Final Sat.:	1750	758	1042	1750	340	1460	1750	5520	79	1750	5127	472

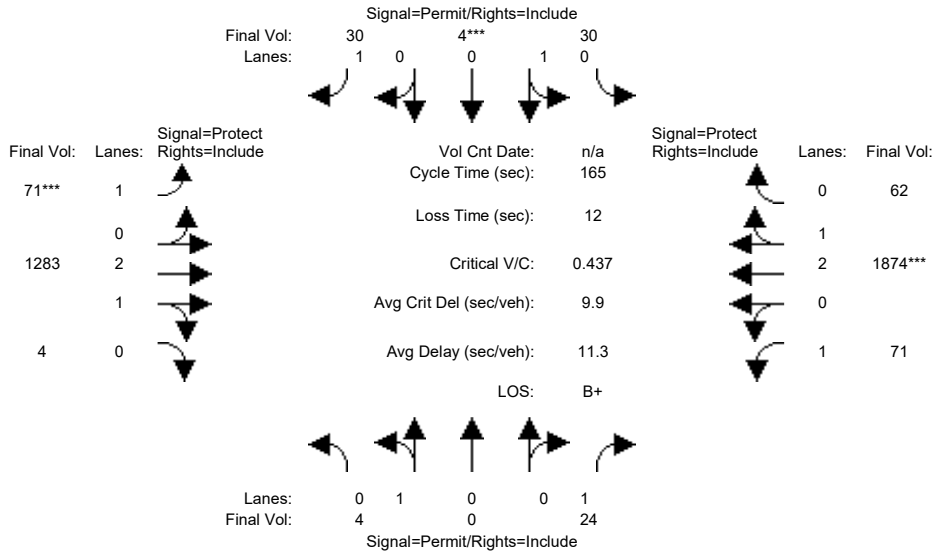
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.21	0.21	0.01	0.34	0.34
Crit Moves:				****			****			****		
Green Time:	34.7	34.7	34.7	34.7	34.7	34.7	12.8	115	115.3	21.0	123	123.4
Volume/Cap:	0.10	0.16	0.16	0.50	0.15	0.15	0.50	0.33	0.33	0.07	0.50	0.50
Delay/Veh:	59.9	60.8	60.8	66.0	60.6	60.6	83.6	14.8	14.8	71.0	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	60.8	60.8	66.0	60.6	60.6	83.6	14.8	14.8	71.0	13.6	13.6
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	29	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 With Occupied/Re-tenanted Mall 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	7	0	19	29	78	0	0	127	9
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	30	4	30	71	1283	4	71	1874	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	30	4	30	71	1283	4	71	1874	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	30	4	30	71	1283	4	71	1874	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	30	4	30	71	1283	4	71	1874	62

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	0.88	0.12	1.00	1.00	2.99	0.01	1.00	2.90	0.10
Final Sat.:	1800	0	1750	1588	212	1750	1750	5583	17	1750	5420	179

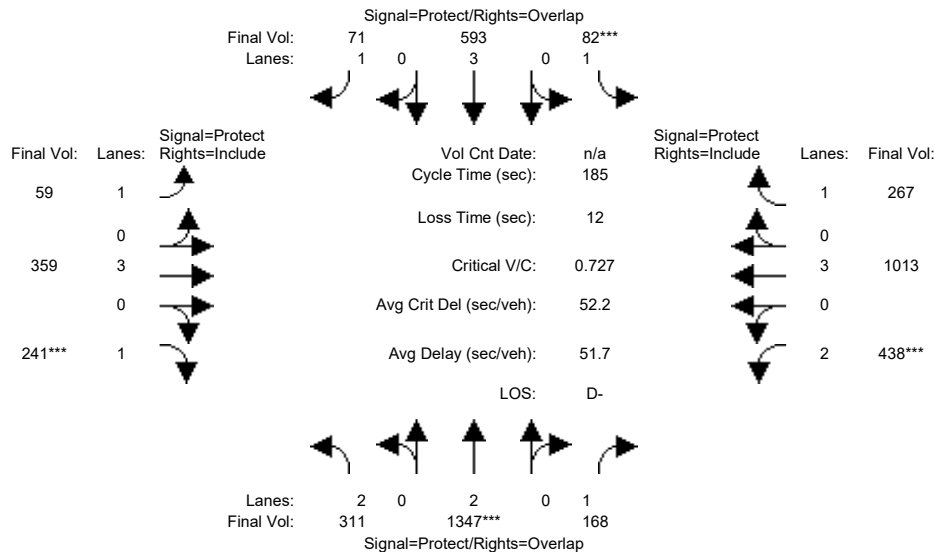
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.04	0.23	0.23	0.04	0.35	0.35
Crit Moves:					****		****			****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	15.0	121	120.7	22.3	128	128.0
Volume/Cap:	0.04	0.00	0.23	0.31	0.31	0.28	0.45	0.31	0.31	0.30	0.45	0.45
Delay/Veh:	73.1	0.0	74.9	75.8	75.8	75.5	73.0	7.8	7.8	65.0	6.4	6.4
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:	73.1	0.0	74.9	75.8	75.8	75.5	73.0	7.8	7.8	65.0	6.4	6.4
LOS by Move:	E	A	E	E-	E-	E-	E	A	A	E	A	A
HCM2k95thQ:	0	0	3	4	4	4	7	14	14	6	19	19

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 With Occupied/Re-tenanted Mall 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:	28	59	140	4	22	0	0	51	8	80	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	311	1347	168	82	593	71	59	359	241	438	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:	311	1347	168	82	593	71	59	359	241	438	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1347	168	82	593	71	59	359	241	438	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:	311	1347	168	82	593	71	59	359	241	438	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

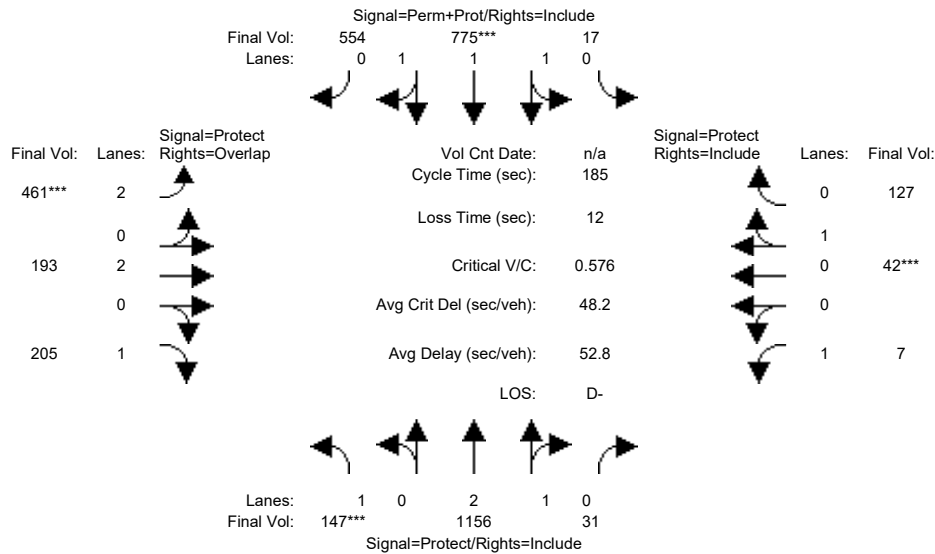
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.10	0.05	0.10	0.04	0.03	0.06	0.14	0.14	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	49.8	90.3	125.7	11.9	52.4	65.1	12.7	35.1	35.1	35.4	57.8	57.8
Volume/Cap:	0.37	0.73	0.14	0.73	0.37	0.12	0.49	0.33	0.73	0.73	0.57	0.49
Delay/Veh:	53.6	38.0	10.3	103.5	51.7	39.5	84.0	63.3	76.4	72.8	52.2	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:	53.6	38.0	10.3	103.5	51.7	39.5	84.0	63.3	76.4	72.8	52.2	50.9
LOS by Move:	D-	D+	B+	F	D-	D	F	E	E-	E	D-	D
HCM2k95thQ:	15	46	7	12	16	6	8	11	26	24	26	22

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

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Background AM With Occupied/Re-tenanted Mall 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:	18	120	0	0	49	60	107	0	20	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	147	1156	31	17	775	554	461	193	205	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:	147	1156	31	17	775	554	461	193	205	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1156	31	17	775	554	461	193	205	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:	147	1156	31	17	775	554	461	193	205	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	5454	146	80	3634	1800	3150	3800	1750	1750	447	1353

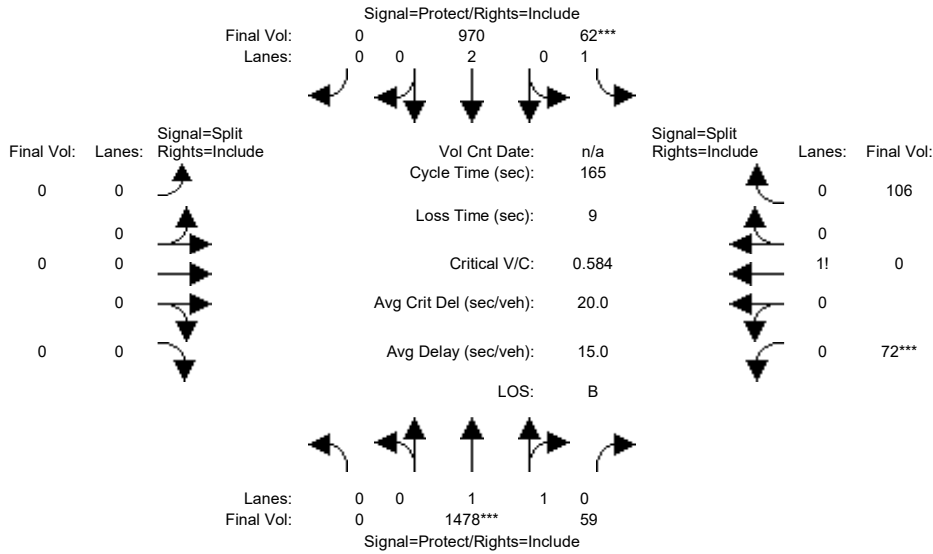
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.00	0.21	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	23.7	55.0	55.0	58.4	86.7	86.7	38.0	36.7	60.3	25.7	24.4	24.4
Volume/Cap:	0.66	0.71	0.71	0.68	0.46	0.66	0.71	0.26	0.36	0.03	0.71	0.71
Delay/Veh:	81.7	57.9	57.9	54.5	32.4	37.5	70.3	61.1	46.7	67.1	84.7	84.7
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:	81.7	57.9	57.9	54.5	32.4	37.5	70.3	61.1	46.7	67.1	84.7	84.7
LOS by Move:	F	E+	E+	D-	C-	D+	E	E	D	E	F	F
HCM2k95thQ:	15	33	33	33	26	40	25	8	16	1	19	19

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

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2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall Alternative

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	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	138	0	0	69	0	0	0	0	1	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1478	59	62	970	0	0	0	0	72	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	1478	59	62	970	0	0	0	0	72	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1478	59	62	970	0	0	0	0	72	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	1478	59	62	970	0	0	0	0	72	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	3558	142	1750	3800	0	0	0	0	708	0	1042

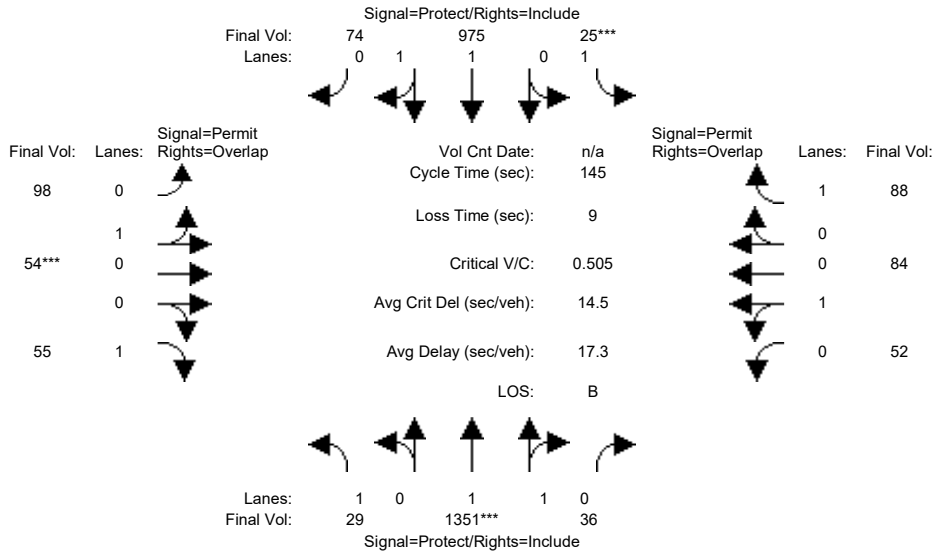
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.04	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****		****							****		
Green Time:	0.0	117	117.3	10.0	127	0.0	0.0	0.0	0.0	28.7	0.0	28.7
Volume/Cap:	0.00	0.58	0.58	0.58	0.33	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	12.1	12.1	83.6	5.9	0.0	0.0	0.0	0.0	65.6	0.0	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	12.1	83.6	5.9	0.0	0.0	0.0	0.0	65.6	0.0	65.6
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	18	0	18

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

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Background AM With Occupied/Re-tenanted Mall 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:	1	139	0	0	70	0	0	0	1	1	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	29	1351	36	25	975	74	98	54	55	52	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	1351	36	25	975	74	98	54	55	52	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1351	36	25	975	74	98	54	55	52	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	1351	36	25	975	74	98	54	55	52	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	1.86	0.14	0.64	0.36	1.00	0.38	0.62	1.00
Final Sat.:	1750	3604	96	1750	3439	261	1161	639	1750	688	1112	1750

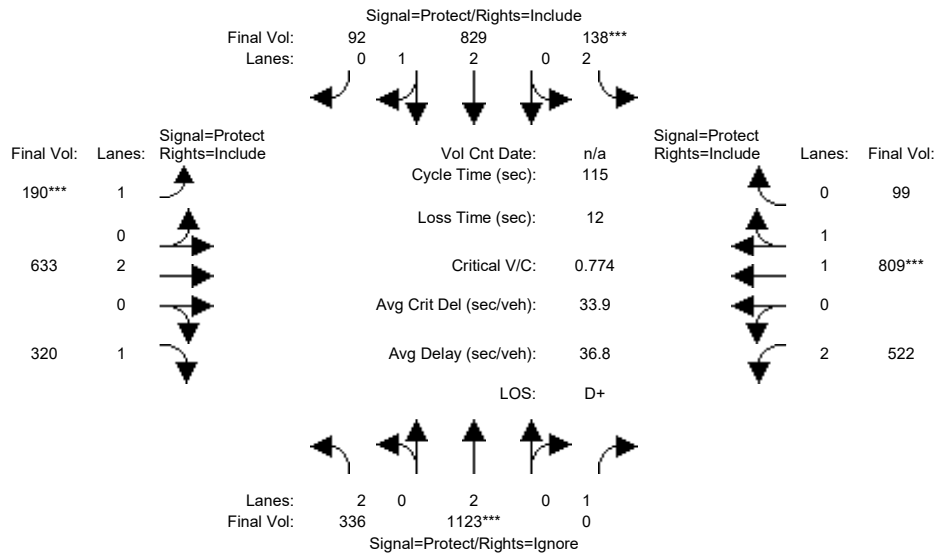
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.28	0.28	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.3	105	105.3	7.0	95.9	95.9	23.7	23.7	40.1	23.7	23.7	30.7
Volume/Cap:	0.15	0.52	0.52	0.30	0.43	0.43	0.52	0.52	0.11	0.46	0.46	0.24
Delay/Veh:	58.4	8.9	8.9	68.6	11.7	11.7	57.0	57.0	39.3	56.0	56.0	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	8.9	8.9	68.6	11.7	11.7	57.0	57.0	39.3	56.0	56.0	47.8
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2k95thQ:	2	24	24	2	20	20	13	13	4	12	12	7

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 With Occupied/Re-tenanted Mall 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:	38	121	38	3	64	4	14	63	14	15	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	336	1123	488	138	829	92	190	633	320	522	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:	336	1123	0	138	829	92	190	633	320	522	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1123	0	138	829	92	190	633	320	522	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:	336	1123	0	138	829	92	190	633	320	522	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	2.69	0.31	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5040	559	1750	3800	1750	3150	3296	403

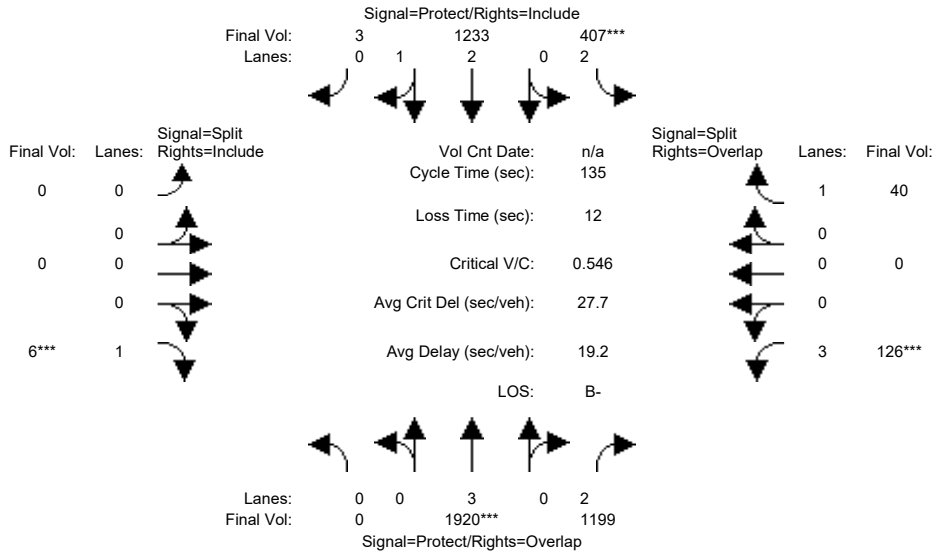
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.00	0.04	0.16	0.16	0.11	0.17	0.18	0.17	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.9	43.7	0.0	7.0	30.7	30.7	16.0	27.4	27.4	24.9	36.3	36.3
Volume/Cap:	0.62	0.78	0.00	0.72	0.62	0.62	0.78	0.70	0.77	0.77	0.78	0.78
Delay/Veh:	39.9	21.3	0.0	63.2	28.7	28.7	62.4	42.4	49.1	47.5	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:	39.9	21.3	0.0	63.2	28.7	28.7	62.4	42.4	49.1	47.5	39.1	39.1
LOS by Move:	D	C+	A	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	12	26	0	6	16	16	14	18	20	19	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 With Occupied/Re-tenanted Mall 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	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	197	0	0	92	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	1920	1199	407	1233	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	1920	1199	407	1233	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1920	1199	407	1233	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	1920	1199	407	1233	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	5586	14	0	0	1750	4551	0	1750

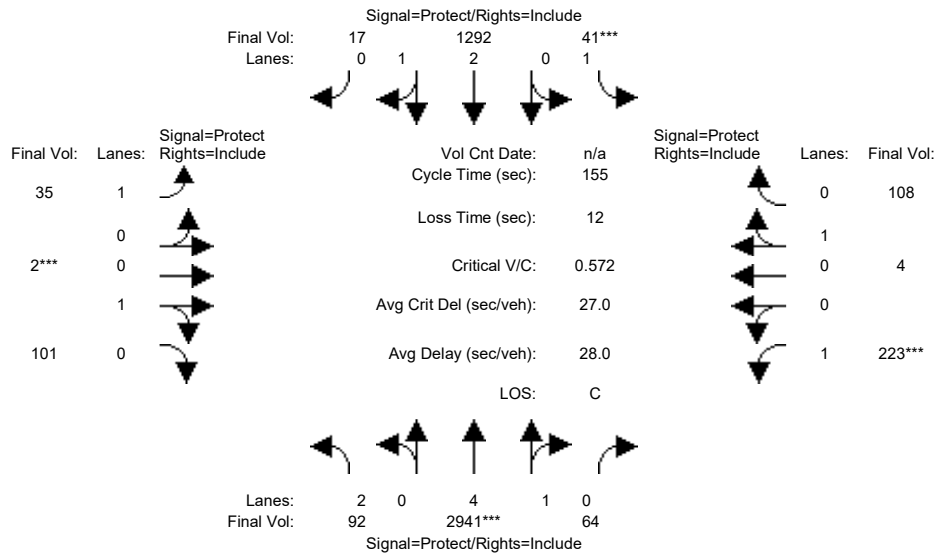
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.38	0.13	0.22	0.22	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****		****				****		****			
Green Time:	0.0	74.4	84.4	28.6	103	103.0	0.0	0.0	10.0	10.0	0.0	38.6
Volume/Cap:	0.00	0.61	0.61	0.61	0.29	0.29	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.8	15.8	49.9	4.9	4.9	0.0	0.0	58.2	60.2	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:	0.0	20.8	15.8	49.9	4.9	4.9	0.0	0.0	58.2	60.2	0.0	35.3
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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2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	124	32	16	77	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	2941	64	41	1292	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	2941	64	41	1292	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2941	64	41	1292	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	2941	64	41	1292	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	9199	200	1750	5527	73	1750	35	1765	1750	64	1736

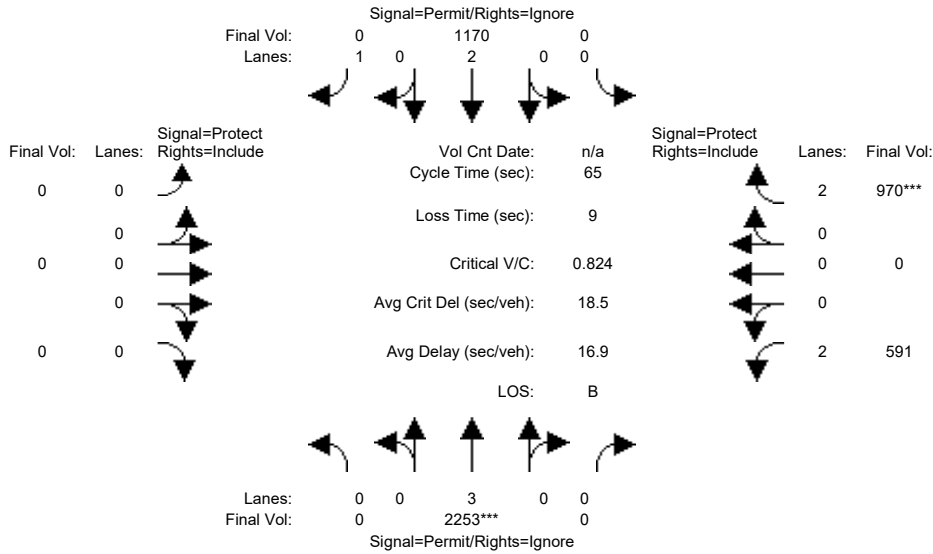
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.02	0.23	0.23	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.1	86.2	86.2	7.0	78.1	78.1	20.5	15.4	15.4	34.4	29.3	29.3
Volume/Cap:	0.30	0.57	0.57	0.52	0.46	0.46	0.15	0.57	0.57	0.57	0.33	0.33
Delay/Veh:	65.6	22.6	22.6	78.3	25.0	25.0	59.8	71.2	71.2	55.9	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:	65.6	22.6	22.6	78.3	25.0	25.0	59.8	71.2	71.2	55.9	54.9	54.9
LOS by Move:	E	C+	C+	E-	C	C	E+	E	E	E+	D-	D-
HCM2k95thQ:	5	30	30	4	24	24	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 With Occupied/Re-tenanted Mall 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:	North Bound			South Bound			East Bound			West Bound		
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	138	17	0	183	45	0	0	0	30	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2253	464	0	1170	546	0	0	0	591	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	2253	0	0	1170	0	0	0	0	591	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2253	0	0	1170	0	0	0	0	591	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	2253	0	0	1170	0	0	0	0	591	0	970

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	0.92	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

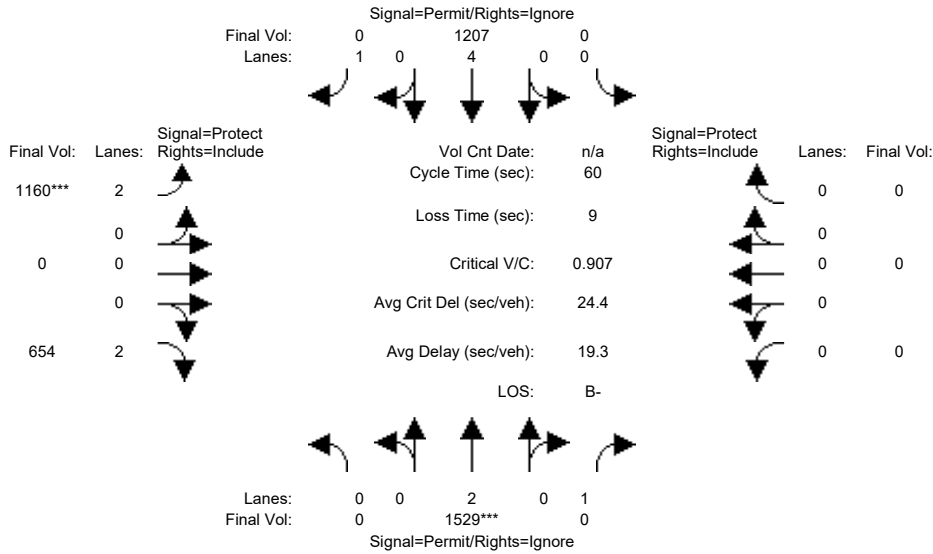
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.40	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.19	0.00	0.31
Crit Moves:	****									****		
Green Time:	0.0	31.7	0.0	0.0	31.7	0.0	0.0	0.0	0.0	24.3	0.0	24.3
Volume/Cap:	0.00	0.82	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.50	0.00	0.82
Delay/Veh:	0.0	16.4	0.0	0.0	13.0	0.0	0.0	0.0	0.0	16.0	0.0	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:	0.0	16.4	0.0	0.0	13.0	0.0	0.0	0.0	0.0	16.0	0.0	23.3
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	145	22	0	144	69	10	0	24	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1529	503	0	1207	515	1160	0	654	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	1529	0	0	1207	0	1160	0	654	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1529	0	0	1207	0	1160	0	654	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	1529	0	0	1207	0	1160	0	654	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

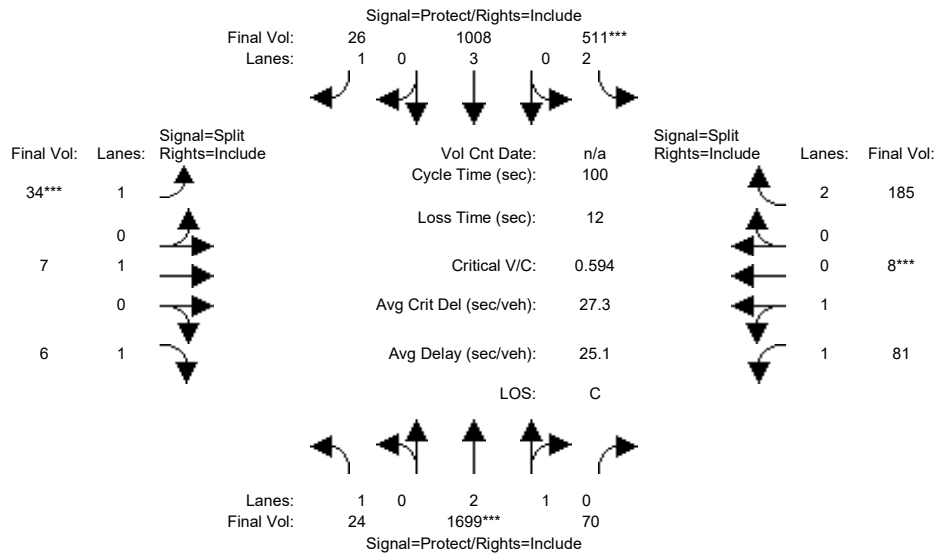
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.40	0.00	0.00	0.16	0.00	0.37	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	26.6	0.0	0.0	26.6	0.0	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.91	0.00	0.00	0.36	0.00	0.91	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	0.0	0.0	11.1	0.0	26.2	0.0	13.7	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	23.0	0.0	0.0	11.1	0.0	26.2	0.0	13.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B+	A	C	A	B	A	A	A
HCM2k95thQ:	0	28	0	0	4	0	29	0	11	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 With Occupied/Re-tenanted Mall 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:	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:	8	118	8	55	84	6	16	2	6	14	4	4
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	24	1699	70	511	1008	26	34	7	6	81	8	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1699	70	511	1008	26	34	7	6	81	8	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1699	70	511	1008	26	34	7	6	81	8	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1699	70	511	1008	26	34	7	6	81	8	185

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	2.88	0.12	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.18	2.00
Final Sat.:	1750	5378	222	3150	5700	1750	1750	1900	1750	3231	319	3150

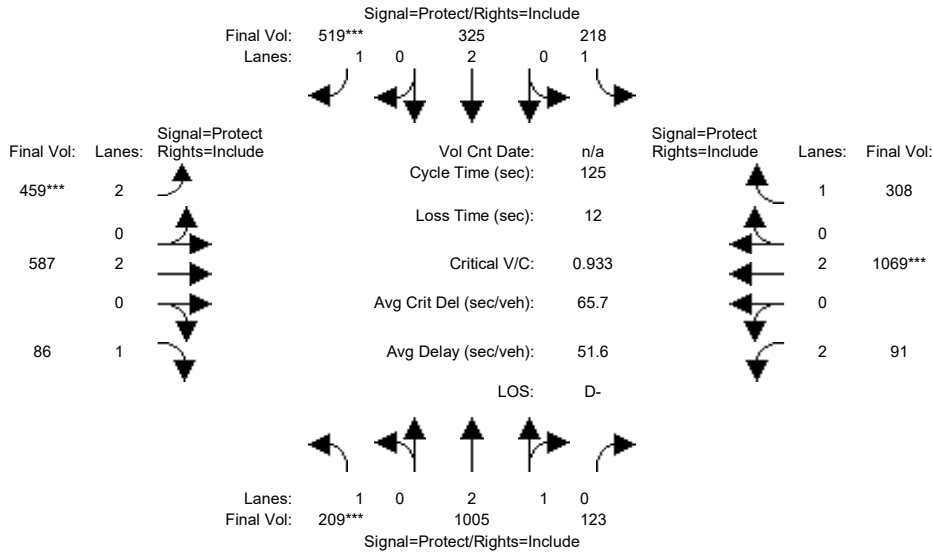
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.16	0.18	0.01	0.02	0.00	0.00	0.03	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.3	44.9	44.9	23.1	48.7	48.7	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.07	0.70	0.70	0.70	0.36	0.03	0.19	0.04	0.03	0.25	0.25	0.59
Delay/Veh:	33.1	23.1	23.1	38.4	16.1	13.4	41.8	40.7	40.7	41.9	41.9	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	23.1	23.1	38.4	16.1	13.4	41.8	40.7	40.7	41.9	41.9	45.9
LOS by Move:	C-	C	C	D+	B	B	D	D	D	D	D	D
HCM2k95thQ:	1	27	27	17	12	1	2	0	0	3	3	7

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 With Occupied/Re-tenanted Mall 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:	20	82	30	24	46	35	38	44	4	9	80	13
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	209	1005	123	218	325	519	459	587	86	91	1069	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	1005	123	218	325	519	459	587	86	91	1069	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1005	123	218	325	519	459	587	86	91	1069	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	209	1005	123	218	325	519	459	587	86	91	1069	308

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	4989	611	1750	3800	1750	3150	3800	1750	3150	3800	1750

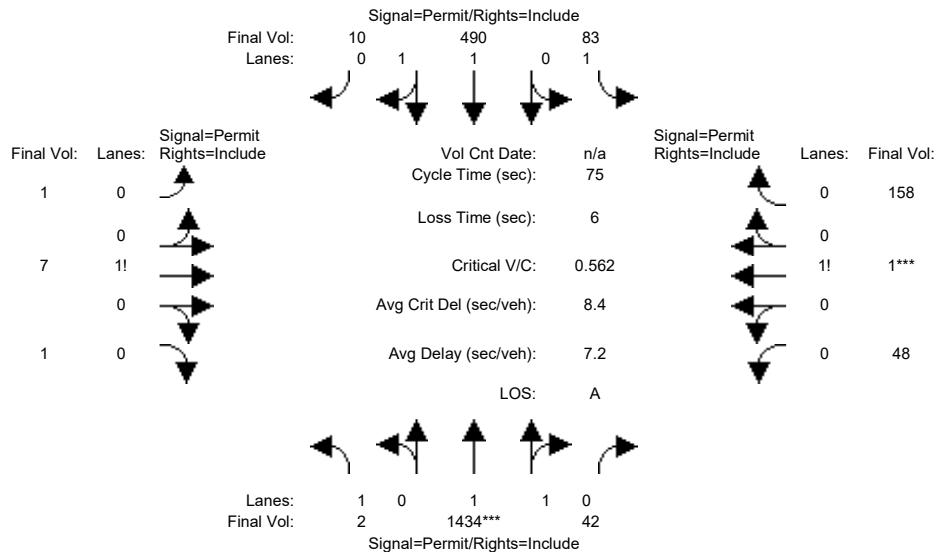
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.12	0.09	0.30	0.15	0.15	0.05	0.03	0.28	0.18
Crit Moves:	***					***	***				***	
Green Time:	16.0	34.5	34.5	21.3	39.8	39.8	19.5	42.0	42.0	15.2	37.7	37.7
Volume/Cap:	0.93	0.73	0.73	0.73	0.27	0.93	0.93	0.46	0.15	0.24	0.93	0.58
Delay/Veh:	95.7	42.9	42.9	58.0	31.9	64.1	76.9	32.8	29.1	50.0	55.8	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	42.9	42.9	58.0	31.9	64.1	76.9	32.8	29.1	50.0	55.8	38.7
LOS by Move:	F	D	D	E+	C	E	E-	C-	C	D	E+	D+
HCM2k95thQ:	18	23	23	18	8	41	22	13	3	3	36	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 AM With Occupied/Re-tenanted Mall Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
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:	Miller Avenue North			Miller Avenue South			Calle De Barcelona East			Calle De Barcelona West		
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	132	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1434	42	83	490	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	1434	42	83	490	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1434	42	83	490	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	1434	42	83	490	10	1	7	1	48	1	158

Saturation Flow Module:	Miller Avenue North			Miller Avenue South			Calle De Barcelona East			Calle De Barcelona West		
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	3595	105	1750	3626	74	194	1361	194	406	8	1336

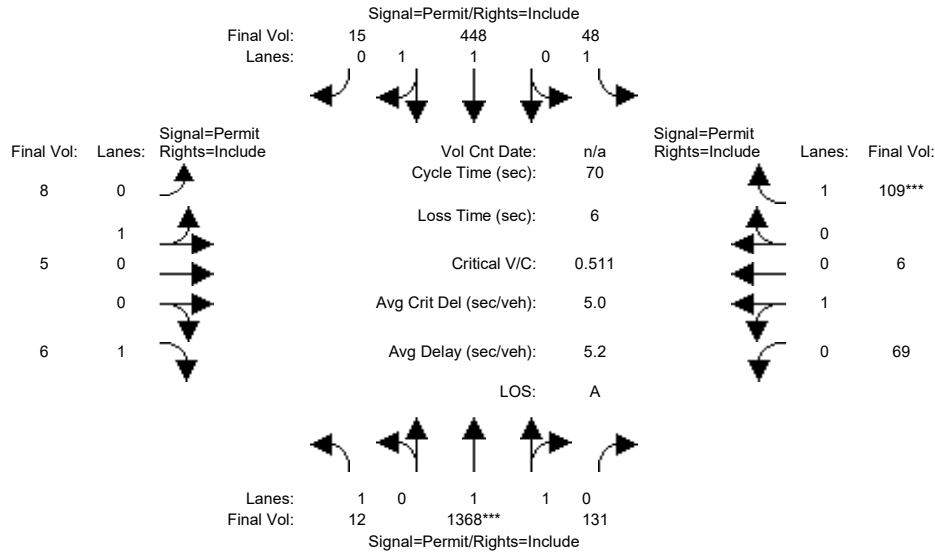
Capacity Analysis Module:	Miller Avenue North			Miller Avenue South			Calle De Barcelona East			Calle De Barcelona West		
Vol/Sat:	0.00	0.40	0.40	0.05	0.14	0.14	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.2	53.2	53.2	53.2	53.2	53.2	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	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	5.5	5.5	3.3	3.7	3.7	23.5	23.5	23.5	28.5	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	5.5	5.5	3.3	3.7	3.7	23.5	23.5	23.5	28.5	28.5	28.5
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall Alternative

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	130	0	1	58	0	0	0	0	0	0	1
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1368	131	48	448	15	8	5	6	69	6	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:	12	1368	131	48	448	15	8	5	6	69	6	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1368	131	48	448	15	8	5	6	69	6	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:	12	1368	131	48	448	15	8	5	6	69	6	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	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	3376	323	1750	3580	120	1108	692	1750	1656	144	1750

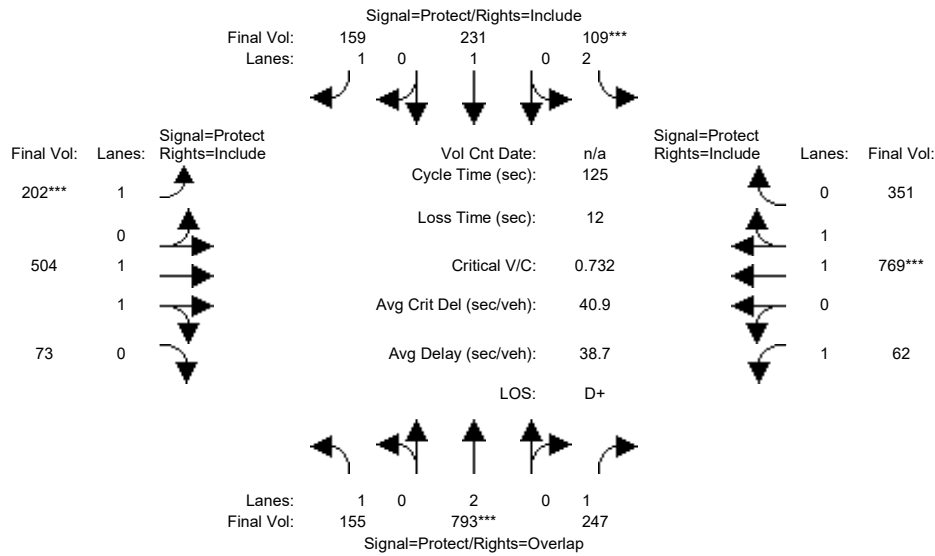
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.03	0.13	0.13	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.53	0.53	0.04	0.16	0.16	0.05	0.05	0.02	0.29	0.29	0.44
Delay/Veh:	1.8	3.3	3.3	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	3.3	3.3	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	126	25	3	55	1	1	4	0	8	30	4
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	793	247	109	231	159	202	504	73	62	769	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	793	247	109	231	159	202	504	73	62	769	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	793	247	109	231	159	202	504	73	62	769	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	793	247	109	231	159	202	504	73	62	769	351

Saturation 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	2540	1159

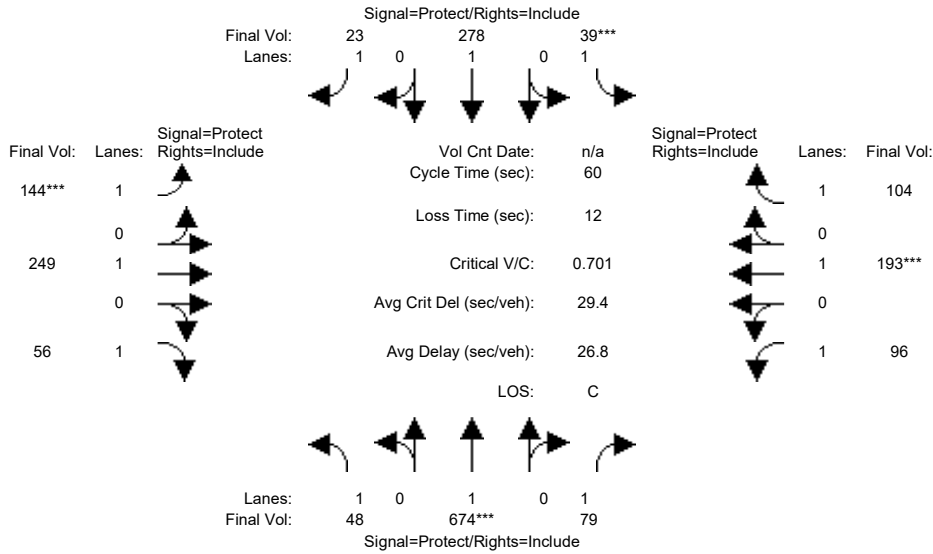
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.03	0.12	0.09	0.12	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	17.8	35.3	54.0	7.0	24.5	24.5	19.5	52.0	52.0	18.7	51.2	51.2
Volume/Cap:	0.62	0.74	0.33	0.62	0.62	0.46	0.74	0.37	0.37	0.24	0.74	0.74
Delay/Veh:	55.2	43.5	23.8	64.2	49.3	45.5	60.5	25.4	25.4	47.3	33.2	33.2
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:	55.2	43.5	23.8	64.2	49.3	45.5	60.5	25.4	25.4	47.3	33.2	33.2
LOS by Move:	E+	D	C	E	D	D	E	C	C	D	C-	C-
HCM2k95thQ:	11	23	12	5	15	11	16	14	14	4	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)
Background AM With Occupied/Re-tenanted Mall 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:	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	151	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	674	79	39	278	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	674	79	39	278	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	674	79	39	278	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	674	79	39	278	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

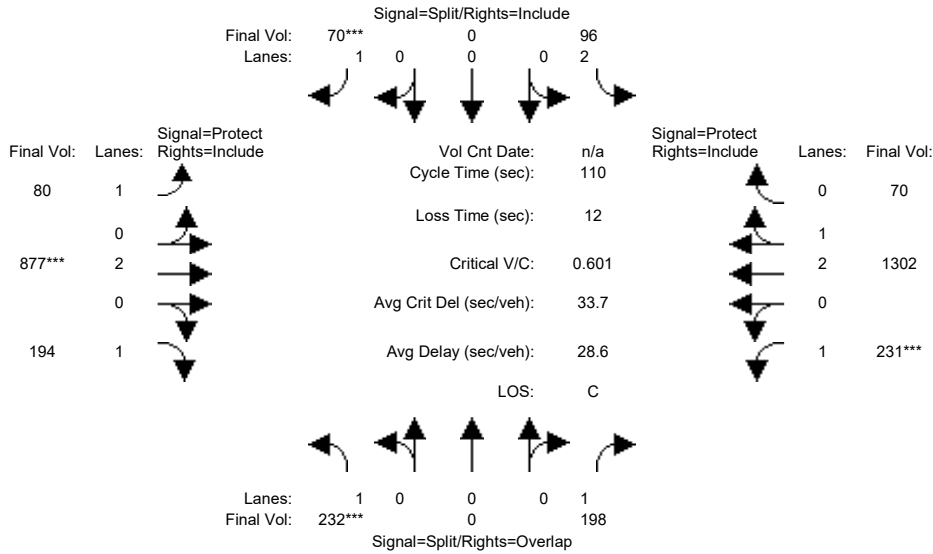
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.05	0.02	0.15	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.89	0.11	0.19	0.48	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	29.0	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	29.0	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	24	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 With Occupied/Re-tenanted Mall 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	98	0	0	103	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	877	194	231	1302	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	877	194	231	1302	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	877	194	231	1302	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	877	194	231	1302	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	5314	286

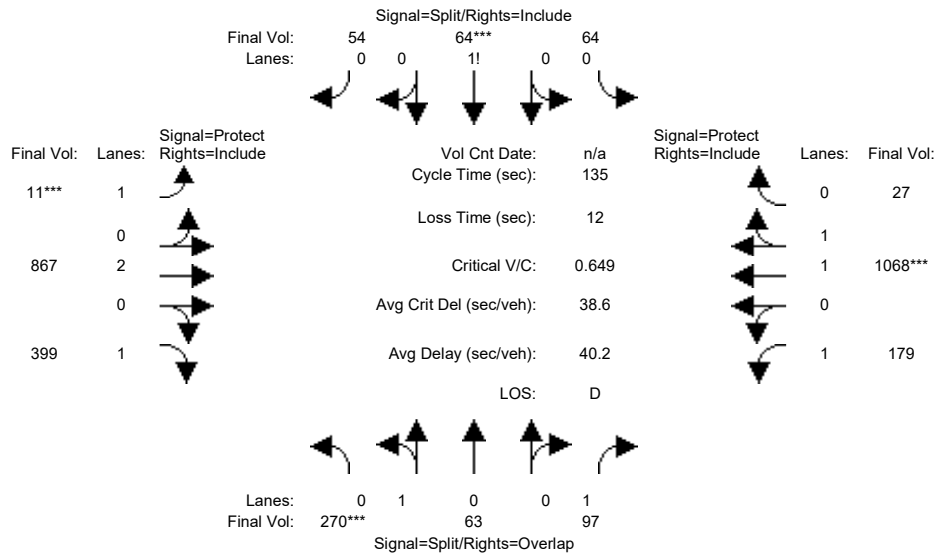
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.23	0.11	0.13	0.25	0.25
Crit Moves:	***					****		****		****		
Green Time:	24.3	0.0	48.4	7.3	0.0	7.3	18.0	42.2	42.2	24.2	48.4	48.4
Volume/Cap:	0.60	0.00	0.26	0.46	0.00	0.60	0.28	0.60	0.29	0.60	0.56	0.56
Delay/Veh:	41.2	0.0	19.6	51.0	0.0	58.4	40.9	27.8	23.7	41.2	23.1	23.1
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:	41.2	0.0	19.6	51.0	0.0	58.4	40.9	27.8	23.7	41.2	23.1	23.1
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	3	0	0	0	0	105	0	4	60	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	97	64	64	54	11	867	399	179	1068	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	97	64	64	54	11	867	399	179	1068	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	97	64	64	54	11	867	399	179	1068	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	97	64	64	54	11	867	399	179	1068	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	3609	91

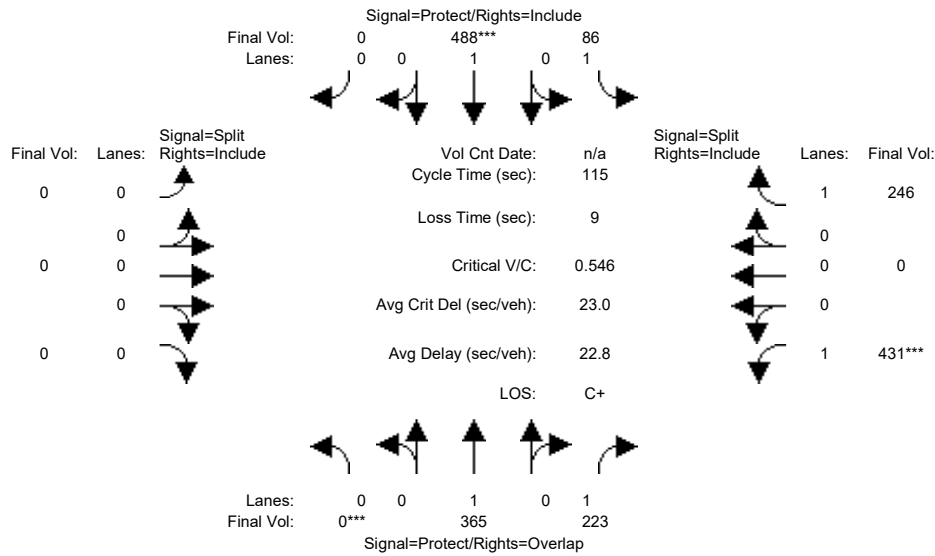
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	36.7	36.7	57.0	20.6	20.6	20.6	7.0	45.4	45.4	20.3	58.7	58.7
Volume/Cap:	0.68	0.68	0.13	0.68	0.68	0.68	0.12	0.68	0.68	0.68	0.68	0.68
Delay/Veh:	47.8	47.8	23.9	61.0	61.0	61.0	61.7	40.1	41.8	61.2	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.8	23.9	61.0	61.0	61.0	61.7	40.1	41.8	61.2	31.8	31.8
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 With Occupied/Re-tenanted Mall 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	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	3	4	0	4	0	0	0	0	6	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	365	223	86	488	0	0	0	0	431	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	365	223	86	488	0	0	0	0	431	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	223	86	488	0	0	0	0	431	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	365	223	86	488	0	0	0	0	431	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

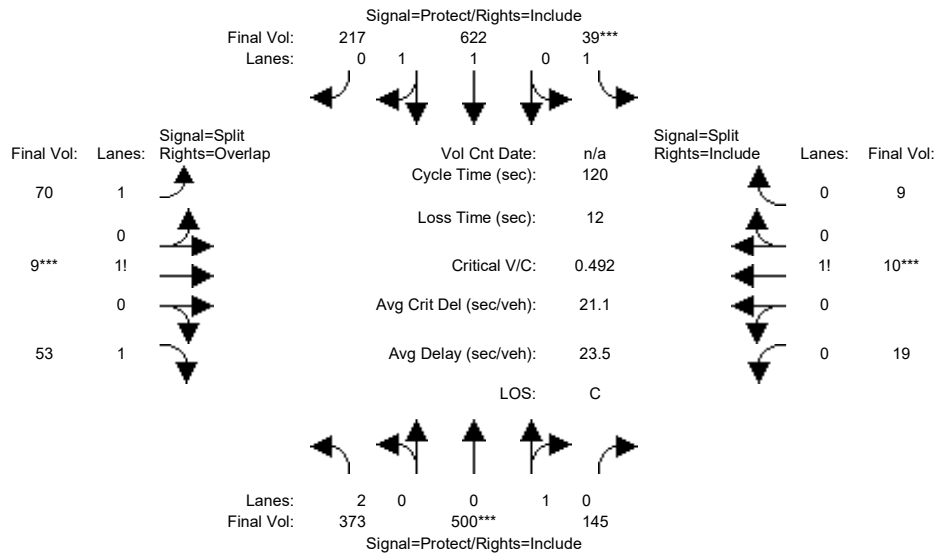
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.13	0.05	0.26	0.00	0.00	0.00	0.00	0.25	0.00	0.14
Crit Moves:	***				***					***		
Green Time:	0.0	41.1	93.0	13.0	54.1	0.0	0.0	0.0	0.0	51.9	0.0	51.9
Volume/Cap:	0.00	0.54	0.16	0.43	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.31
Delay/Veh:	0.0	30.3	2.5	49.1	22.4	0.0	0.0	0.0	0.0	23.8	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	30.3	2.5	49.1	22.4	0.0	0.0	0.0	0.0	23.8	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 With Occupied/Re-tenanted Mall 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	7	0	0	10	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	500	145	39	622	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	500	145	39	622	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	500	145	39	622	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	500	145	39	622	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	0.78	0.22	1.00	1.47	0.53	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1395	405	1750	2742	957	2619	223	2408	875	461	414

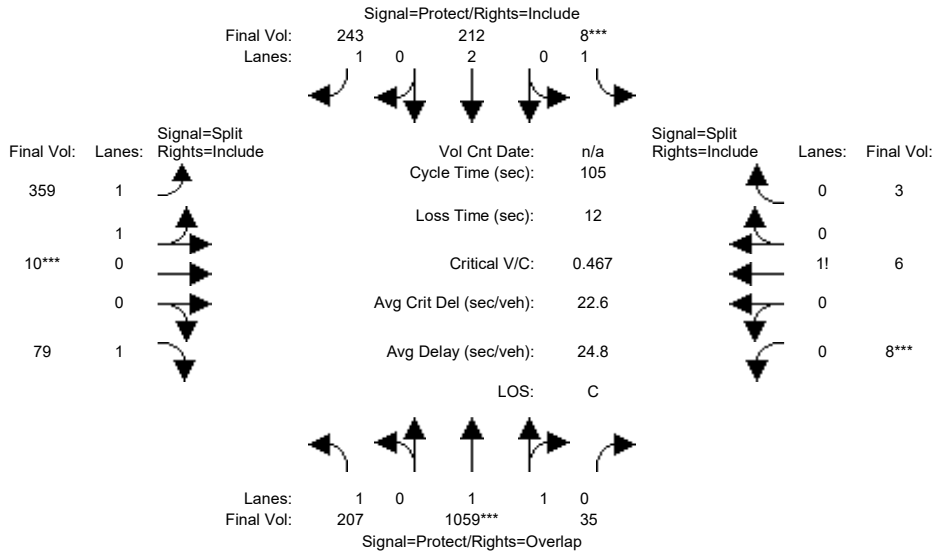
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.36	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.2	81.0	81.0	7.0	57.8	57.8	10.0	10.0	40.2	10.0	10.0	10.0
Volume/Cap:	0.47	0.53	0.53	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.6	10.3	10.3	56.8	21.0	21.0	52.3	53.9	27.2	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:	38.6	10.3	10.3	56.8	21.0	21.0	52.3	53.9	27.2	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:												
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:	17	0	0	0	0	10	7	0	11	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	207	1059	35	8	212	243	359	10	79	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:	207	1059	35	8	212	243	359	10	79	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1059	35	8	212	243	359	10	79	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:	207	1059	35	8	212	243	359	10	79	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	3454	96	1750	824	618	309

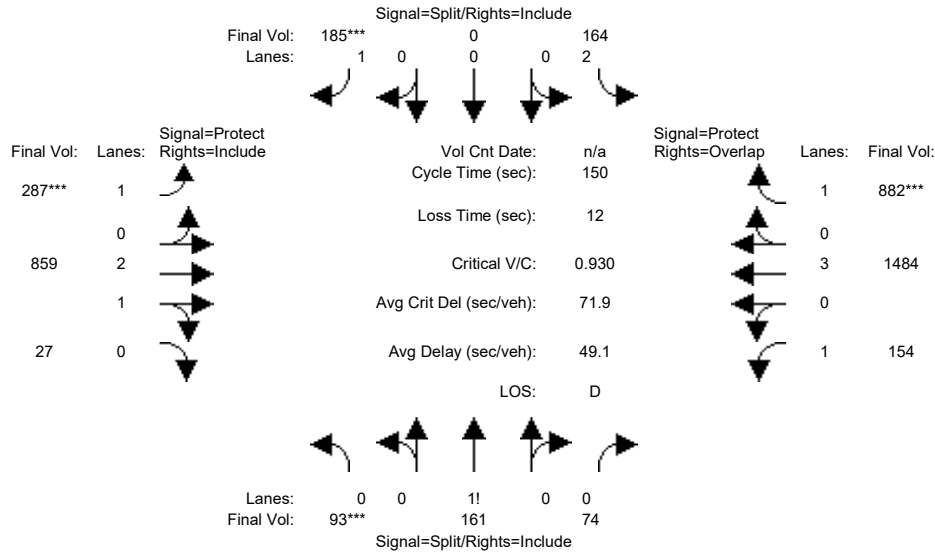
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.00	0.06	0.14	0.10	0.10	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	29.1	56.2	66.2	7.0	34.1	34.1	19.8	19.8	19.8	10.0	10.0	10.0
Volume/Cap:	0.43	0.55	0.47	0.07	0.17	0.43	0.55	0.55	0.24	0.10	0.10	0.10
Delay/Veh:	31.7	16.4	10.3	46.2	25.4	28.3	39.6	39.6	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:	31.7	16.4	10.3	46.2	25.4	28.3	39.6	39.6	36.6	43.7	43.7	43.7
LOS by Move:	C	B	B+	D	C	C	D	D	D+	D	D	D
HCM2k95thQ:	11	20	16	1	5	12	11	11	5	1	1	1

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 With Occupied/Re-tenanted Mall 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:	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:	1	3	0	11	0	0	0	95	3	0	101	14
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	93	161	74	164	0	185	287	859	27	154	1484	882
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	161	74	164	0	185	287	859	27	154	1484	882
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	161	74	164	0	185	287	859	27	154	1484	882
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	161	74	164	0	185	287	859	27	154	1484	882

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.:	496	859	395	3150	0	1750	1750	5429	171	1750	5700	1750

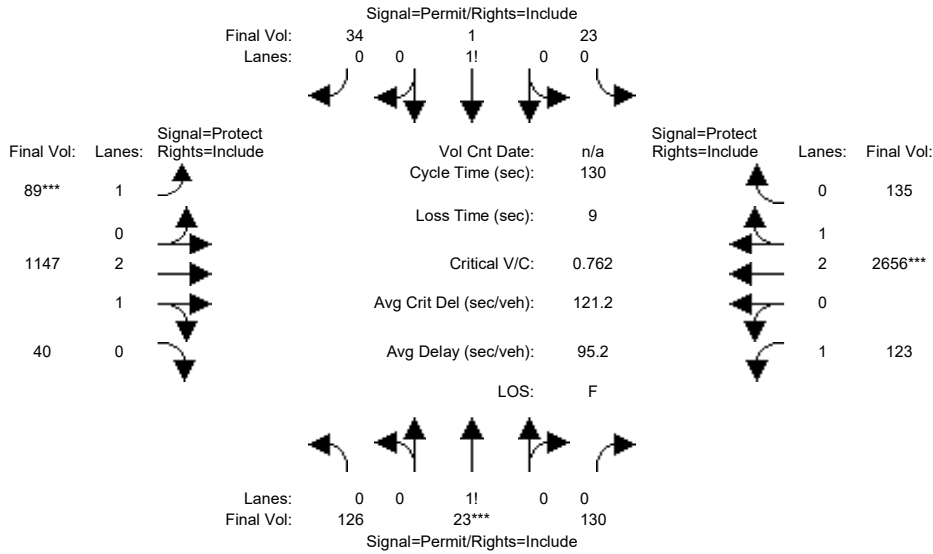
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.11	0.16	0.16	0.16	0.09	0.26	0.50
Crit Moves:	***					***	***					***
Green Time:	28.7	28.7	28.7	17.1	0.0	17.1	25.1	59.3	59.3	33.0	67.1	84.1
Volume/Cap:	0.98	0.98	0.98	0.46	0.00	0.93	0.98	0.40	0.40	0.40	0.58	0.90
Delay/Veh:	103.4	103	103.4	63.1	0.0	110.2	108.5	32.7	32.7	50.8	31.3	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:	103.4	103	103.4	63.1	0.0	110.2	108.5	32.7	32.7	50.8	31.3	40.2
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	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 With Occupied/Re-tenanted Mall 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:												
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	105	0	0	115	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1044	36	112	2417	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	1147	40	123	2656	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1147	40	123	2656	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	1147	40	123	2656	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	2.85	0.15
Final Sat.:	792	145	813	693	33	1024	1750	5413	187	1750	5328	271

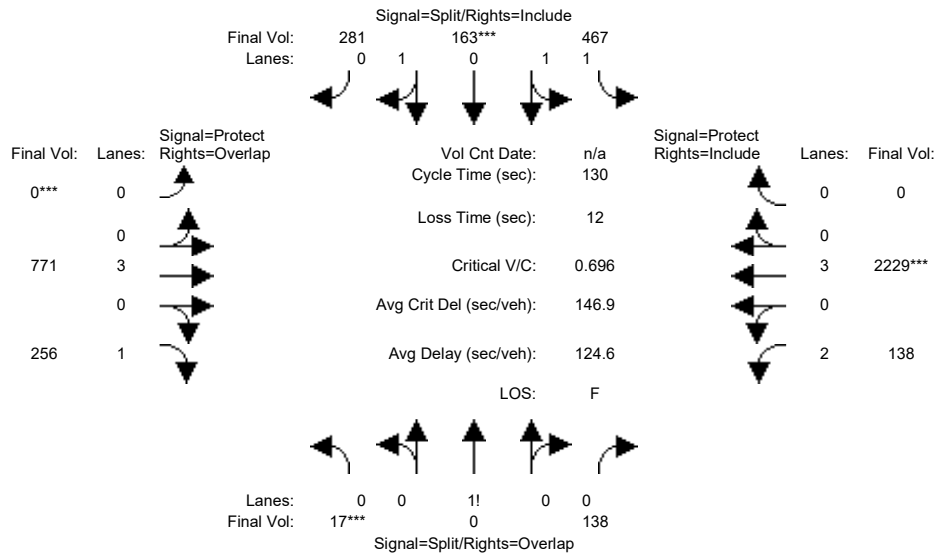
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.21	0.21	0.07	0.50	0.50
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.59	0.59	0.33	1.20	1.20
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	34.6	34.6	43.9	132	132.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	34.6	34.6	43.9	132	132.4
LOS by Move:	C-	C-	C-	C	C	C	D	C-	C-	D	F	F
HCM2k95thQ:	17	17	17	3	3	3	7	23	23	8	83	83

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 With Occupied/Re-tenanted Mall 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		
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	17	0	0	91	14	27	115	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	771	256	138	2229	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	771	256	138	2229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	771	256	138	2229	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	771	256	138	2229	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:

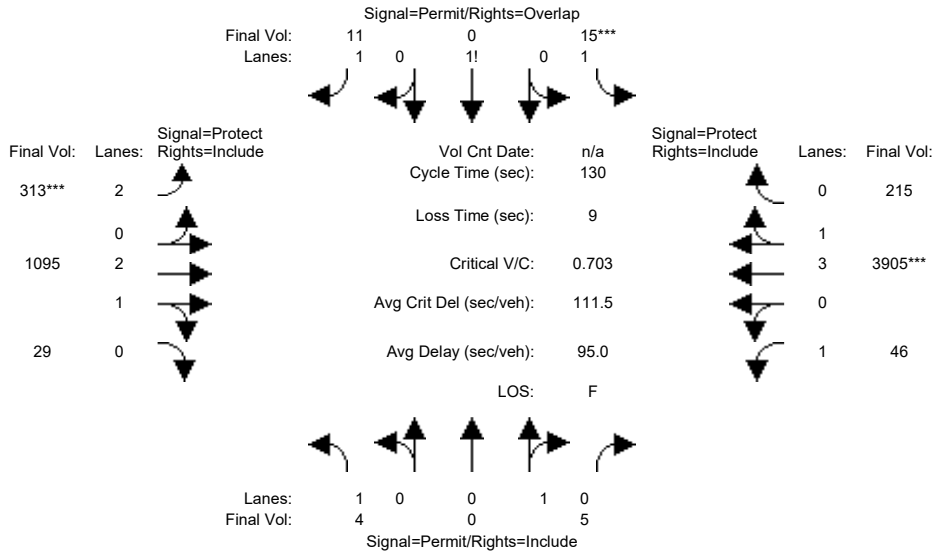
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.14	0.15	0.04	0.39	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.76	0.30	0.34	1.28	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	73.8	27.7	72.1	193	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	73.8	27.7	72.1	193	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	88	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 With Occupied/Re-tenanted Mall 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	92	0	0	153	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	1007	27	42	3593	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	1095	29	46	3905	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1095	29	46	3905	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	1095	29	46	3905	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	5454	146	1750	7108	392

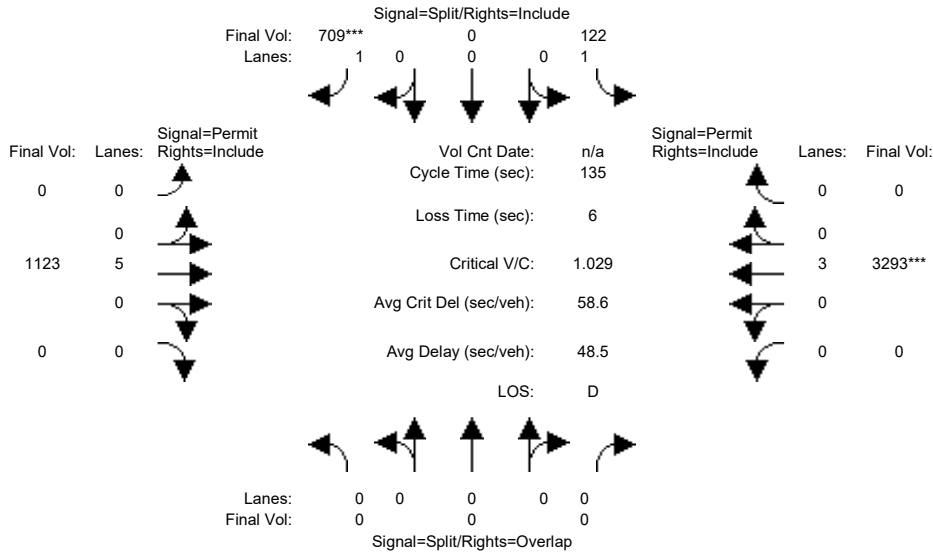
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.20	0.20	0.03	0.55	0.55
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.54	0.54	0.12	1.17	1.17
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.3	32.3	41.6	115	114.8
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:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.3	32.3	41.6	115	114.8
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2k95thQ:	0	0	0	1	0	0	14	21	21	3	87	87

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 With Occupied/Re-tenanted Mall 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	28	0	92	0	0	125	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	709	0	1123	0	0	3293	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	709	0	1123	0	0	3293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	709	0	1123	0	0	3293	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	709	0	1123	0	0	3293	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

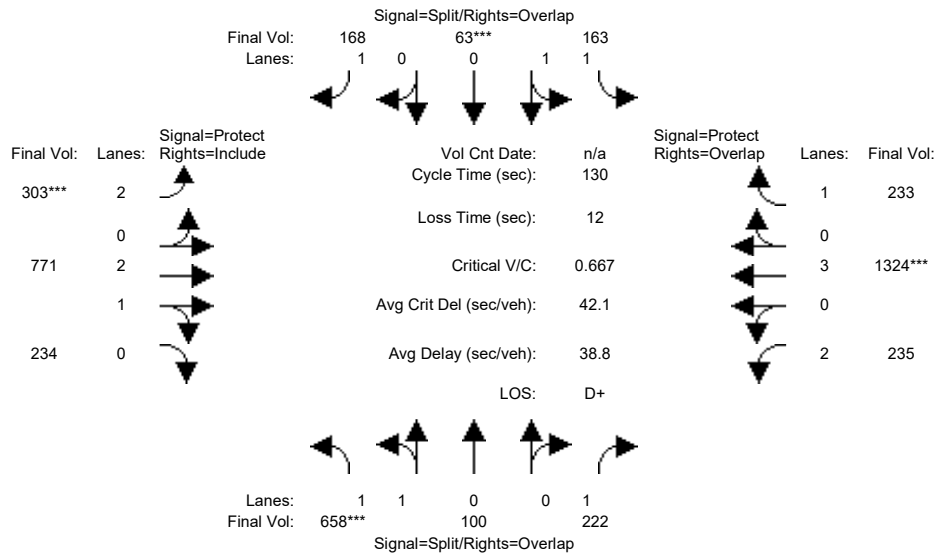
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.41	0.00	0.12	0.00	0.00	0.58	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	53.2	0.0	53.2	0.0	75.8	0.0	0.0	75.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.03	0.00	0.21	0.00	0.00	1.03	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	82.7	0.0	14.7	0.0	0.0	53.4	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	82.7	0.0	14.7	0.0	0.0	53.4	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	D-	A
HCM2k95thQ:	0	0	0	7	0	63	0	9	0	0	79	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 With Occupied/Re-tenanted Mall 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	52	2	0	38	49	147	64	50	3	52	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	100	222	163	63	168	303	771	234	235	1324	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	100	222	163	63	168	303	771	234	235	1324	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	100	222	163	63	168	303	771	234	235	1324	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	100	222	163	63	168	303	771	234	235	1324	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:	1.74	0.26	1.00	1.45	0.55	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	3082	468	1750	2560	990	1750	3150	4294	1303	3150	5700	1750

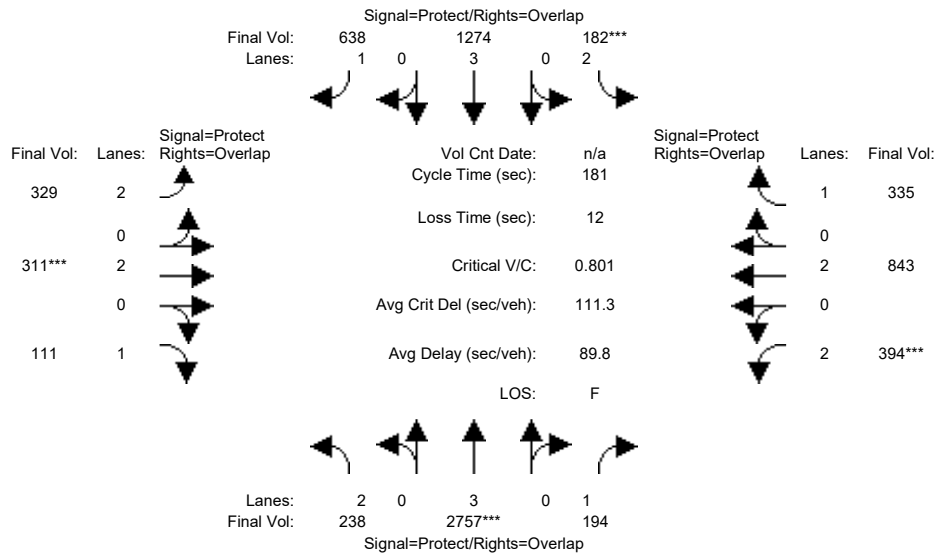
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.13	0.06	0.06	0.10	0.10	0.18	0.18	0.07	0.23	0.13
Crit Moves:	***				***		***				***	
Green Time:	41.6	41.6	60.4	12.4	12.4	31.1	18.7	45.2	45.2	18.8	45.3	57.7
Volume/Cap:	0.67	0.67	0.27	0.67	0.67	0.40	0.67	0.52	0.52	0.52	0.67	0.30
Delay/Veh:	39.7	39.7	21.5	61.8	61.8	42.2	56.5	33.9	33.9	52.4	36.9	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	21.5	61.8	61.8	42.2	56.5	33.9	33.9	52.4	36.9	23.4
LOS by Move:	D	D	C+	E	E	D	E+	C-	C-	D-	D+	C
HCM2k95thQ:	26	26	11	11	11	12	13	19	19	11	27	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 AM With Occupied/Re-tenanted Mall 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	526	6	35	208	38	86	22	0	11	26	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3490	194	182	1593	638	329	311	111	394	843	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	2757	194	182	1274	638	329	311	111	394	843	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2757	194	182	1274	638	329	311	111	394	843	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	2757	194	182	1274	638	329	311	111	394	843	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

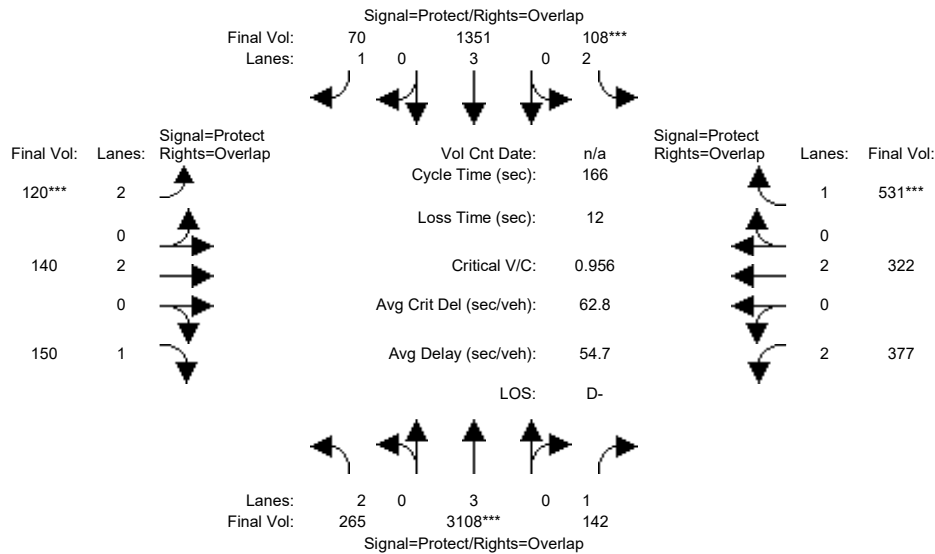
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.11	0.06	0.22	0.36	0.10	0.08	0.06	0.13	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.03	0.20	0.46	0.44	0.57	0.80	0.34	0.19	1.27	1.07	0.57
Delay/Veh:	111.2	103	36.1	82.2	48.2	41.6	87.5	57.7	44.3	227.6	124	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	103	36.1	82.2	48.2	41.6	87.5	57.7	44.3	227.6	124	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	80	17	12	34	52	20	13	9	36	49	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 With Occupied/Re-tenanted Mall 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	530	0	0	216	3	2	2	0	0	3	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3934	142	108	1689	70	120	140	150	377	322	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	3108	142	108	1351	70	120	140	150	377	322	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3108	142	108	1351	70	120	140	150	377	322	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	3108	142	108	1351	70	120	140	150	377	322	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

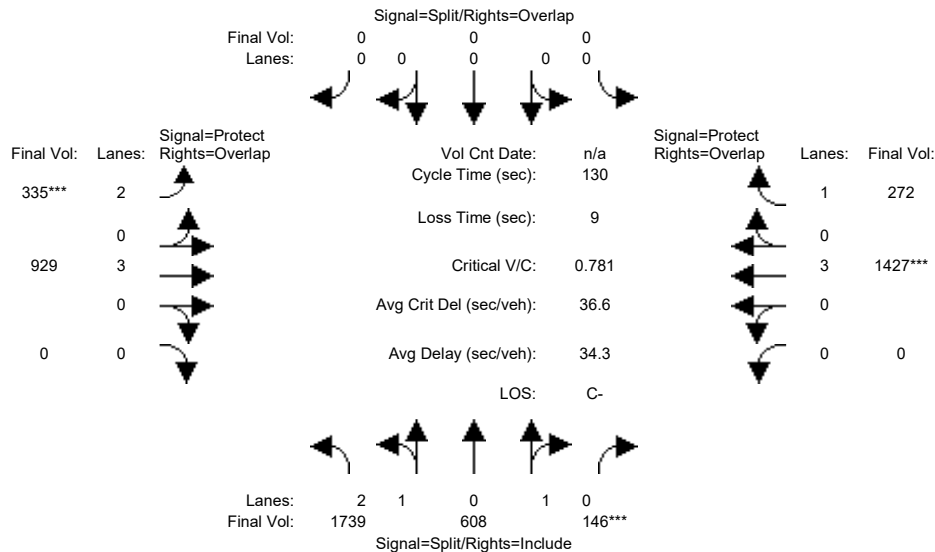
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.08	0.03	0.24	0.04	0.04	0.04	0.09	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	89.9	117.1	13.0	86.9	100.9	14.0	23.9	39.9	27.2	37.1	50.1
Volume/Cap:	0.87	1.01	0.12	0.44	0.45	0.07	0.45	0.26	0.36	0.73	0.38	1.01
Delay/Veh:	97.3	55.9	7.9	74.3	24.8	13.3	73.6	63.4	52.9	71.2	55.0	98.4
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:	97.3	55.9	7.9	74.3	24.8	13.3	73.6	63.4	52.9	71.2	55.0	98.4
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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								
	North Bound	South Bound	East Bound	West Bound								
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:	41	169	13	0	0	0	44	62	0	0	84	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1739	608	146	0	0	0	335	929	0	0	1427	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:	1739	608	146	0	0	0	335	929	0	0	1427	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1739	608	146	0	0	0	335	929	0	0	1427	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:	1739	608	146	0	0	0	335	929	0	0	1427	272

Saturation Flow Module:

	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard								
	North Bound	South Bound	East Bound	West Bound								
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:	2.87	0.91	0.22	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4700	1643	395	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

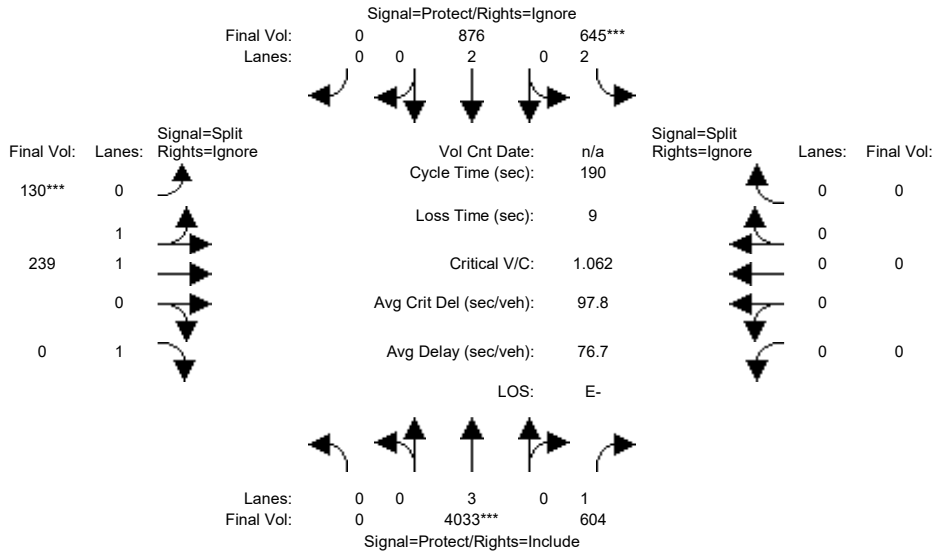
	Lawrence Expressway Ramps (East)			Stevens Creek Boulevard								
	North Bound	South Bound	East Bound	West Bound								
Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.11	0.16	0.00	0.00	0.25	0.16
Crit Moves:	***						****			****		
Green Time:	61.6	61.6	61.6	0.0	0.0	0.0	17.7	59.4	0.0	0.0	41.7	41.7
Volume/Cap:	0.78	0.78	0.78	0.00	0.00	0.00	0.78	0.36	0.00	0.00	0.78	0.48
Delay/Veh:	29.9	29.9	29.9	0.0	0.0	0.0	63.2	23.0	0.0	0.0	42.3	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:	29.9	29.9	29.9	0.0	0.0	0.0	63.2	23.0	0.0	0.0	42.3	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	15	0	0	28	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 With Occupied/Re-tenanted Mall 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	328	82	67	107	0	0	4	55	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4033	604	645	876	0	130	239	318	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	4033	604	645	876	0	130	239	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4033	604	645	876	0	130	239	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	4033	604	645	876	0	130	239	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	0.72	1.28	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1303	2396	1750	0	0	0

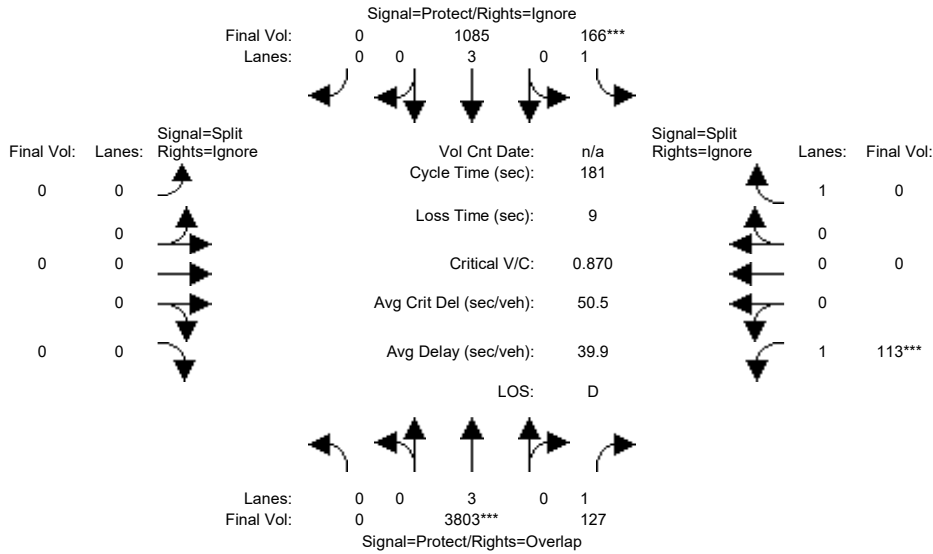
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.35	0.20	0.23	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****		****		****		****		****		****	
Green Time:	0.0	117	117.3	33.9	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.15	0.56	1.15	0.29	0.00	0.64	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	89.1	12.0	163.7	0.1	0.0	77.7	77.7	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	89.1	12.0	163.7	0.1	0.0	77.7	77.7	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	141	21	50	1	0	18	18	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 AM With Occupied/Re-tenanted Mall 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	409	0	0	162	0	0	0	0	0	0	0
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3803	127	166	1085	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	3803	127	166	1085	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3803	127	166	1085	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
Final Volume:	0	3803	127	166	1085	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

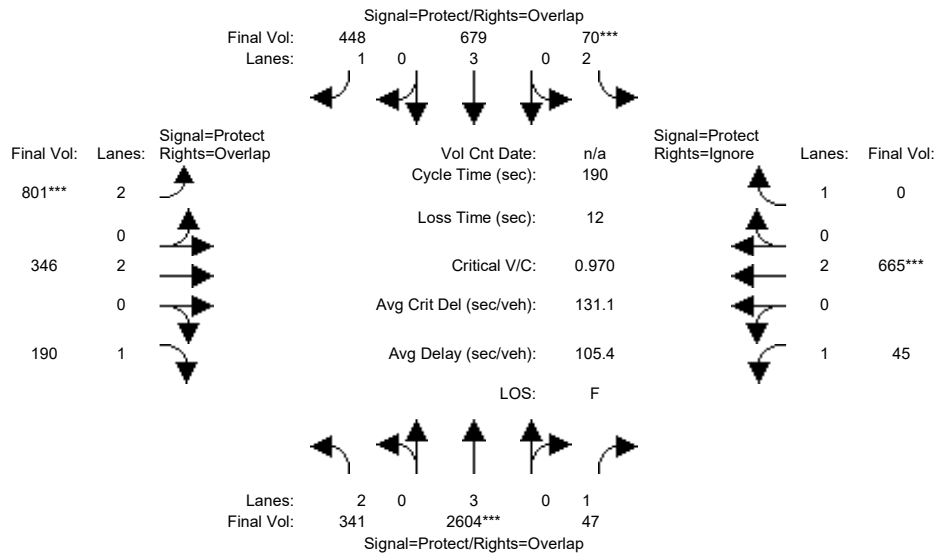
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.07	0.09	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.01	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	48.7	4.1	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	48.7	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	105	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 With Occupied/Re-tenanted Mall 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	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:	36	384	0	0	154	8	25	0	9	0	0	0
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	341	2604	47	70	679	448	801	346	190	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:	341	2604	47	70	679	448	801	346	190	45	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	2604	47	70	679	448	801	346	190	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:	341	2604	47	70	679	448	801	346	190	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

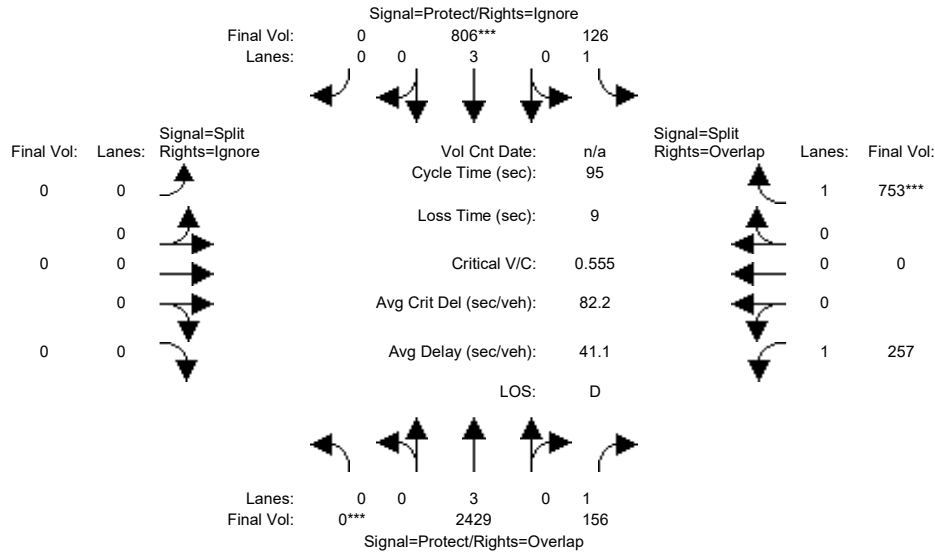
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.03	0.02	0.12	0.26	0.25	0.09	0.11	0.03	0.17	0.00
Crit Moves:	****		****				****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.02	1.23	0.06	0.30	0.35	0.42	0.94	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	137.7	161	26.9	83.1	50.7	27.3	84.4	33.6	22.8	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:	137.7	161	26.9	83.1	50.7	27.3	84.4	33.6	22.8	88.3	75.3	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	24	103	2	5	19	32	48	11	11	6	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 AM With Occupied/Re-tenanted Mall 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:	Lawrence Expressway						Doyle Road					
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	419	0	0	162	0	0	0	0	0	0	1
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2429	156	126	806	4	0	0	0	257	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	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	2429	156	126	806	0	0	0	0	257	0	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2429	156	126	806	0	0	0	0	257	0	753
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	2429	156	126	806	0	0	0	0	257	0	753

Saturation Flow Module:	Lawrence Expressway						Doyle Road					
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

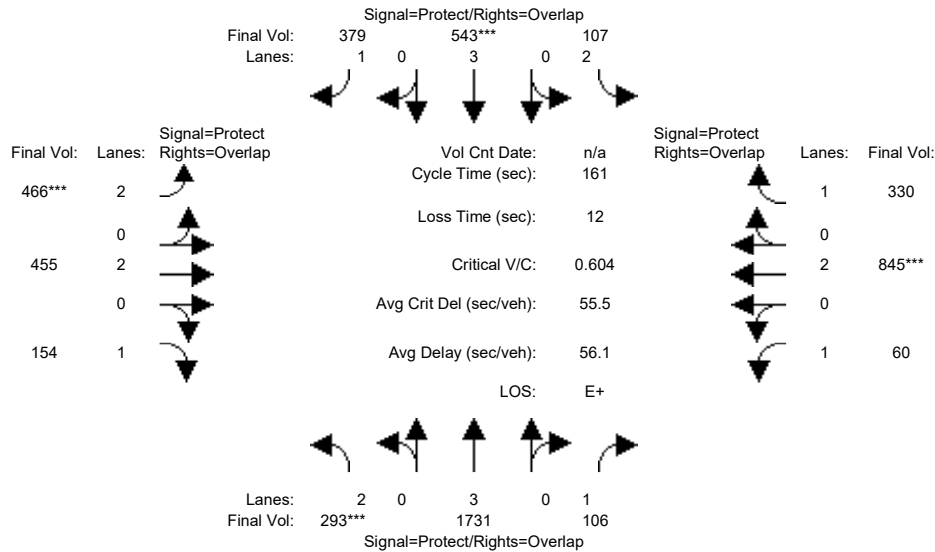
Capacity Analysis Module:	Lawrence Expressway						Doyle Road					
Vol/Sat:	0.00	0.43	0.09	0.07	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.75	0.12	0.48	0.20	0.00	0.00	0.00	0.00	0.78	0.00	1.27
Delay/Veh:	0.0	16.6	3.2	38.4	4.5	0.0	0.0	0.0	0.0	47.5	0.0	165.4
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	16.6	3.2	38.4	4.5	0.0	0.0	0.0	0.0	47.5	0.0	165.4
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	29	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 Occupied/Re-Tenanted Mall 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:	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	419	0	0	162	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1731	106	107	543	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	1731	106	107	543	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1731	106	107	543	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
FinalVolume:	293	1731	106	107	543	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

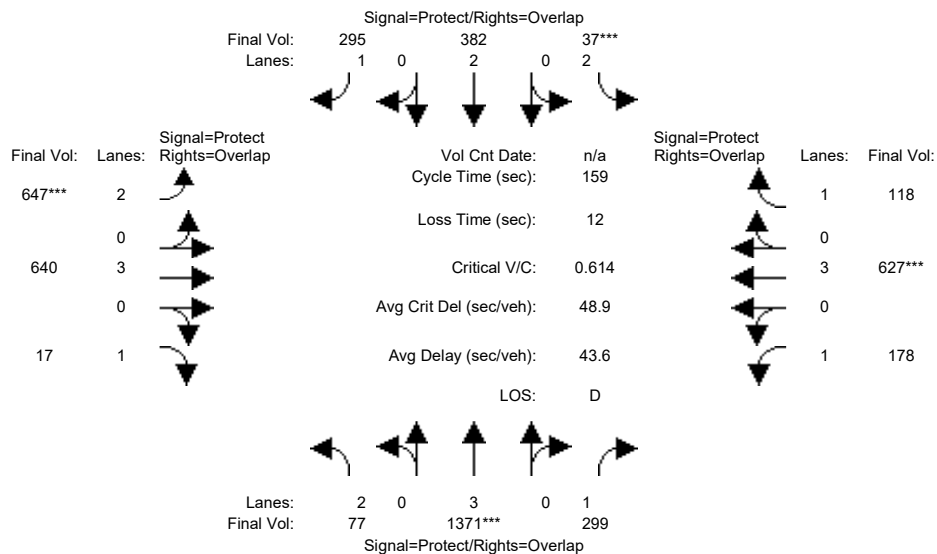
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.06	0.03	0.10	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****				****		****				****	
Green Time:	26.0	49.0	63.7	17.0	40.0	73.2	33.2	68.3	94.3	14.7	49.8	66.8
Volume/Cap:	0.58	1.00	0.15	0.32	0.38	0.48	0.72	0.28	0.15	0.38	0.72	0.45
Delay/Veh:	64.0	77.0	31.4	67.2	50.4	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	77.0	31.4	67.2	50.4	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	14	24	23	13	7	7	33	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 With Occupied/Re-tenanted Mall 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	417	0	0	160	2	3	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1371	299	37	382	295	647	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	1371	299	37	382	295	647	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1371	299	37	382	295	647	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	1371	299	37	382	295	647	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:

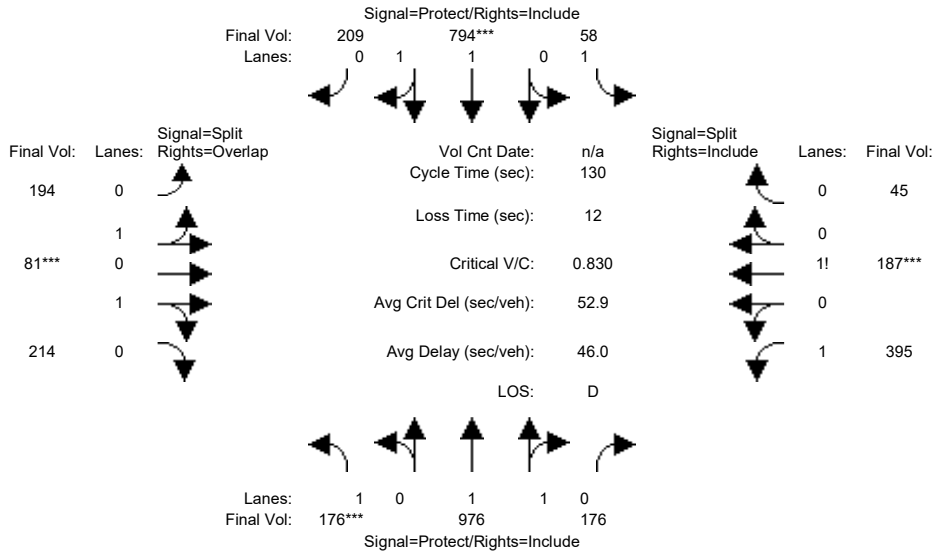
Vol/Sat:	0.02	0.24	0.17	0.01	0.10	0.17	0.21	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.65	0.33	0.21	0.29	0.27	0.76	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.1	22.6	72.2	37.2	13.8	57.3	37.8	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	42.1	22.6	72.2	37.2	13.8	57.3	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	12	13	29	13	1	19	17	9

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 With Occupied/Re-tenanted Mall 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:	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	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	976	176	58	794	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	976	176	58	794	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	976	176	58	794	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	976	176	58	794	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	3134	565	1750	2928	771	1428	596	1575	2555	762	183

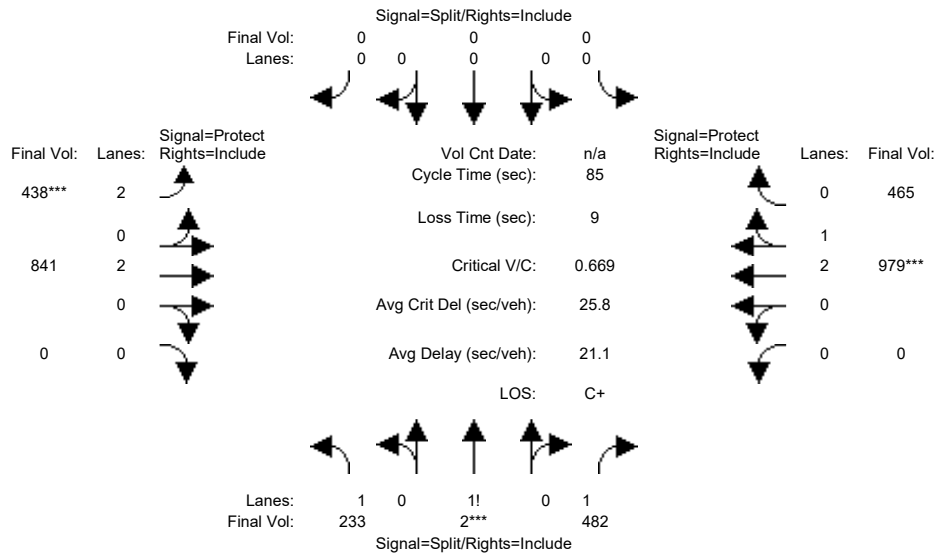
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.8	49.7	49.7	8.6	42.5	42.5	21.3	21.3	37.0	38.5	38.5	38.5
Volume/Cap:	0.83	0.82	0.82	0.50	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	78.9	39.8	39.8	62.1	45.4	45.4	62.2	62.2	38.8	38.5	50.4	50.4
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	39.8	39.8	62.1	45.4	45.4	62.2	62.2	38.8	38.5	50.4	50.4
LOS by Move:	E-	D	D	E	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	36	36	5	34	34	22	22	16	18	33	33

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 With Occupied/Re-tenanted Mall 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:	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	3	0	0	2	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	482	0	0	0	438	841	0	0	979	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	841	0	0	979	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	482	0	0	0	438	841	0	0	979	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	841	0	0	979	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

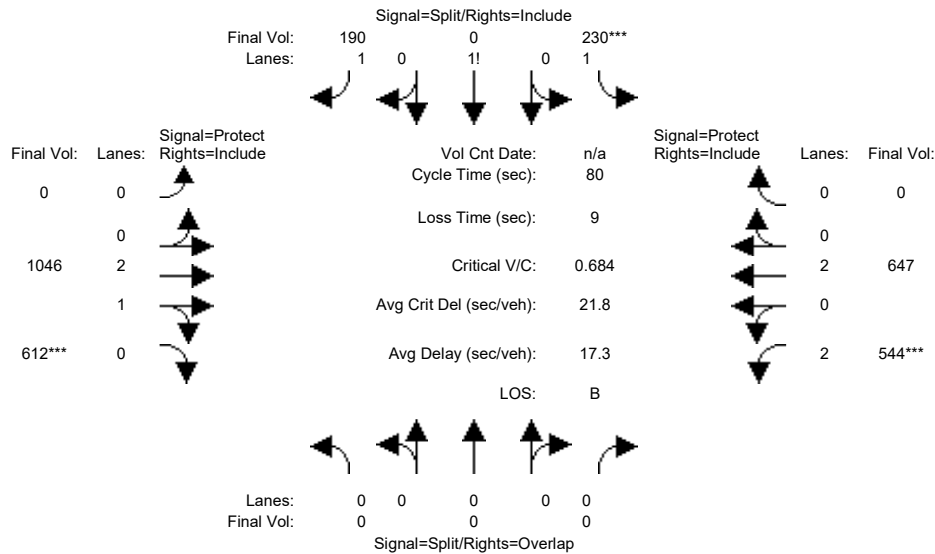
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.6	25.6	25.6	0.0	0.0	0.0	17.7	50.4	0.0	0.0	32.7	32.7
Volume/Cap:	0.33	0.67	0.53	0.00	0.00	0.00	0.67	0.37	0.00	0.00	0.67	0.67
Delay/Veh:	23.2	27.6	25.2	0.0	0.0	0.0	33.7	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:	23.2	27.6	25.2	0.0	0.0	0.0	33.7	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall Alternative

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	3	0	0	2	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1046	612	544	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	230	0	190	0	1046	612	544	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1046	612	544	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	230	0	190	0	1046	612	544	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	1.55	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

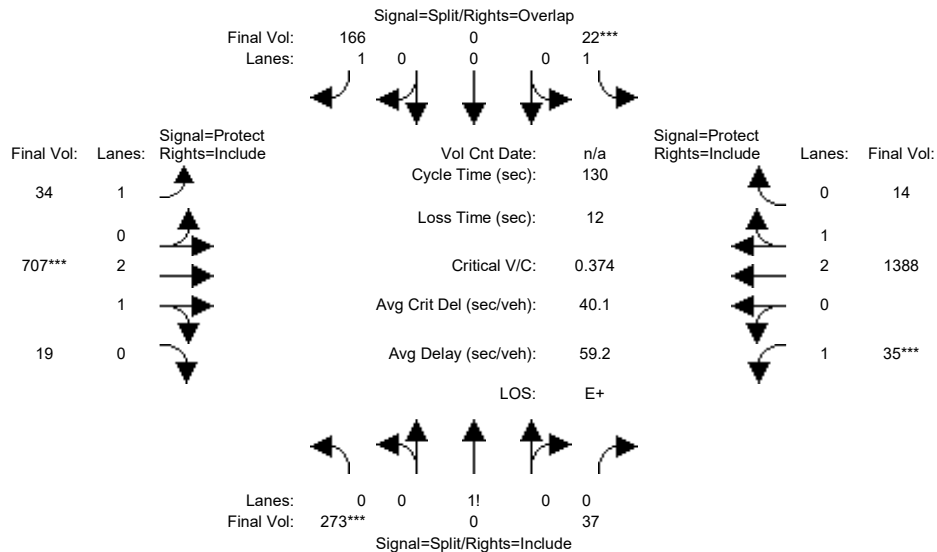
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.28	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.8	40.8	20.2	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.54	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	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	5	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 With Occupied/Re-tenanted Mall 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	0	0	75	0	0	123	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	158	32	672	18	33	1319	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	707	19	35	1388	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	166	34	707	19	35	1388	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	707	19	35	1388	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	5454	146	1750	5545	55

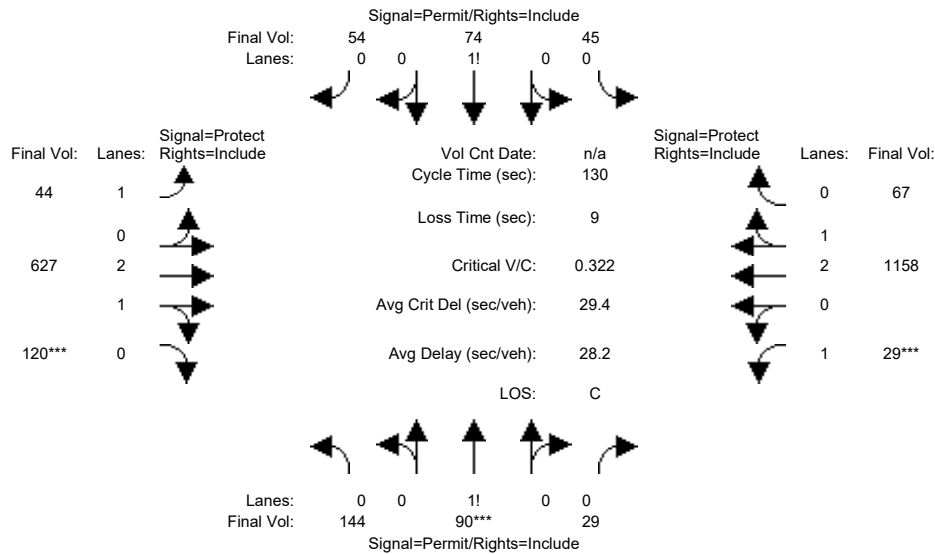
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.13	0.13	0.02	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.05	0.00	0.27	0.19	0.48	0.48	0.26	1.02	1.02
Delay/Veh:	38.3	0.0	38.3	37.5	0.0	31.0	54.2	40.1	40.1	57.5	77.6	77.6
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:	38.3	0.0	38.3	37.5	0.0	31.0	54.2	40.1	40.1	57.5	77.6	77.6
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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:	5	0	0	0	0	6	3	68	4	0	112	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	138	86	28	43	71	52	42	602	115	28	1112	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	54	44	627	120	29	1158	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	90	29	45	74	54	44	627	120	29	1158	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	54	44	627	120	29	1158	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	453	748	548	1750	4701	898	1750	5295	305

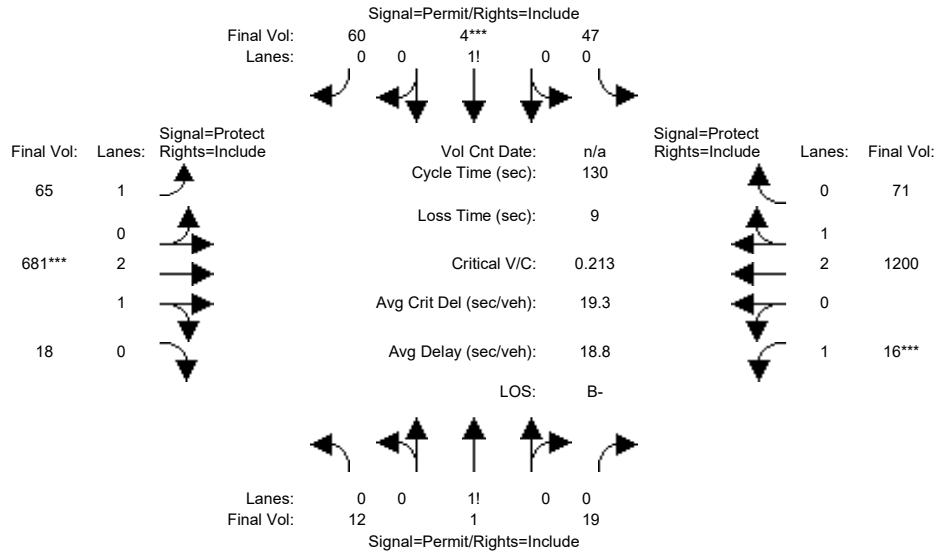
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.02	0.13	0.13	0.02	0.22	0.22
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.37	0.37	0.37	0.25	0.25	0.25	0.27	0.35	0.35	0.11	0.50	0.50
Delay/Veh:	27.9	27.9	27.9	26.2	26.2	26.2	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	26.2	26.2	26.2	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams 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:	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:	2	0	0	0	0	1	1	66	1	0	109	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	12	1	18	46	4	58	63	661	17	16	1164	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:	12	1	19	47	4	60	65	681	18	16	1200	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	19	47	4	60	65	681	18	16	1200	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:	12	1	19	47	4	60	65	681	18	16	1200	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:	0.39	0.03	0.58	0.42	0.04	0.54	1.00	2.92	0.08	1.00	2.83	0.17
Final Sat.:	677	56	1016	745	65	940	1750	5459	140	1750	5286	313

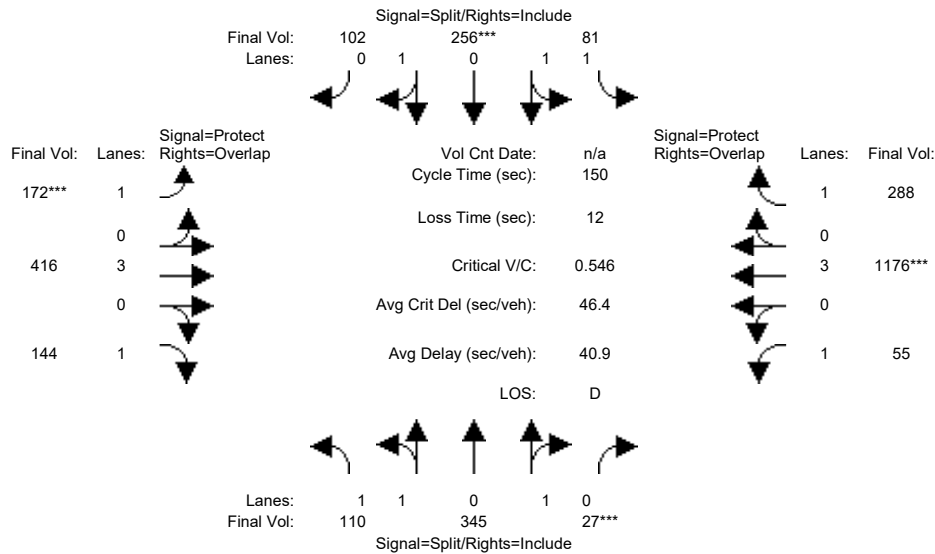
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.12	0.12	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	11.9	70.2	70.2	15.0	73.3	73.3
Volume/Cap:	0.07	0.07	0.07	0.23	0.23	0.23	0.41	0.23	0.23	0.08	0.40	0.40
Delay/Veh:	34.8	34.8	34.8	36.7	36.7	36.7	57.4	15.7	15.7	51.5	16.1	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:	34.8	34.8	34.8	36.7	36.7	36.7	57.4	15.7	15.7	51.5	16.1	16.1
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM With Occupied/Re-tenanted Mall 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	10	7	10	10
Y+R:	4.0	4.0	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:	1	0	0	0	0	1	1	64	1	0	107	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	110	345	27	81	256	102	172	416	144	55	1176	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:	110	345	27	81	256	102	172	416	144	55	1176	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	345	27	81	256	102	172	416	144	55	1176	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:	110	345	27	81	256	102	172	416	144	55	1176	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	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2645	1054	1750	5700	1750	1750	5700	1750

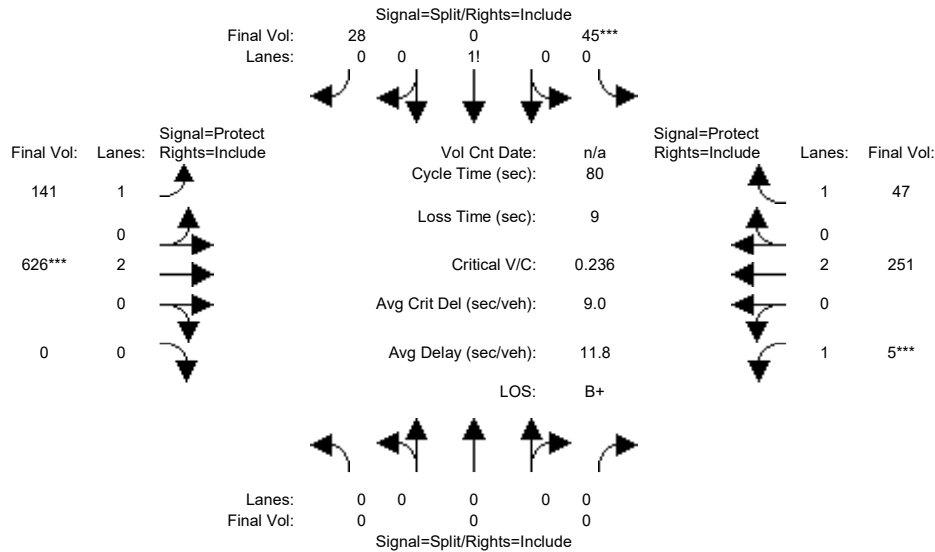
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.05	0.10	0.10	0.10	0.07	0.08	0.03	0.21	0.16
Crit Moves:	***			****			****			****		
Green Time:	27.6	27.6	27.6	26.6	26.6	26.6	27.0	51.1	78.7	32.7	56.7	83.3
Volume/Cap:	0.34	0.55	0.55	0.26	0.55	0.55	0.55	0.21	0.16	0.14	0.55	0.30
Delay/Veh:	53.4	56.2	56.2	53.3	57.0	57.0	57.9	35.2	18.5	47.6	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:	53.4	56.2	56.2	53.3	57.0	57.0	57.9	35.2	18.5	47.6	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Occupied/Re-Tenanted Mall Alternative

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:	L	T	R	L	T	R	L	T	R	L	T	R
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	15	0	10	63	2	0	0	5	21
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	45	0	28	141	626	0	5	251	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	45	0	28	141	626	0	5	251	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	28	141	626	0	5	251	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	45	0	28	141	626	0	5	251	47

Saturation Flow Module:	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	0.92	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	1079	0	671	1750	3800	0	1750	3800	1750

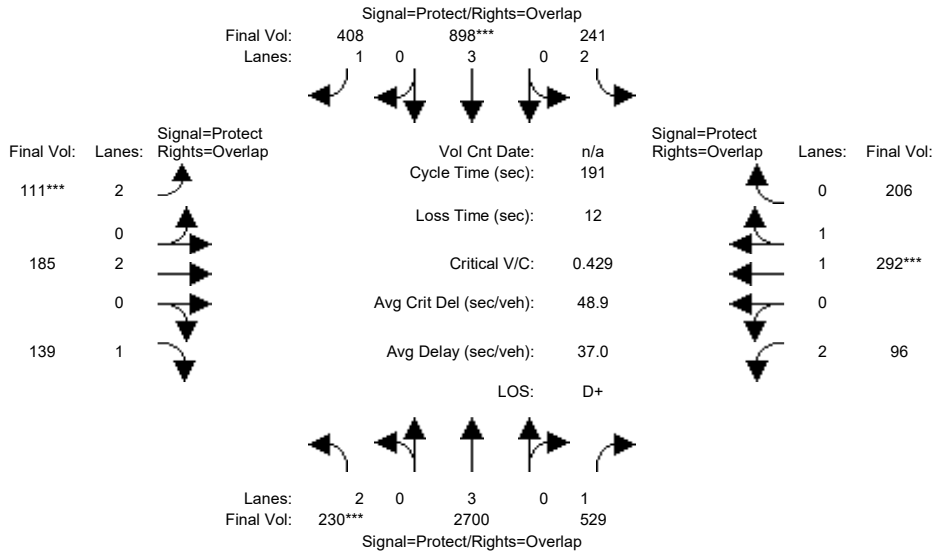
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.08	0.16	0.00	0.00	0.07	0.03
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	23.9	51.1	0.0	7.0	34.2	34.2
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.26	0.27	0.26	0.00	0.03	0.15	0.06
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	29.8	21.7	6.3	0.0	33.5	14.1	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	29.8	0.0	29.8	21.7	6.3	0.0	33.5	14.1	13.5
LOS by Move:	A	A	A	C	A	C	C+	A	A	C-	B	B
HCM2kAvgQ:	0	0	0	2	0	2	3	3	0	0	2	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)
Background AM Occupied/Re-Tenanted Mall Alternative

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:	North Bound			South Bound			East Bound			West Bound		
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	199	0	0	85	0	0	0	1	1	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	230	3418	529	241	1122	408	111	185	139	96	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	2700	529	241	898	408	111	185	139	96	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2700	529	241	898	408	111	185	139	96	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	2700	529	241	898	408	111	185	139	96	292	206

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	0.83	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

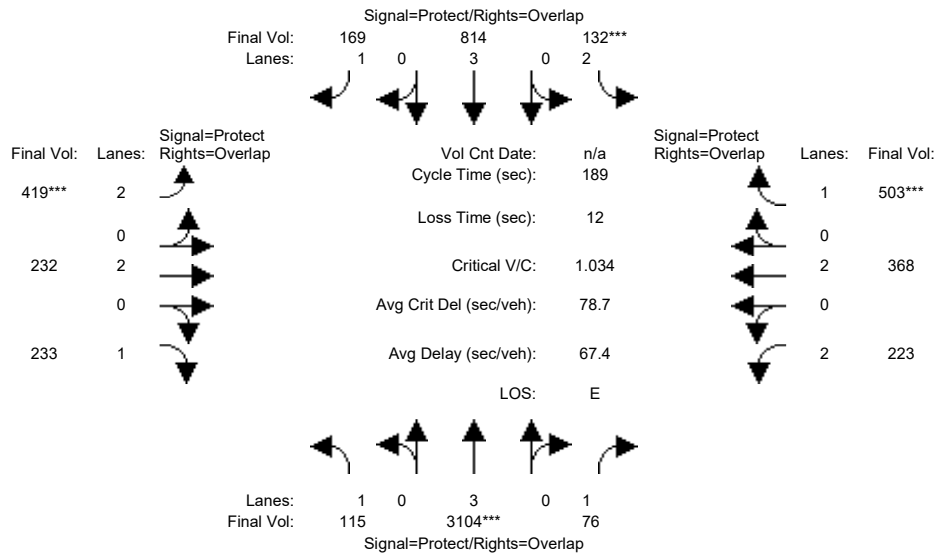
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.47	0.30	0.08	0.16	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.79	0.45	0.86	0.28	0.37	0.45	0.29	0.26	0.39	0.81	0.53
Delay/Veh:	74.4	28.7	13.7	103.6	21.2	16.0	80.7	66.0	48.2	80.0	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	28.7	13.7	103.6	21.2	16.0	80.7	66.0	48.2	80.0	80.0	58.2
LOS by Move:	E	C	B	F	C+	B	F	E	D	E-	F	E+
HCM2kAvgQ:	7	35	13	10	8	11	4	4	6	3	15	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 AM Occupied/Re-Tenanted Mall 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:	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	199	0	0	87	0	0	0	0	0	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	115	3929	76	132	1018	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	3104	76	132	814	169	419	232	233	223	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	3104	76	132	814	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	3104	76	132	814	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

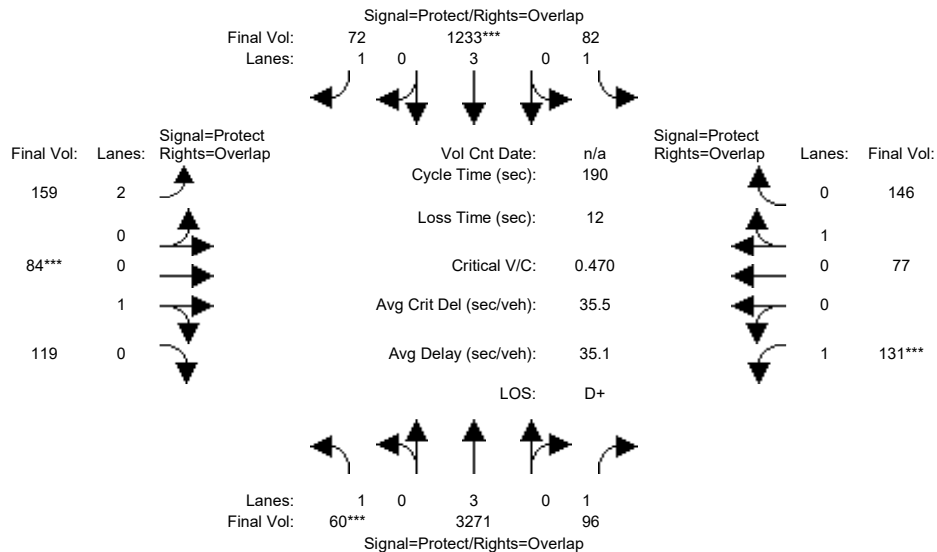
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.04	0.04	0.14	0.10	0.13	0.06	0.13	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.69	1.02	0.07	0.58	0.28	0.15	1.04	0.25	0.40	0.82	0.48	1.06
Delay/Veh:	90.4	63.9	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	63.9	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
HCM2kAvgQ:	6	60	2	4	8	4	19	5	10	9	9	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 Occupied/Re-Tenanted Mall 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:	0	199	0	0	87	0	0	0	0	0	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	60	4140	96	82	1541	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	3271	96	82	1233	72	159	84	119	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	3271	96	82	1233	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	3271	96	82	1233	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

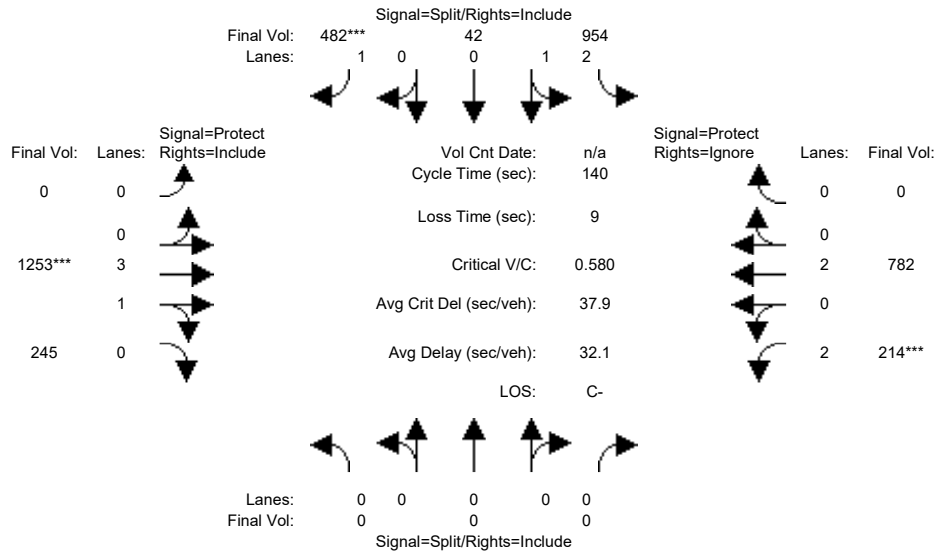
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.05	0.05	0.22	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.62	0.89	0.08	0.77	0.33	0.06	0.55	0.78	0.56	0.90	0.91	0.63
Delay/Veh:	94.5	29.8	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	29.8	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
HCM2kAvgQ:	3	51	2	5	10	1	6	13	11	10	16	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 #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

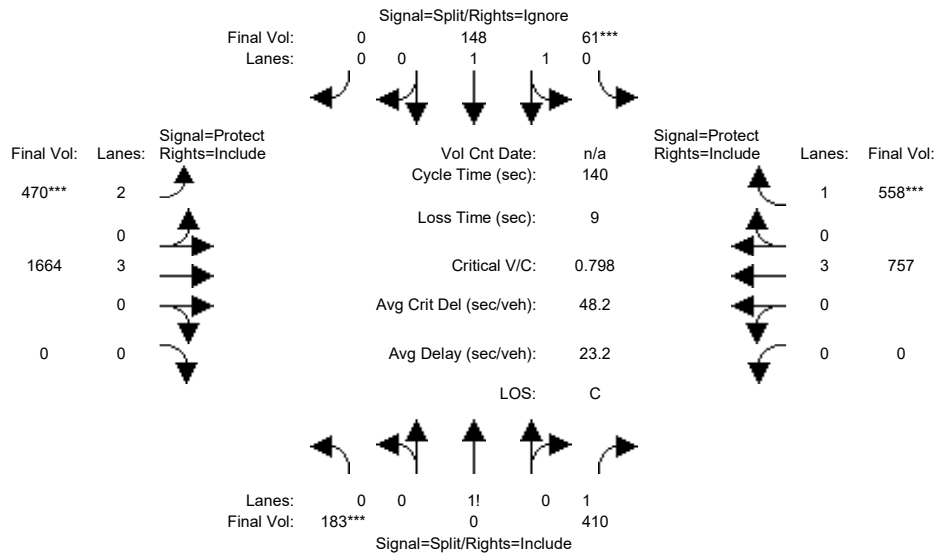
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.28	0.00	0.20	0.20	0.07	0.21	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	66.4	66.4	66.4	0.0	48.2	48.2	16.4	64.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.58	0.00	0.58	0.58	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
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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

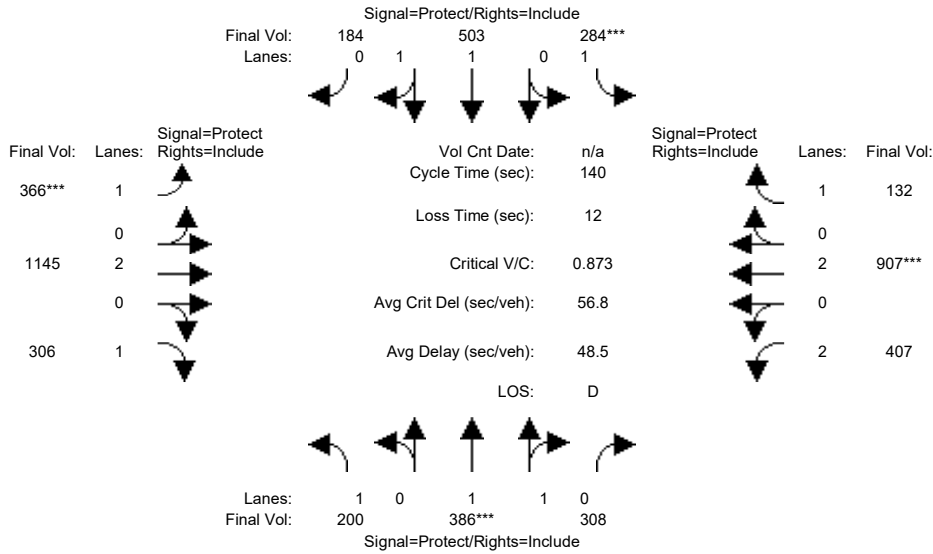
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.29	0.00	0.00	0.13	0.32
Crit Moves:	***			***			***					***
Green Time:	38.9	0.0	38.9	10.0	10.0	0.0	26.2	82.1	0.0	0.0	55.9	55.9
Volume/Cap:	0.80	0.00	0.55	0.79	0.79	0.00	0.80	0.50	0.00	0.00	0.33	0.80
Delay/Veh:	53.0	0.0	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.

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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:	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

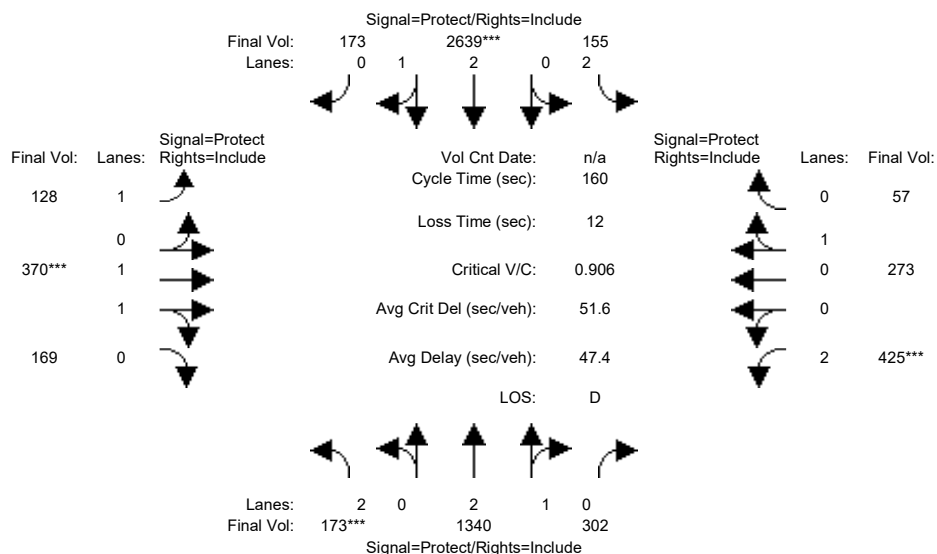
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.16	0.19	0.19	0.21	0.30	0.17	0.13	0.24	0.08
Crit Moves:	****			****			****			****		
Green Time:	21.4	30.1	30.1	26.0	34.8	34.8	33.6	50.3	50.3	21.6	38.3	38.3
Volume/Cap:	0.75	0.87	0.87	0.87	0.75	0.75	0.87	0.84	0.49	0.84	0.87	0.28
Delay/Veh:	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.

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2000 HCM Operations (Future Volume Alternative)
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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:	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

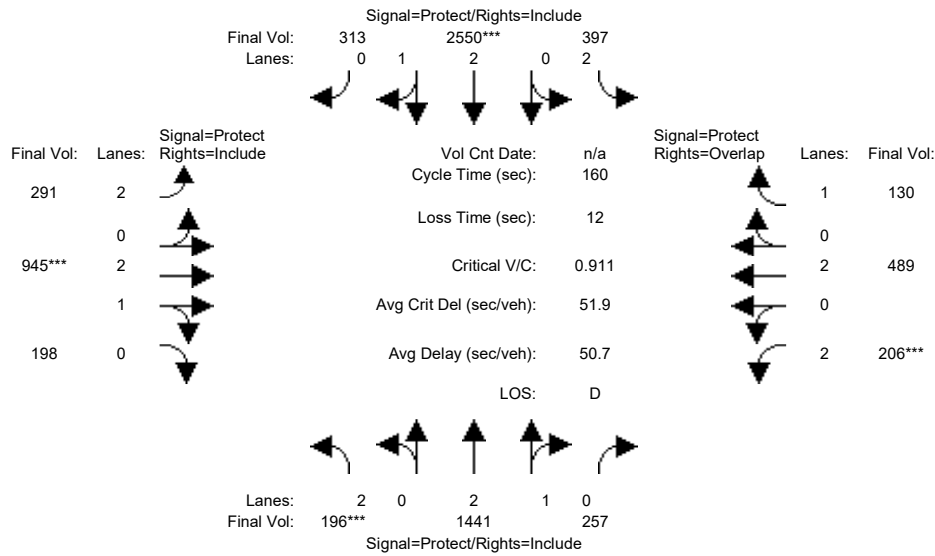
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.50	0.50	0.07	0.15	0.15	0.13	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	9.7	84.3	84.3	14.1	88.7	88.7	14.1	25.7	25.7	23.8	35.4	35.4
Volume/Cap:	0.91	0.56	0.56	0.56	0.91	0.91	0.83	0.91	0.91	0.91	0.83	0.83
Delay/Veh:	114.4	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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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

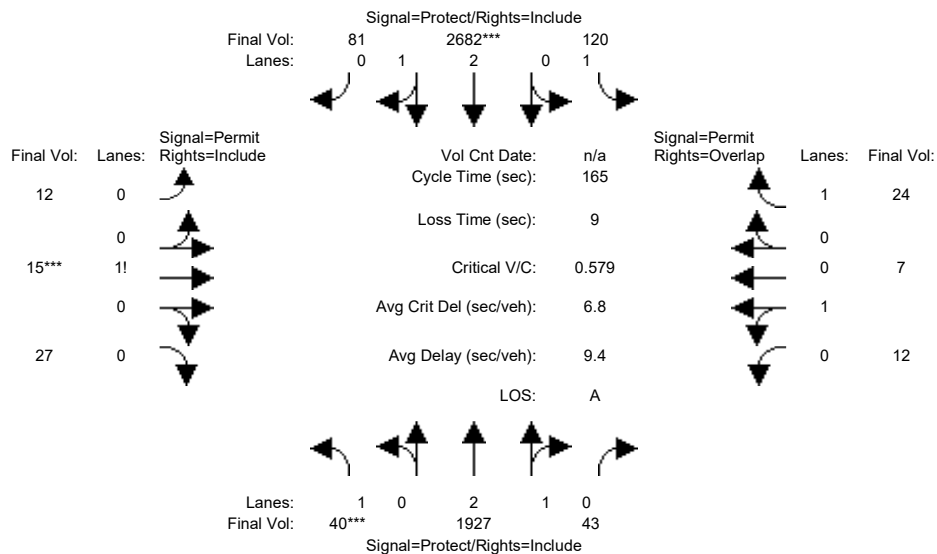
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.13	0.51	0.51	0.09	0.20	0.20	0.07	0.13	0.07
Crit Moves:	***			****			****			****		
Green Time:	10.9	71.1	71.1	29.6	89.8	89.8	19.8	35.8	35.8	11.5	27.5	57.1
Volume/Cap:	0.91	0.68	0.68	0.68	0.91	0.91	0.75	0.91	0.91	0.91	0.75	0.21
Delay/Veh:	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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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

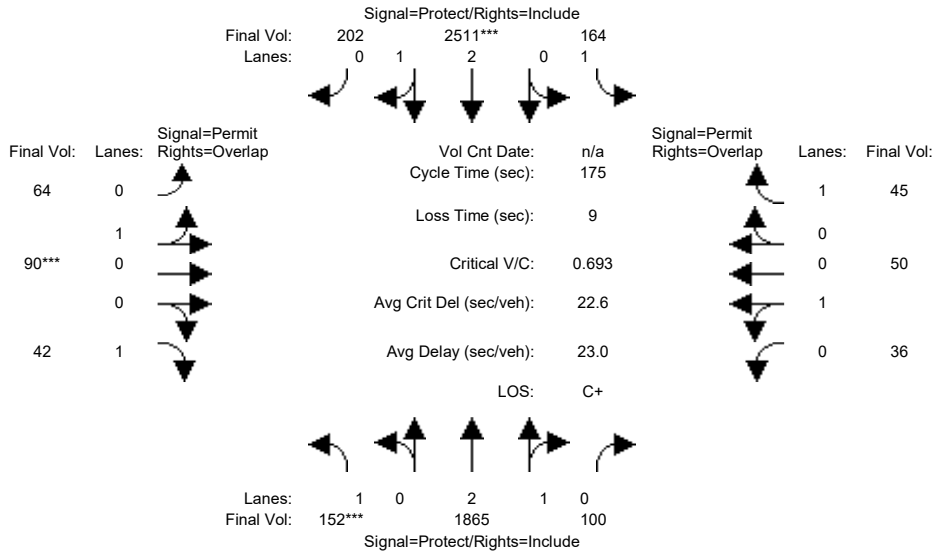
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.07	0.49	0.49	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	122	122.2	23.8	139	139.0	10.0	10.0	10.0	10.0	10.0	33.8
Volume/Cap:	0.54	0.48	0.48	0.48	0.59	0.59	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	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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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

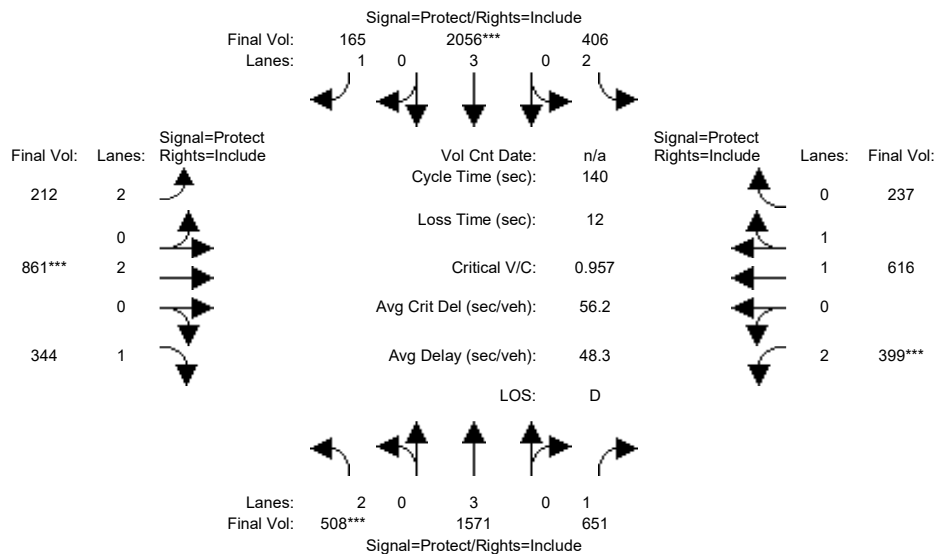
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.09	0.48	0.48	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.9	114	113.9	30.4	122	122.4	21.6	21.6	43.6	21.6	21.6	52.1
Volume/Cap:	0.69	0.54	0.54	0.54	0.69	0.69	0.69	0.69	0.10	0.39	0.39	0.09
Delay/Veh:	82.4	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.

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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

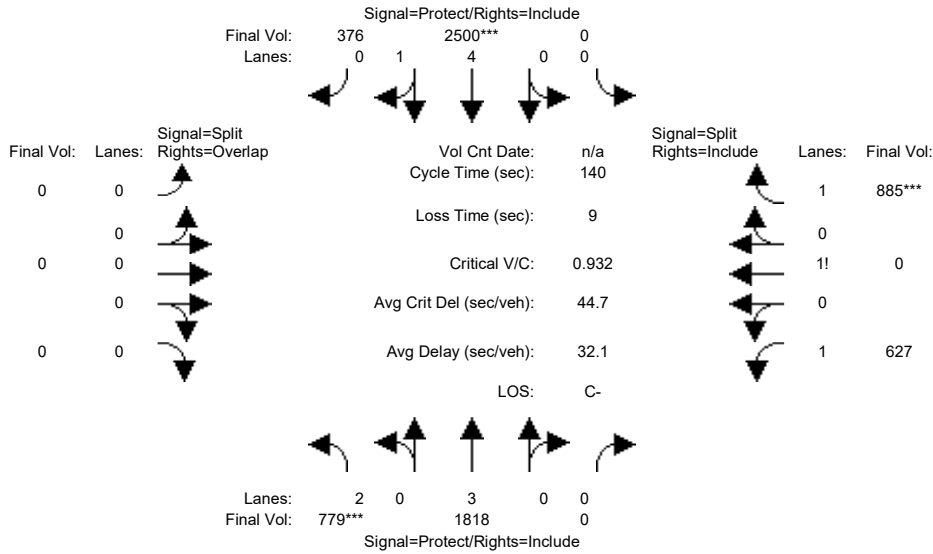
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.37	0.13	0.36	0.09	0.07	0.23	0.20	0.13	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	23.6	56.7	56.7	19.6	52.8	52.8	11.7	33.1	33.1	18.5	40.0	40.0
Volume/Cap:	0.96	0.68	0.92	0.92	0.96	0.25	0.81	0.96	0.83	0.96	0.81	0.81
Delay/Veh:	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.

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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)					
	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	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

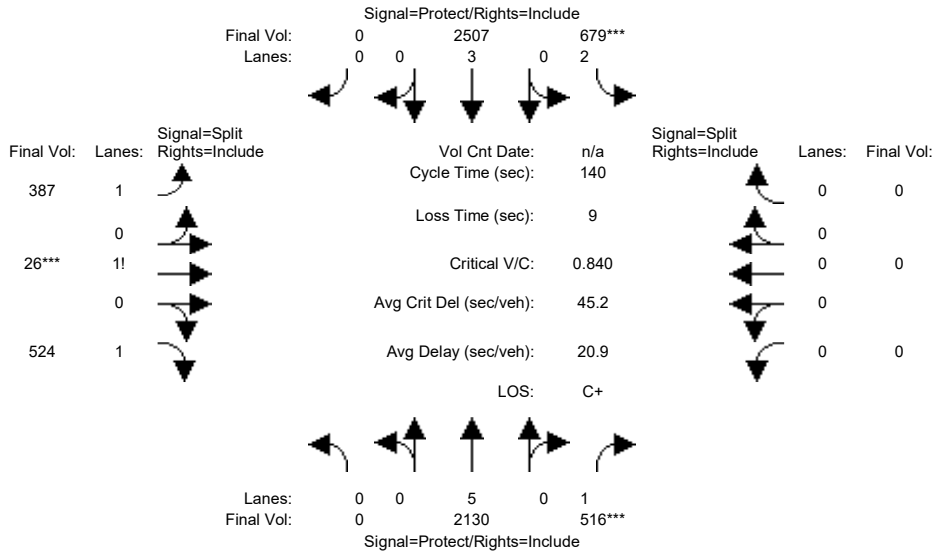
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.25	0.00	0.32
Crit Moves:	***			****								****
Green Time:	37.1	83.1	0.0	0.0	46.0	46.0	0.0	0.0	0.0	47.9	0.0	47.9
Volume/Cap:	0.93	0.54	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.74	0.00	0.93
Delay/Veh:	55.1	0.6	0.0	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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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)					
	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:	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

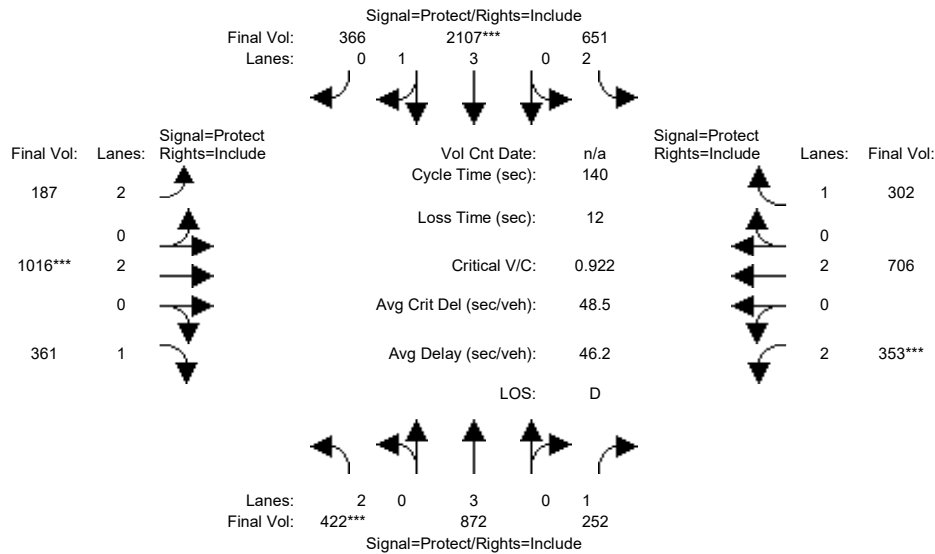
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.29	0.22	0.44	0.00	0.16	0.28	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.2	49.2	35.9	85.1	0.0	45.9	45.9	45.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.84	0.84	0.72	0.00	0.48	0.84	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	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.

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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:												
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	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

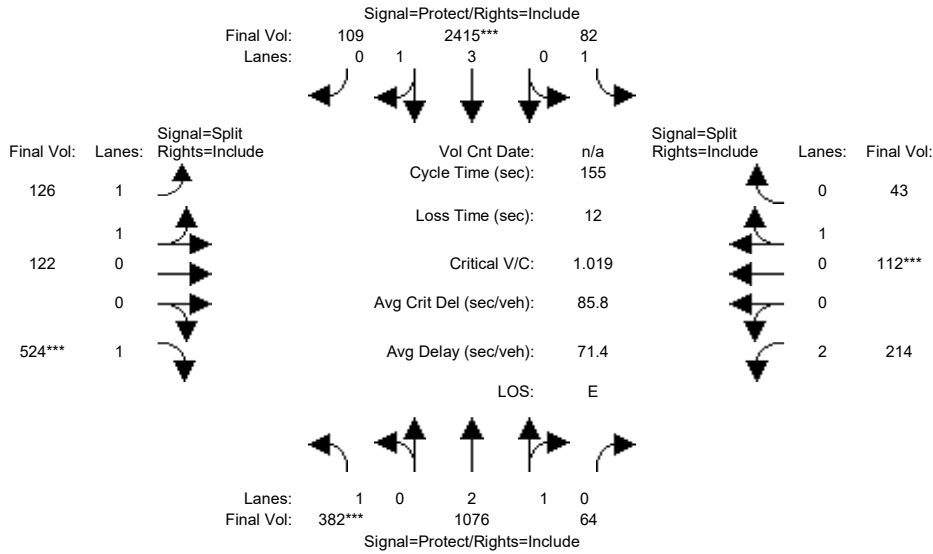
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.14	0.21	0.33	0.33	0.06	0.27	0.21	0.11	0.19	0.17
Crit Moves:	***				***			***			***	
Green Time:	20.3	29.9	29.9	40.5	50.1	50.1	13.9	40.6	40.6	17.0	43.6	43.6
Volume/Cap:	0.92	0.72	0.67	0.72	0.92	0.92	0.60	0.92	0.71	0.92	0.60	0.55
Delay/Veh:	76.5	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.

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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:												
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

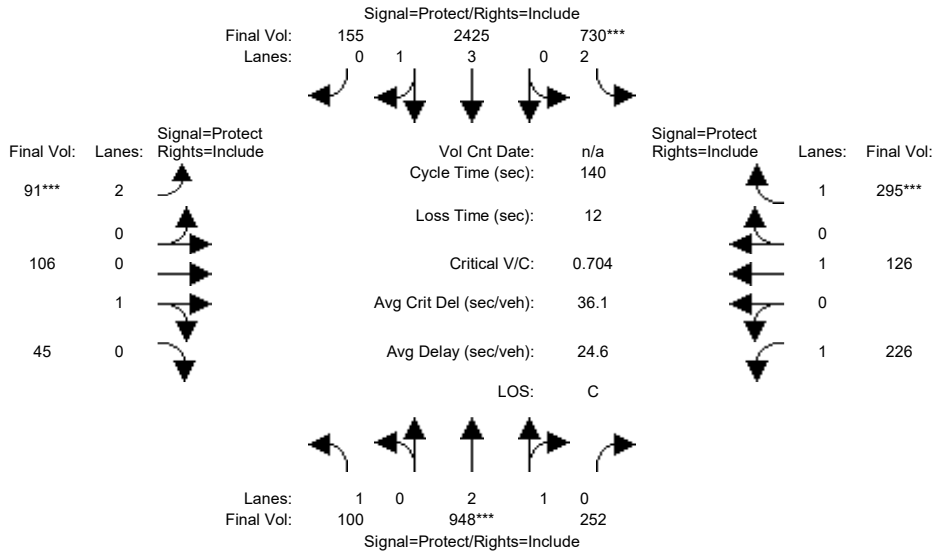
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.05	0.34	0.34	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	33.2	68.6	68.6	15.8	51.2	51.2	45.5	45.5	45.5	13.1	13.1	13.1
Volume/Cap:	1.02	0.46	0.46	0.46	1.02	1.02	0.24	0.24	1.02	0.80	1.02	1.02
Delay/Veh:	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.

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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

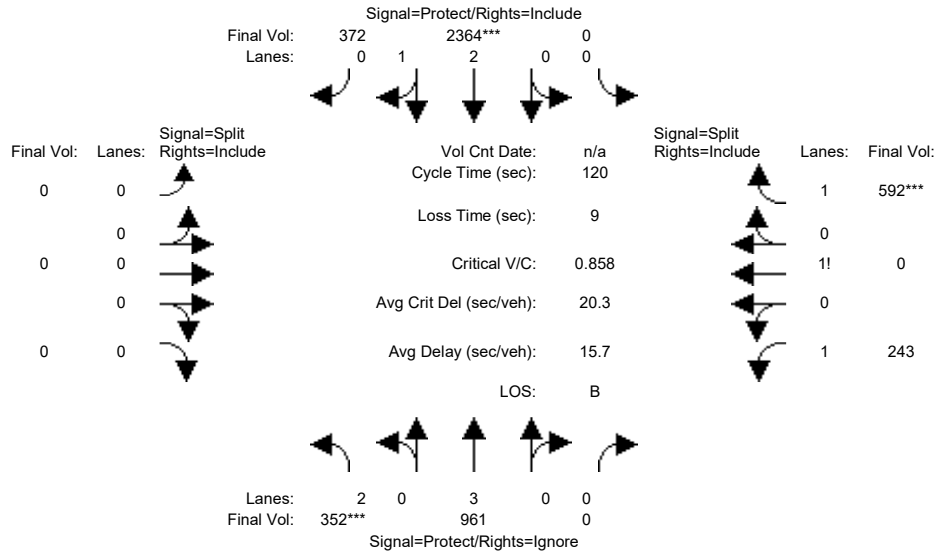
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.23	0.34	0.34	0.03	0.08	0.08	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.5	42.2	42.2	45.6	75.3	75.3	7.0	15.8	15.8	24.4	33.2	33.2
Volume/Cap:	0.64	0.71	0.71	0.71	0.64	0.64	0.58	0.74	0.74	0.74	0.28	0.71
Delay/Veh:	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.

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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:	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	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:	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	2.58	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

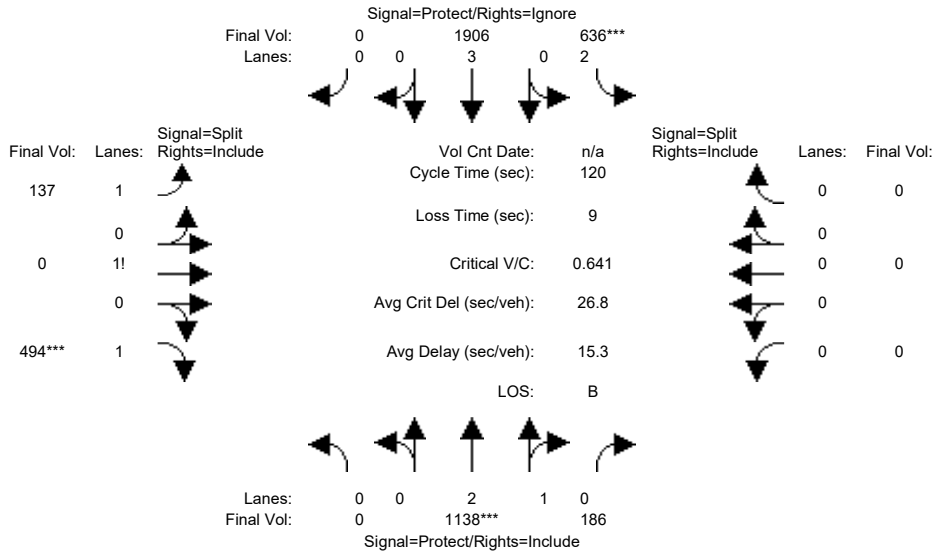
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.17	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	***			****								****
Green Time:	15.6	84.0	0.0	0.0	68.4	68.4	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.86	0.24	0.00	0.00	0.86	0.86	0.00	0.00	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.

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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

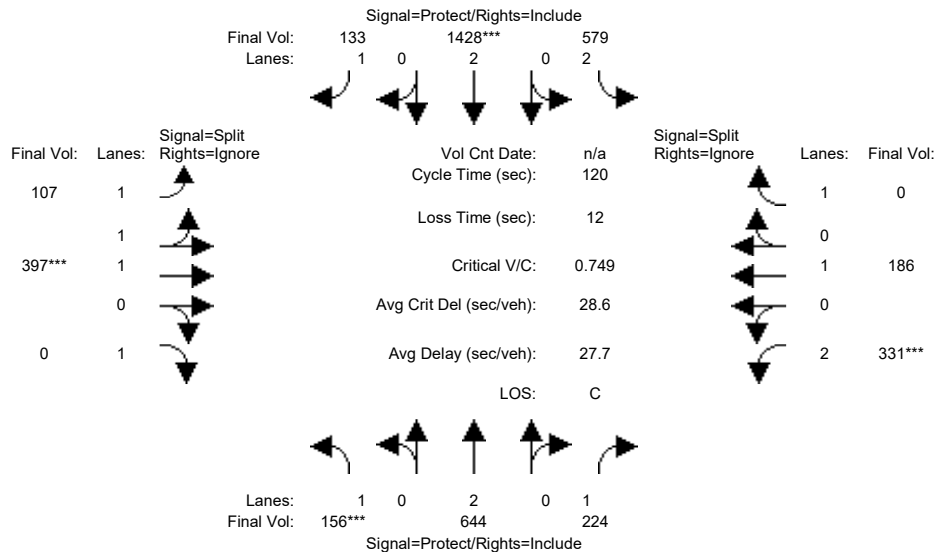
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.20	0.33	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.3	44.3	37.8	82.1	0.0	28.9	0.0	28.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.49	0.00	0.27	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	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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Background 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	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

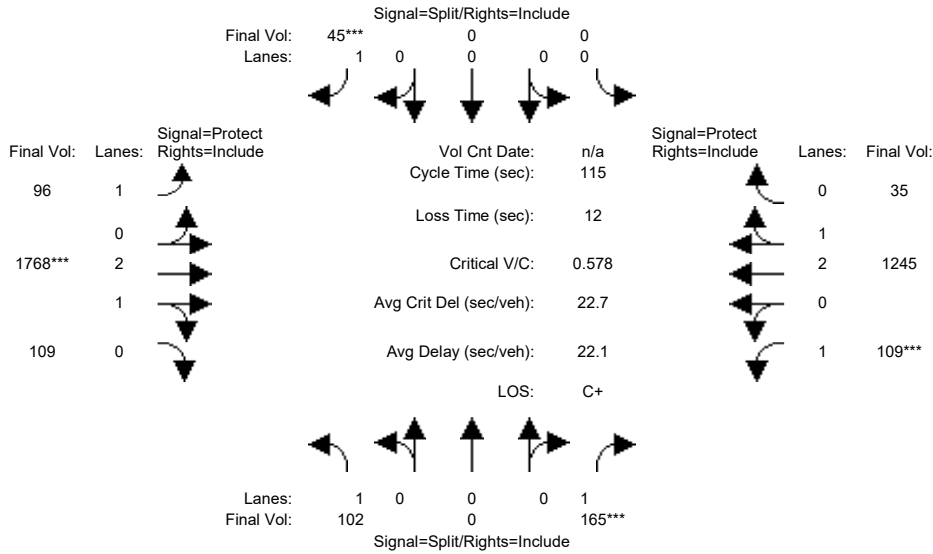
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.38	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				****			****		****		
Green Time:	14.3	35.7	35.7	38.7	60.2	60.2	16.7	16.7	0.0	16.8	16.8	0.0
Volume/Cap:	0.75	0.57	0.43	0.57	0.75	0.15	0.44	0.75	0.00	0.75	0.70	0.00
Delay/Veh:	60.5	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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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	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
FinalVolume:	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

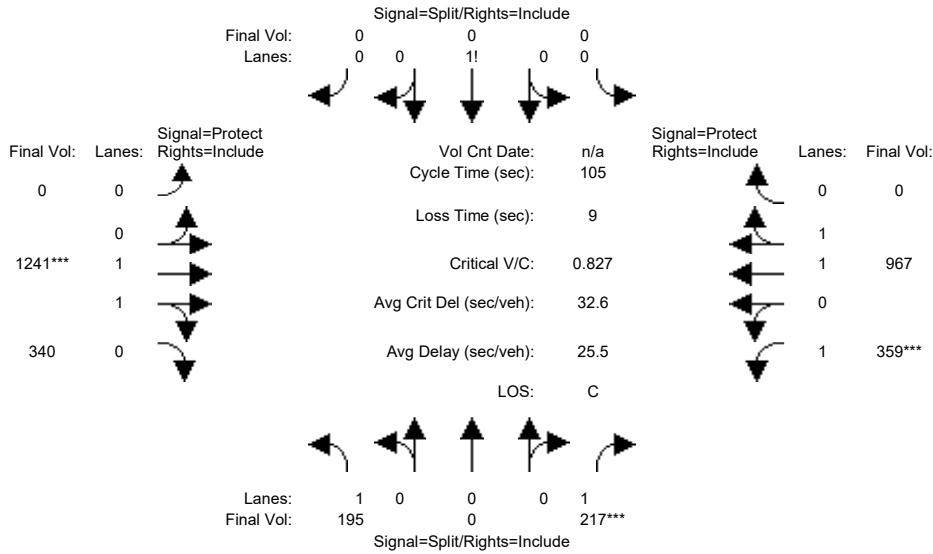
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.34	0.34	0.06	0.23	0.23
Crit Moves:			****			****		****		****		
Green Time:	17.8	0.0	17.8	0.0	0.0	10.0	15.8	63.4	63.4	11.8	59.4	59.4
Volume/Cap:	0.38	0.00	0.61	0.00	0.00	0.30	0.40	0.61	0.61	0.61	0.44	0.44
Delay/Veh:	44.5	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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Background 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	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

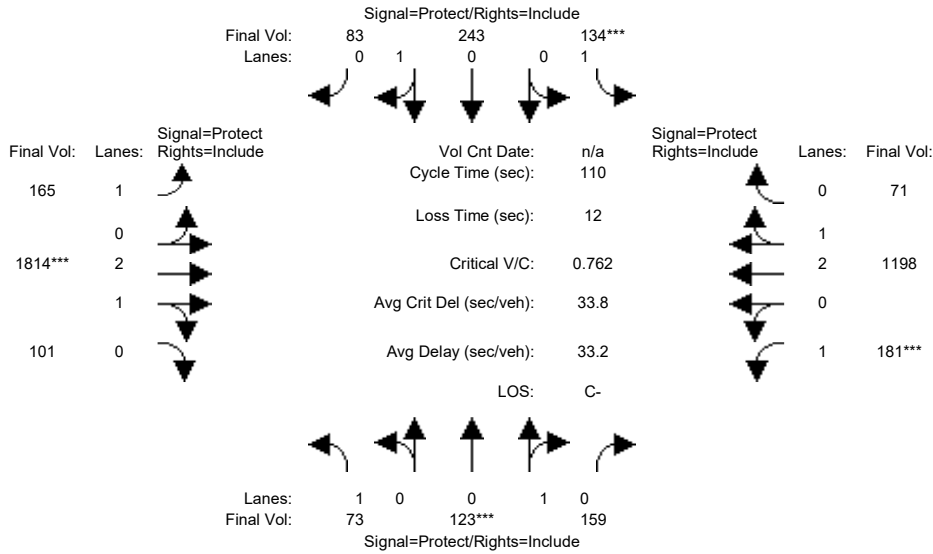
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.43	0.43	0.21	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	15.7	0.0	15.7	0.0	0.0	0.0	0.0	54.2	54.2	26.0	80.3	0.0
Volume/Cap:	0.74	0.00	0.83	0.00	0.00	0.00	0.00	0.83	0.83	0.83	0.34	0.00
Delay/Veh:	53.6	0.0	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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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:	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:												
	73	123	159	133	243	83	165	1591	101	181	977	71
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:												
	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	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

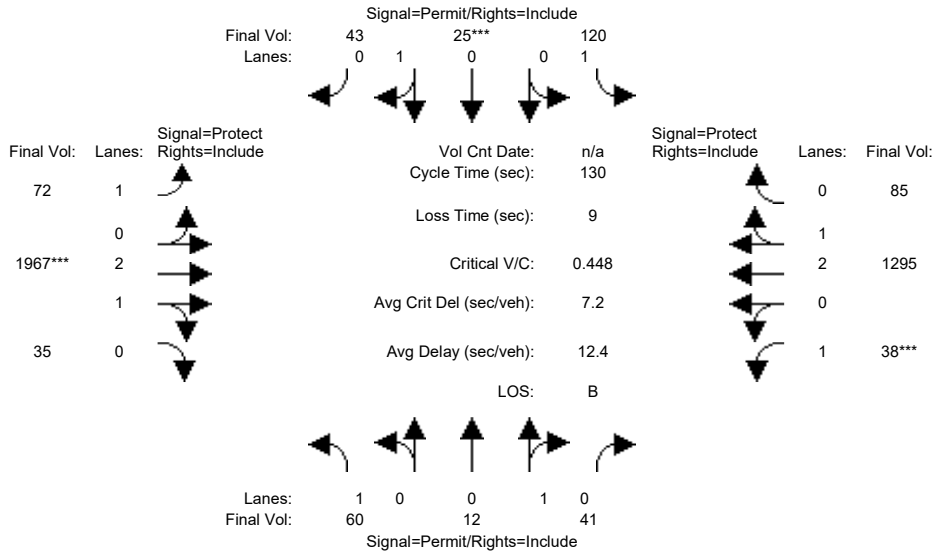
Capacity Analysis Module:												
	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.34	0.34	0.10	0.23	0.23
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.34	0.34	0.10	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	8.8	22.6	22.6	11.1	24.9	24.9	18.9	49.4	49.4	14.9	45.4	45.4
Volume/Cap:	0.52	0.76	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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2000 HCM Operations (Future Volume Alternative)
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:	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

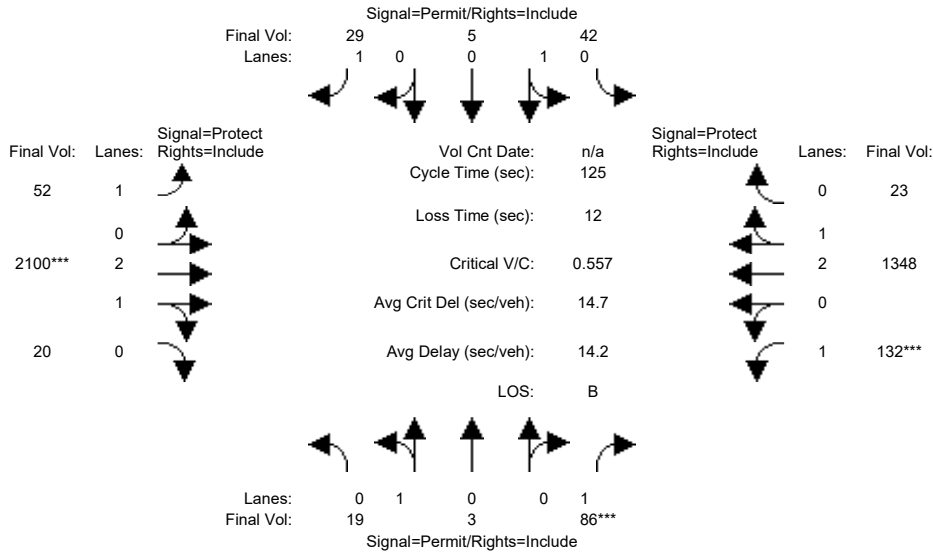
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.36	0.36	0.02	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	10.9	10.9	10.9	10.9	10.9	10.9	19.7	103	103.1	7.0	90.4	90.4
Volume/Cap:	0.41	0.35	0.35	0.82	0.45	0.45	0.27	0.45	0.45	0.40	0.35	0.35
Delay/Veh:	58.4	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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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:	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

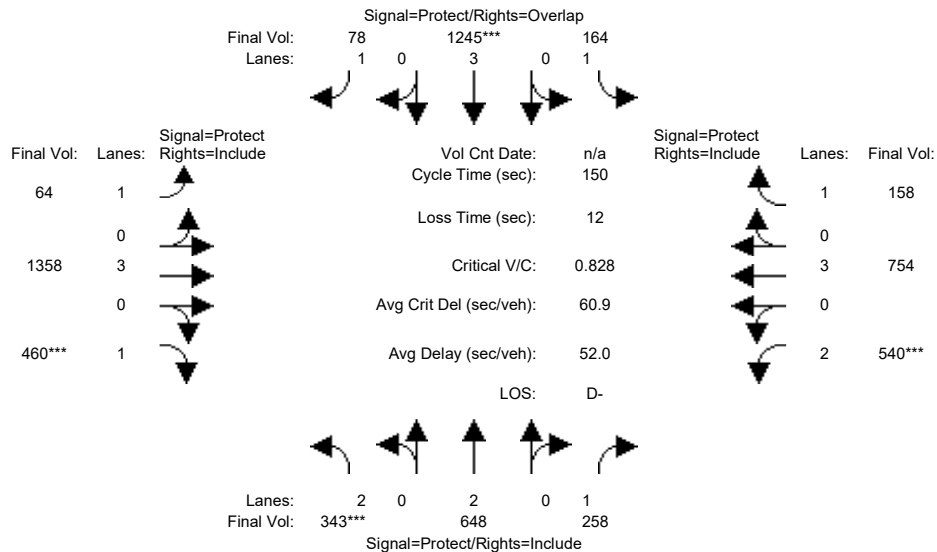
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.03	0.03	0.02	0.03	0.38	0.38	0.08	0.24	0.24
Crit Moves:	***						***			***		
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	19.0	85.0	85.0	16.9	83.0	83.0
Volume/Cap:	0.14	0.14	0.56	0.30	0.30	0.19	0.20	0.56	0.56	0.56	0.37	0.37
Delay/Veh:	53.0	53.0	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.

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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:	North Bound			South Bound			East 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:	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

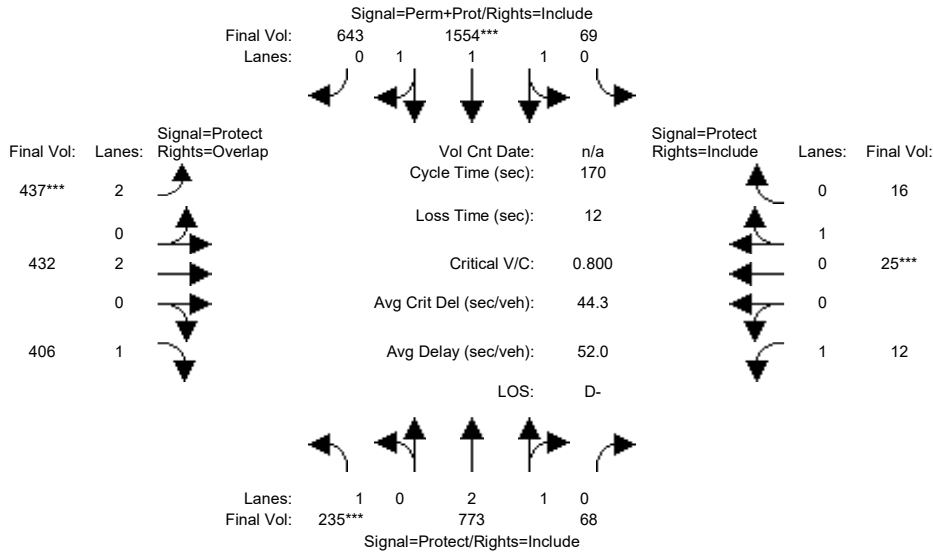
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.15	0.09	0.22	0.04	0.04	0.24	0.26	0.17	0.13	0.09
Crit Moves:	***			***			***			***		
Green Time:	19.7	38.3	38.3	21.0	39.6	60.1	20.5	47.6	47.6	31.1	58.2	58.2
Volume/Cap:	0.83	0.67	0.58	0.67	0.83	0.11	0.27	0.75	0.83	0.83	0.34	0.23
Delay/Veh:	76.4	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.

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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

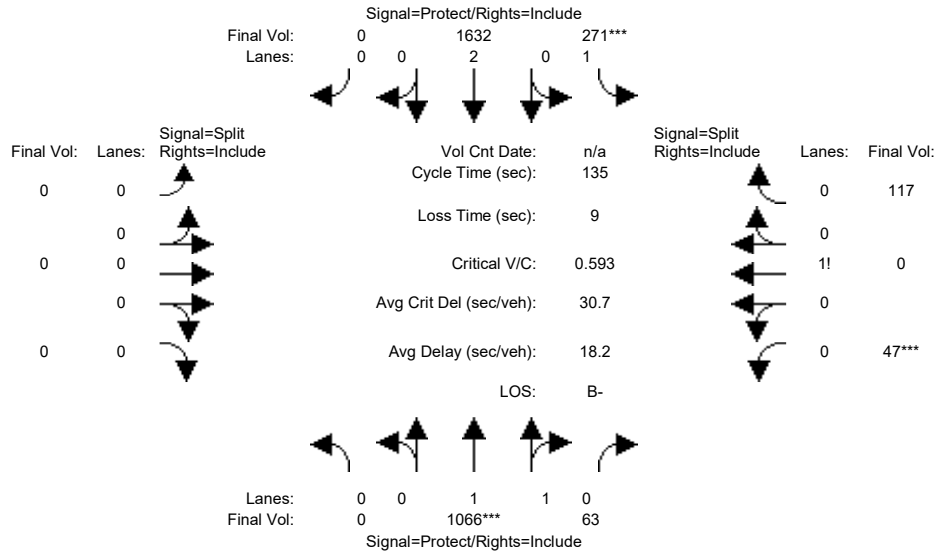
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.00	0.41	0.41	0.14	0.11	0.23	0.01	0.02	0.02
Crit Moves:	***				****		****			****		
Green Time:	29.2	31.7	31.7	90.0	89.5	89.5	29.3	28.8	58.0	10.4	10.0	10.0
Volume/Cap:	0.78	0.81	0.81	0.78	0.78	0.78	0.81	0.67	0.68	0.11	0.39	0.39
Delay/Veh:	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.

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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

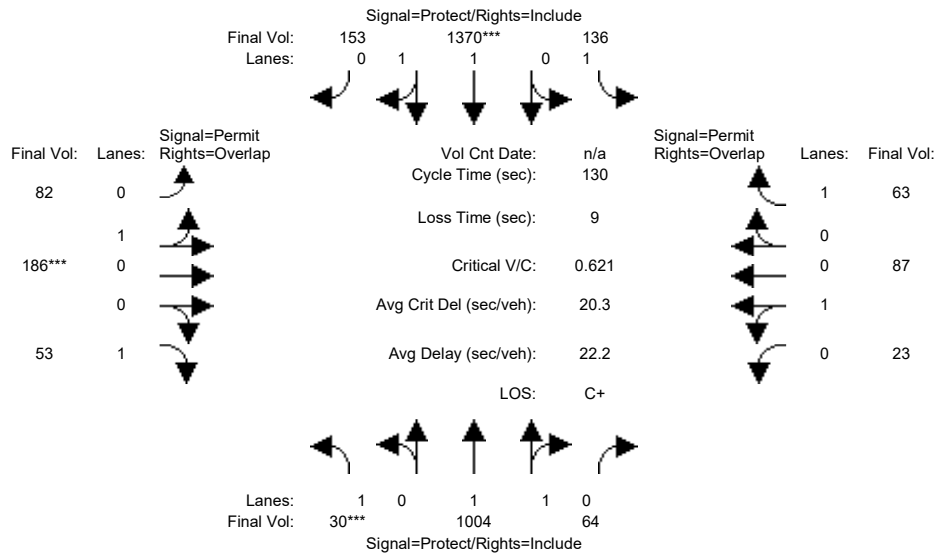
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.15	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	0.0	69.4	69.4	35.2	105	0.0	0.0	0.0	0.0	21.3	0.0	21.3
Volume/Cap:	0.00	0.59	0.59	0.59	0.55	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	23.4	23.4	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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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

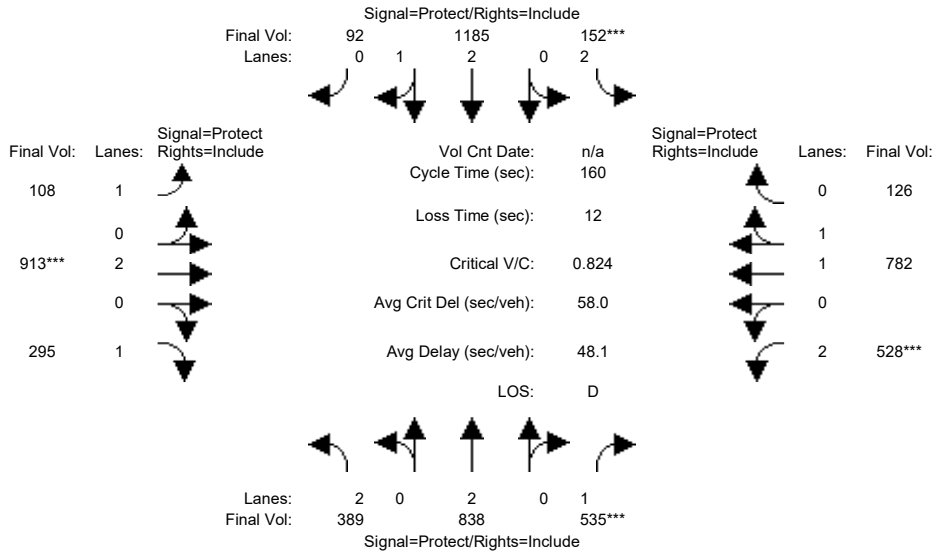
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.08	0.41	0.41	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	71.5	71.5	19.2	83.7	83.7	30.3	30.3	37.3	30.3	30.3	49.5
Volume/Cap:	0.32	0.53	0.53	0.53	0.64	0.64	0.64	0.64	0.11	0.26	0.26	0.09
Delay/Veh:	61.2	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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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:												
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

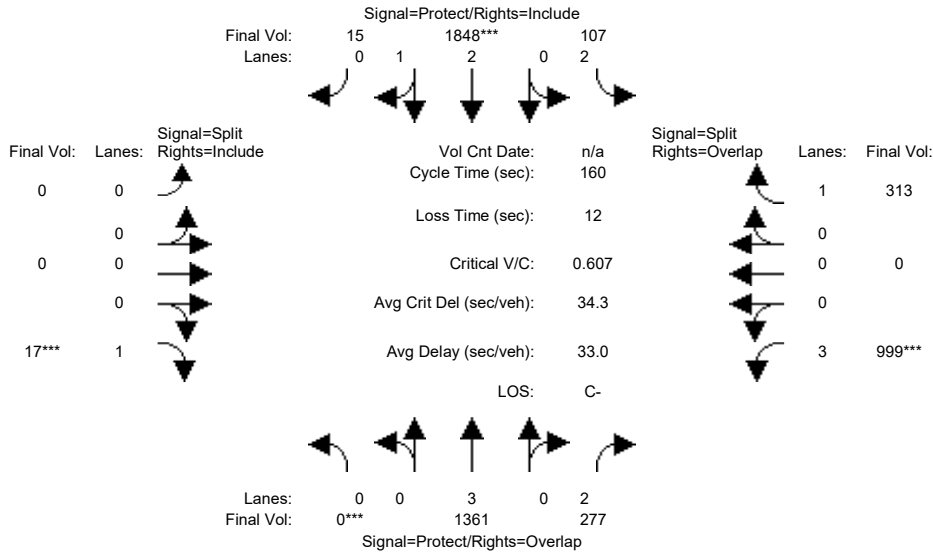
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.31	0.05	0.23	0.23	0.06	0.24	0.17	0.17	0.25	0.25
Crit Moves:			****	****				****		****		
Green Time:	24.2	59.4	59.4	9.4	44.6	44.6	15.9	46.7	46.7	32.6	63.3	63.3
Volume/Cap:	0.82	0.59	0.82	0.82	0.82	0.82	0.62	0.82	0.58	0.82	0.62	0.62
Delay/Veh:	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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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	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:	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	2.97	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

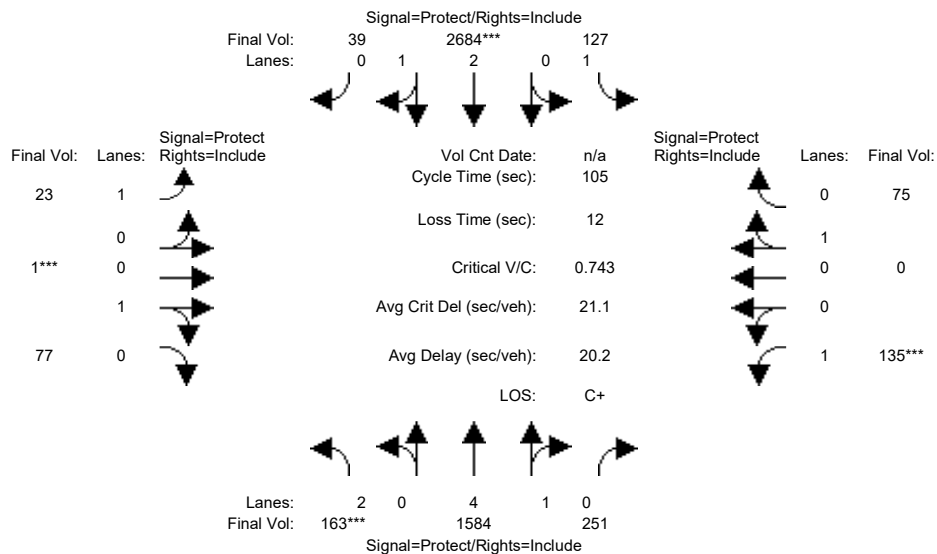
Capacity Analysis Module:	North Wolfe			South Wolfe			East Apple			West Apple		
Vol/Sat:	0.00	0.24	0.09	0.03	0.33	0.33	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***			****			****			****		
Green Time:	0.0	70.3	125.1	12.9	83.1	83.1	0.0	0.0	10.0	54.9	0.0	67.7
Volume/Cap:	0.00	0.54	0.11	0.42	0.64	0.64	0.00	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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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:												
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

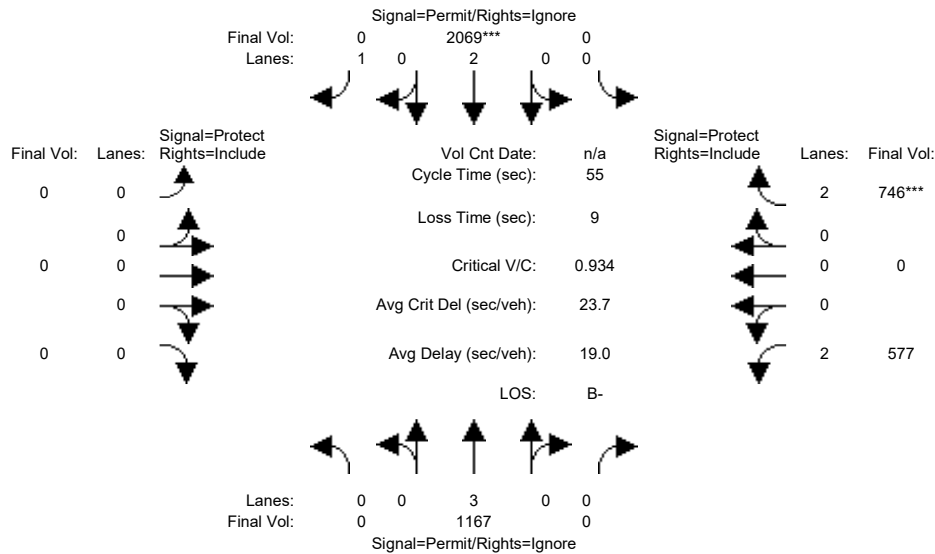
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.07	0.49	0.49	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	52.9	52.9	19.7	65.6	65.6	8.4	10.0	10.0	10.4	0.0	12.0
Volume/Cap:	0.78	0.39	0.39	0.39	0.78	0.78	0.16	0.46	0.46	0.78	0.00	0.36
Delay/Veh:	64.7	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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Background PM

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



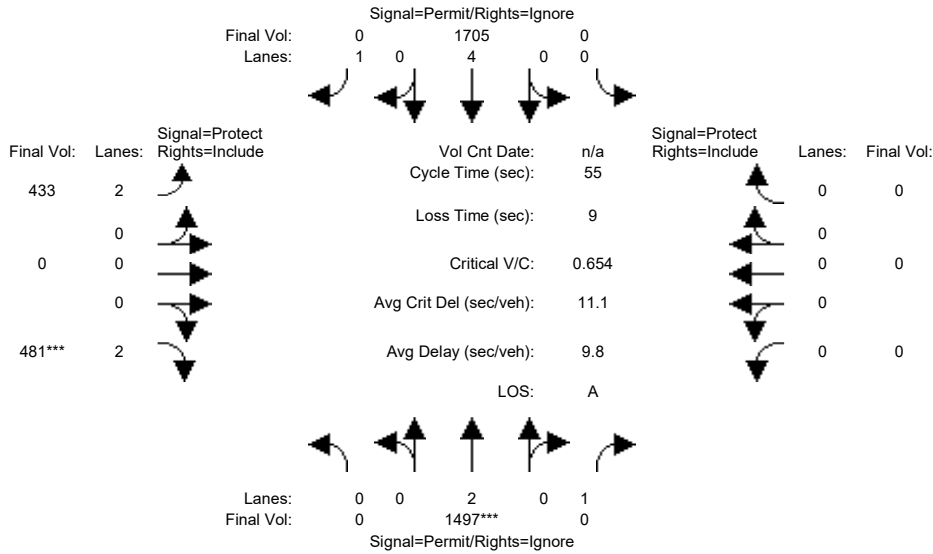
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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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Background PM

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



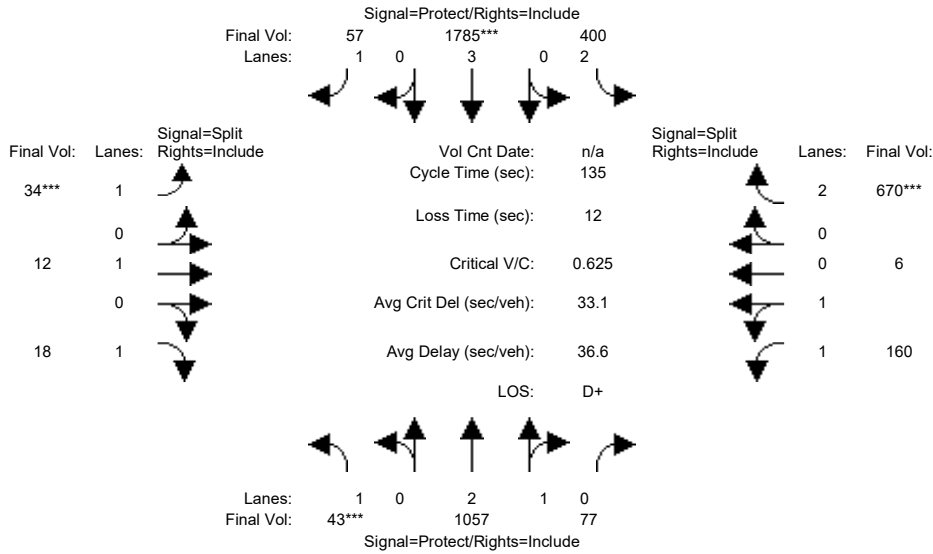
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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
SJ17-1786

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:												
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

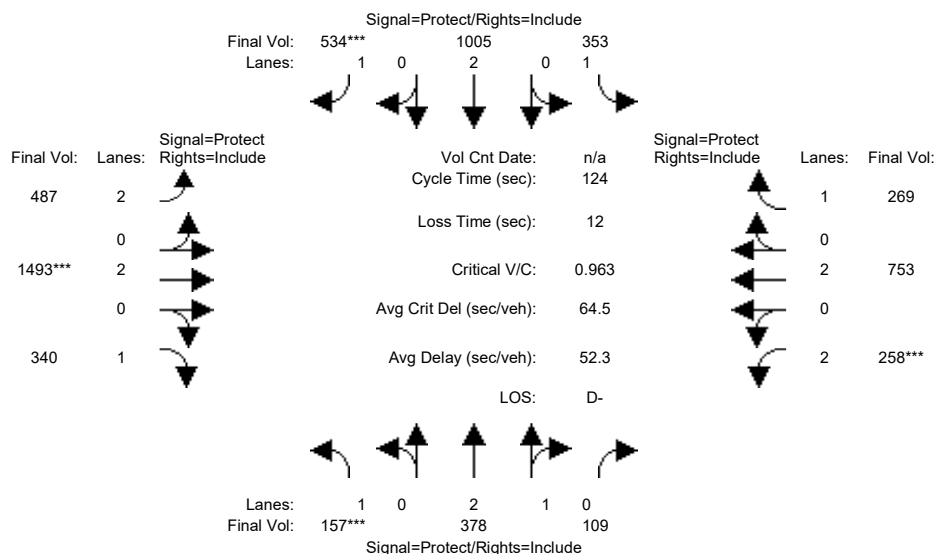
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.13	0.31	0.03	0.02	0.01	0.01	0.05	0.05	0.21
Crit Moves:	***			****			****					****
Green Time:	7.0	43.1	43.1	27.0	63.1	63.1	10.0	10.0	10.0	42.9	42.9	42.9
Volume/Cap:	0.47	0.63	0.63	0.63	0.67	0.07	0.26	0.09	0.14	0.15	0.15	0.67
Delay/Veh:	66.1	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.

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

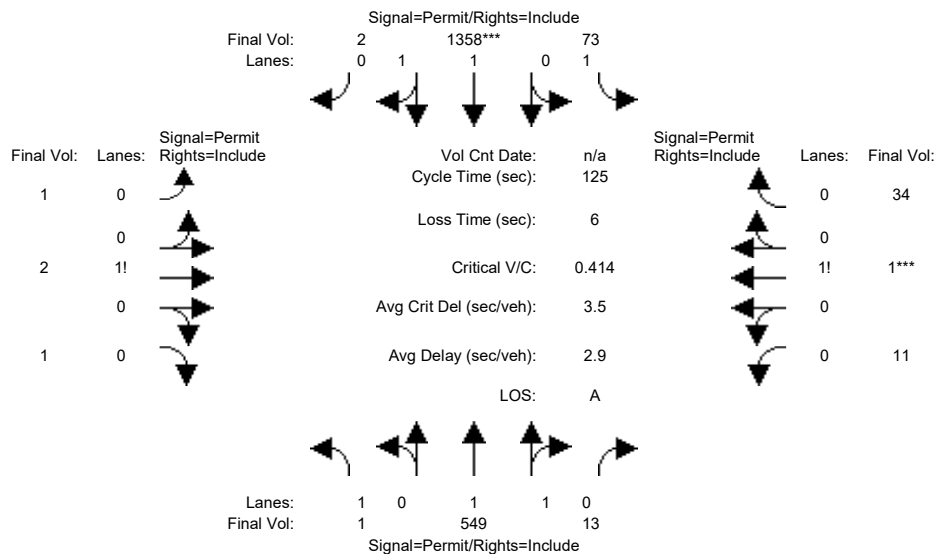
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.20	0.26	0.31	0.15	0.39	0.19	0.08	0.20	0.15
Crit Moves:	***					***	***	***		***		
Green Time:	11.6	15.3	15.3	35.5	39.3	39.3	26.8	50.6	50.6	10.5	34.3	34.3
Volume/Cap:	0.96	0.70	0.70	0.70	0.83	0.96	0.72	0.96	0.48	0.96	0.72	0.55
Delay/Veh:	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

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

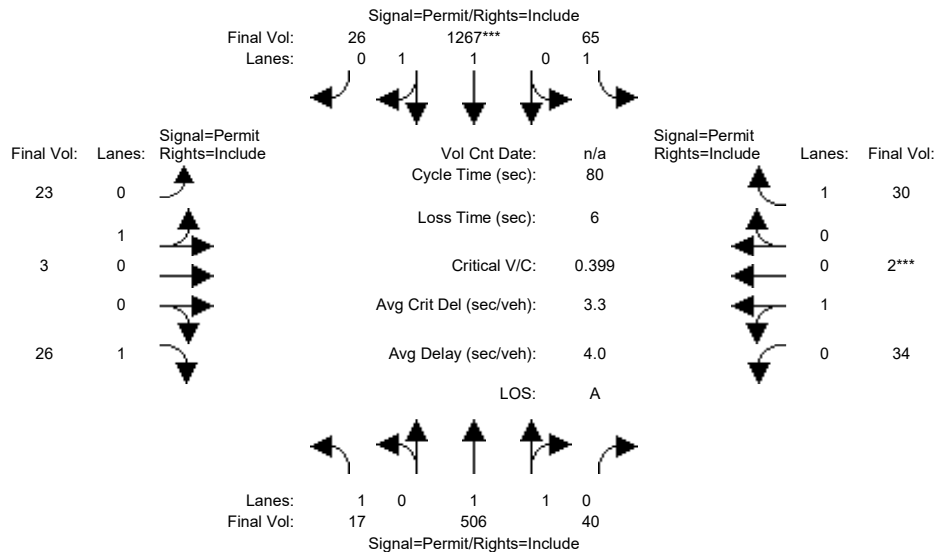
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.37	0.37	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.17	0.17	0.05	0.42	0.42	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.2	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

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	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

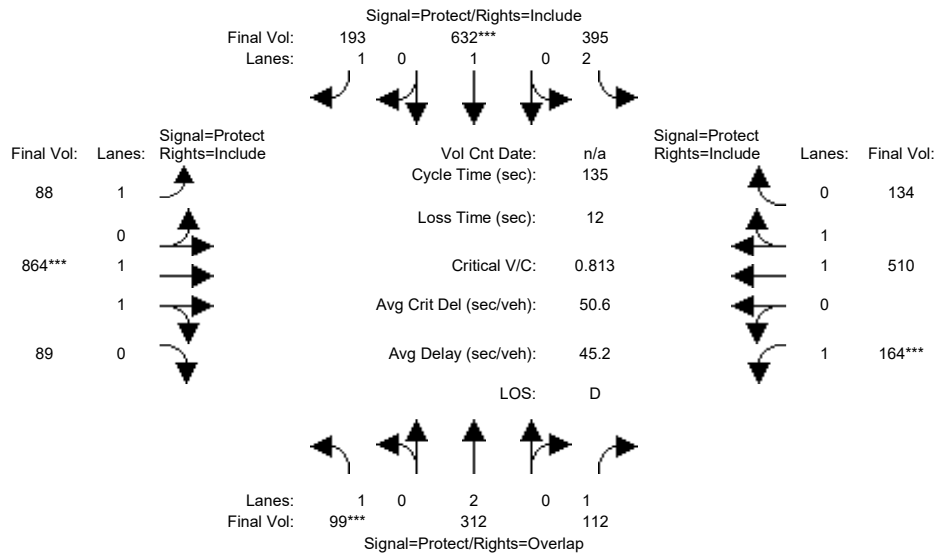
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.04	0.35	0.35	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.18	0.18	0.05	0.44	0.44	0.12	0.12	0.12	0.16	0.16	0.14
Delay/Veh:	1.6	1.9	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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						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:	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

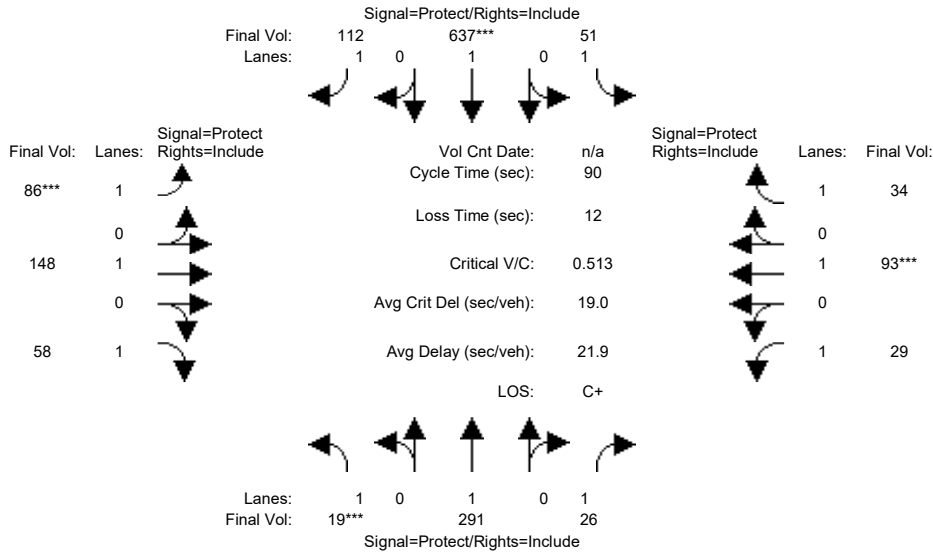
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.06	0.13	0.33	0.11	0.05	0.26	0.26	0.09	0.17	0.17
Crit Moves:	***				****			****		****		
Green Time:	9.4	25.6	41.1	39.1	55.3	55.3	13.4	42.8	42.8	15.6	45.0	45.0
Volume/Cap:	0.81	0.43	0.21	0.43	0.81	0.27	0.51	0.81	0.81	0.81	0.52	0.52
Delay/Veh:	94.4	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.

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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:												
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

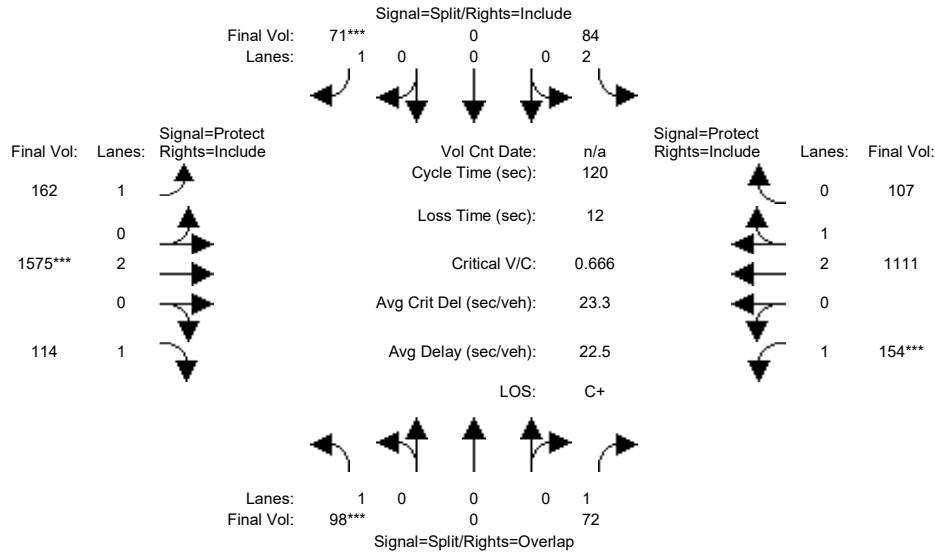
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.01	0.03	0.34	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	39.9	39.9	20.3	53.2	53.2	7.8	10.5	10.5	7.3	10.0	10.0
Volume/Cap:	0.14	0.35	0.03	0.13	0.57	0.11	0.57	0.67	0.28	0.20	0.44	0.17
Delay/Veh:	39.2	16.7	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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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch 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	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

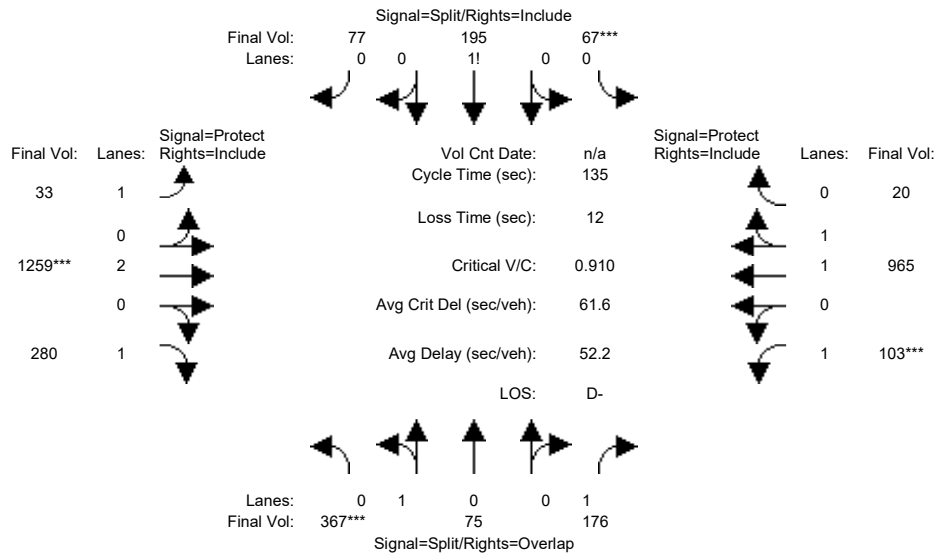
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.41	0.07	0.09	0.22	0.22
Crit Moves:	***					****		***		****		
Green Time:	10.1	0.0	26.0	7.3	0.0	7.3	27.0	74.7	74.7	15.9	63.5	63.5
Volume/Cap:	0.67	0.00	0.19	0.44	0.00	0.67	0.41	0.67	0.10	0.67	0.41	0.41
Delay/Veh:	64.3	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.

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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau 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:	Tantau Avenue NB			Tantau Avenue SB			Homestead Road EB			Homestead Road WB		
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:	Tantau Avenue NB			Tantau Avenue SB			Homestead Road EB			Homestead Road WB		
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

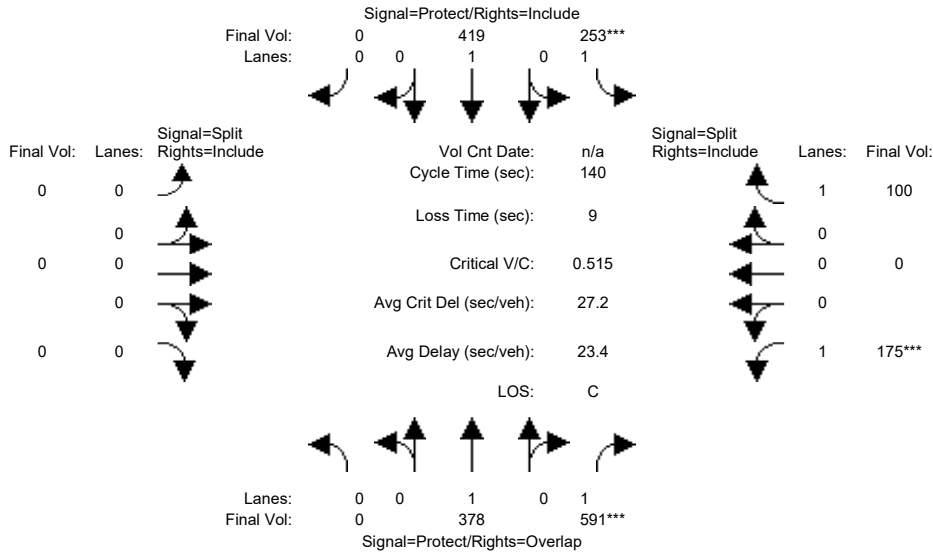
Capacity Analysis Module:	Tantau Avenue NB			Tantau Avenue SB			Homestead Road EB			Homestead Road WB		
Vol/Sat:	0.25	0.25	0.10	0.19	0.19	0.19	0.02	0.33	0.16	0.06	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	36.4	36.4	45.1	28.7	28.7	28.7	9.4	49.1	49.1	8.7	48.4	48.4
Volume/Cap:	0.91	0.91	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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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	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

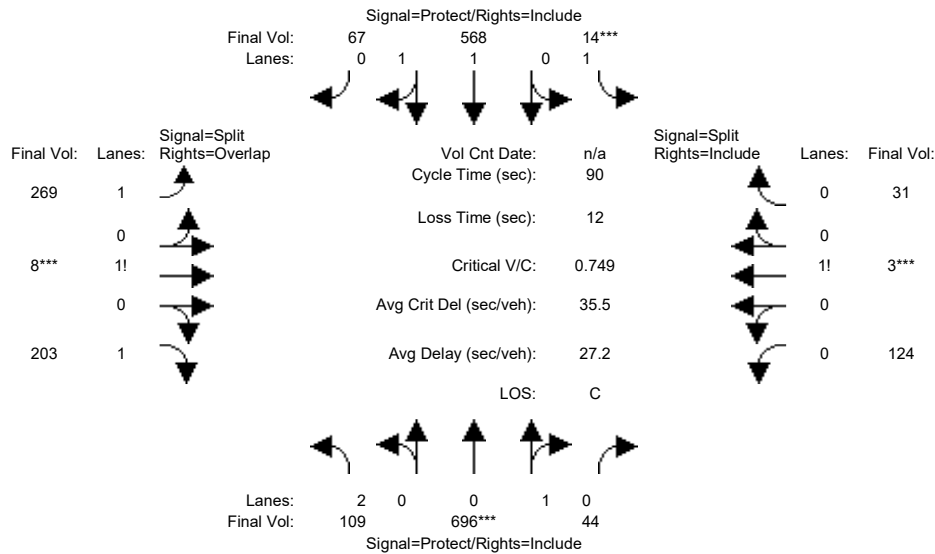
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.14	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	64.6	91.7	39.3	104	0.0	0.0	0.0	0.0	27.2	0.0	27.2
Volume/Cap:	0.00	0.43	0.52	0.52	0.30	0.00	0.00	0.00	0.00	0.52	0.00	0.29
Delay/Veh:	0.0	25.7	13.0	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.

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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:	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:	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	0.94	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

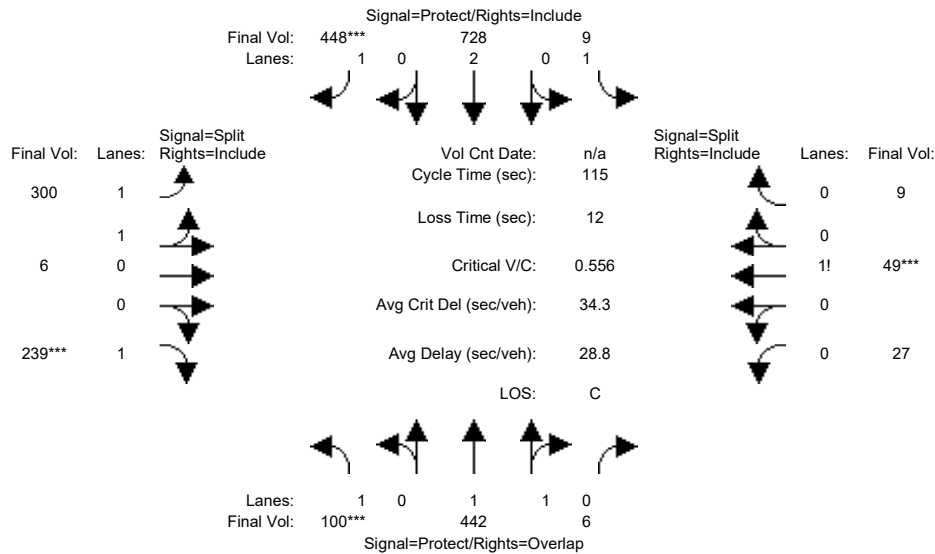
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.41	0.41	0.01	0.17	0.17	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.4	45.5	45.5	7.0	36.2	36.2	15.4	15.4	31.8	10.0	10.0	10.0
Volume/Cap:	0.19	0.81	0.81	0.10	0.43	0.43	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.

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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
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

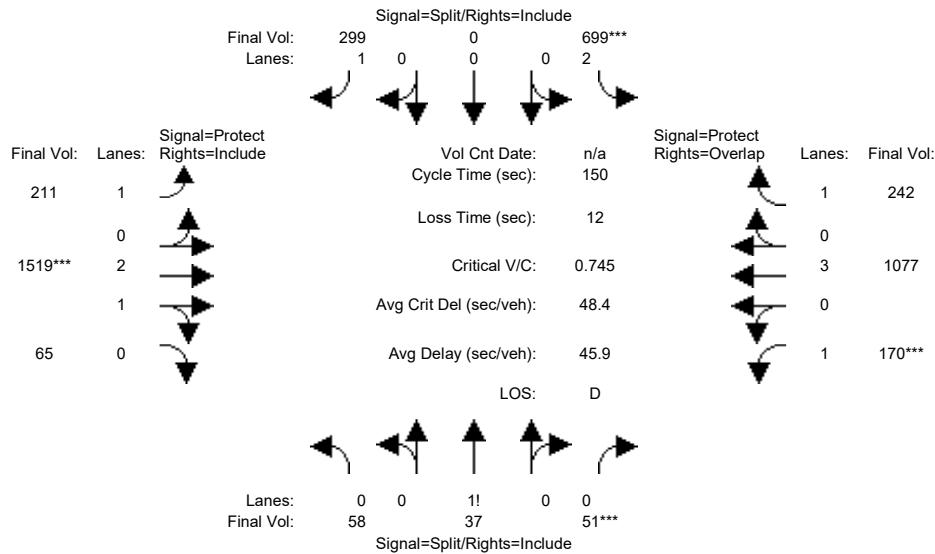
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.01	0.19	0.26	0.09	0.09	0.14	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	11.8	43.1	53.1	21.7	52.9	52.9	28.2	28.2	28.2	10.0	10.0	10.0
Volume/Cap:	0.56	0.32	0.26	0.03	0.42	0.56	0.35	0.35	0.56	0.56	0.56	0.56
Delay/Veh:	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.

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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:												
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

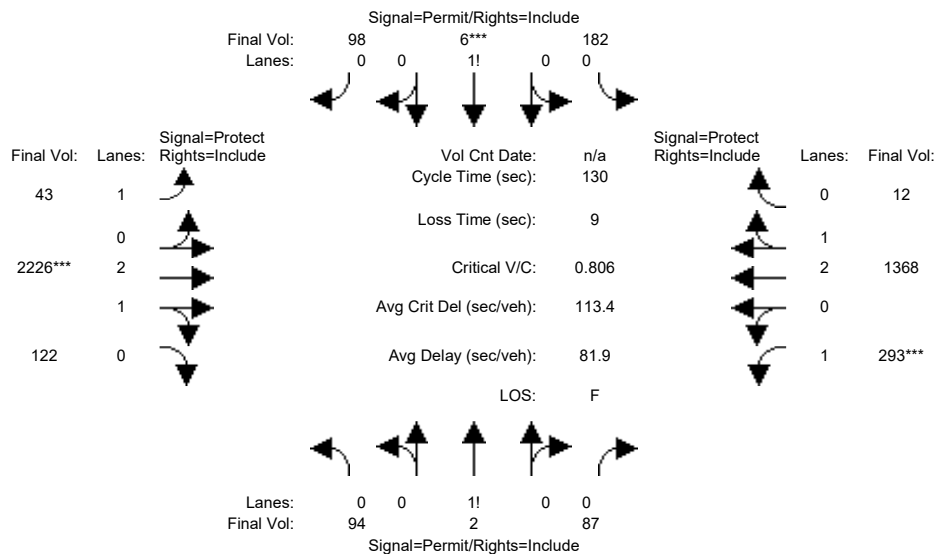
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.00	0.17	0.12	0.28	0.28	0.10	0.19	0.14
Crit Moves:			****	****				****		****		
Green Time:	16.8	16.8	16.8	44.7	0.0	44.7	29.8	57.0	57.0	19.6	46.7	91.4
Volume/Cap:	0.74	0.74	0.74	0.74	0.00	0.57	0.61	0.74	0.74	0.74	0.61	0.23
Delay/Veh:	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.

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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:	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

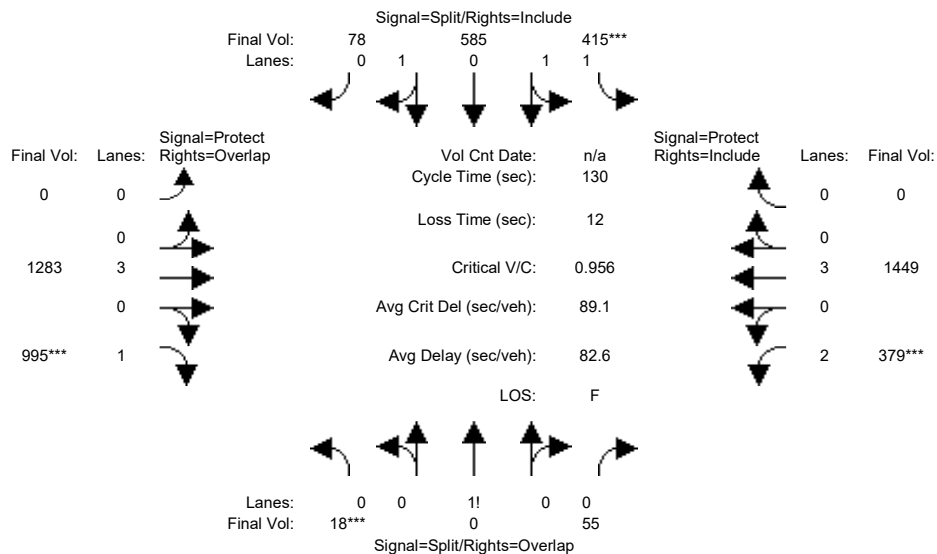
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.42	0.42	0.17	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.18	1.18	0.72	0.50	0.50
Delay/Veh:	31.3	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.

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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:

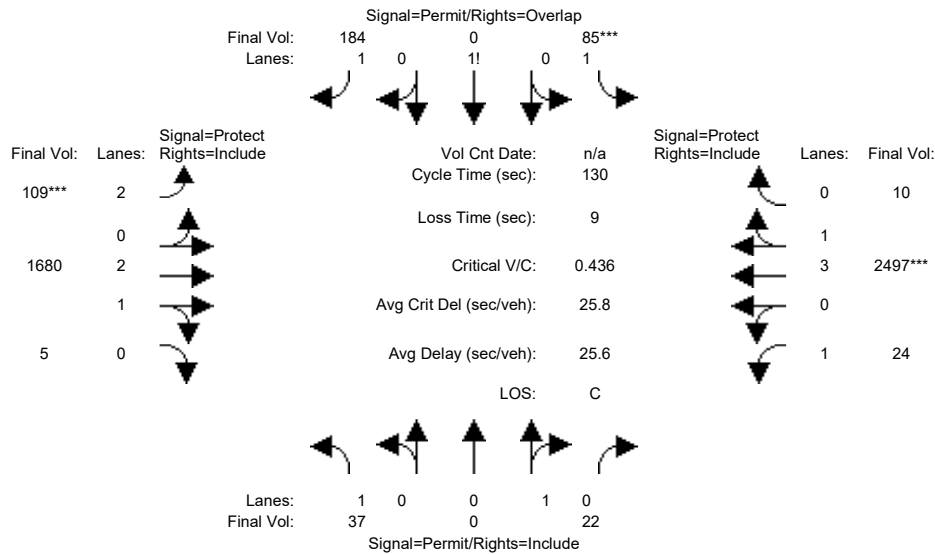
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.23	0.57	0.12	0.25	0.00
Crit Moves:	***			***					***	***		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.06	1.16	0.75	0.68	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	111	131.0	75.7	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.

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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

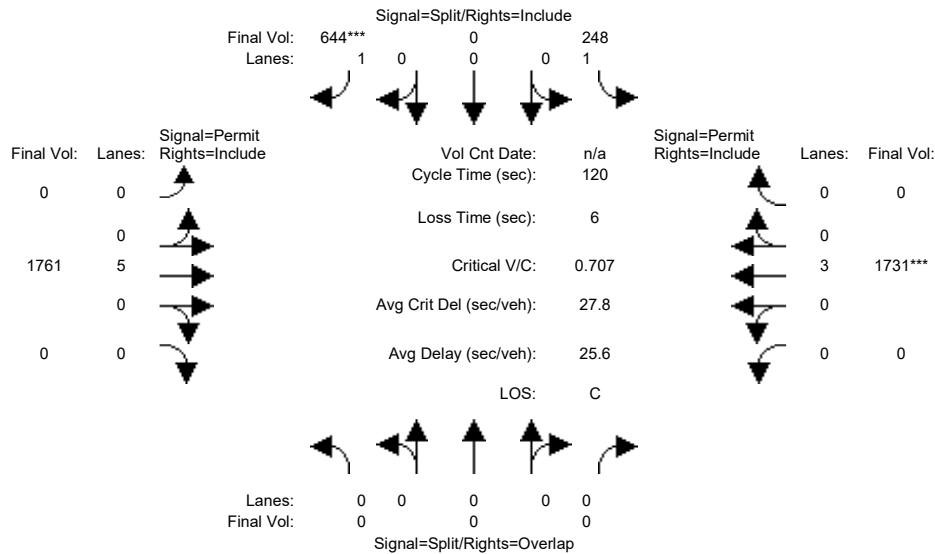
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.30	0.30	0.01	0.33	0.33
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.62	0.62	0.14	0.66	0.66
Delay/Veh:	28.4	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.

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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		
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

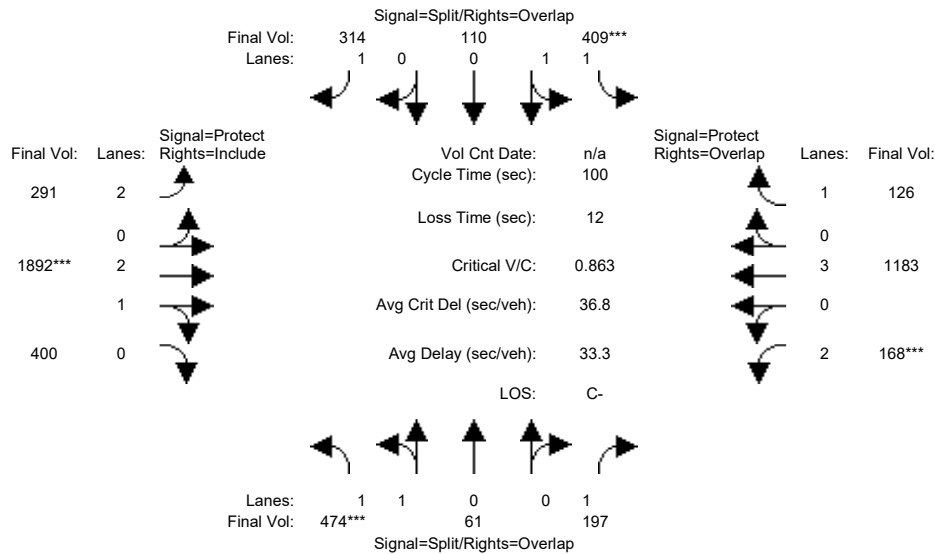
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.37	0.00	0.19	0.00	0.00	0.30	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	62.5	0.0	62.5	0.0	51.5	0.0	0.0	51.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.71	0.00	0.43	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	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

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	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

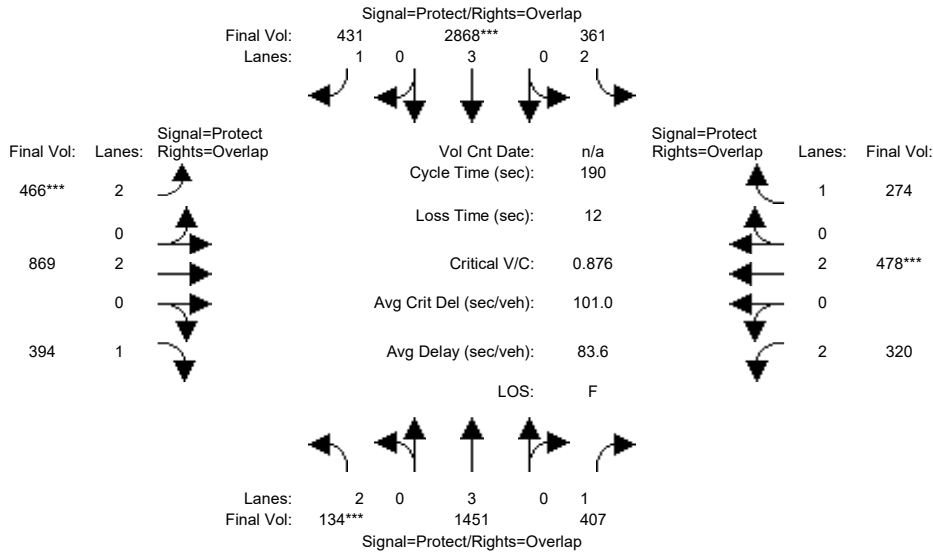
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.15	0.15	0.18	0.09	0.41	0.41	0.05	0.21	0.07
Crit Moves:	***			***			***			***		
Green Time:	17.3	17.3	24.3	16.8	16.8	33.4	16.6	46.9	46.9	7.0	37.3	54.1
Volume/Cap:	0.87	0.87	0.46	0.87	0.87	0.54	0.56	0.87	0.87	0.76	0.56	0.13
Delay/Veh:	53.3	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	21	21	16	9	36	36	10	18	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 #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	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

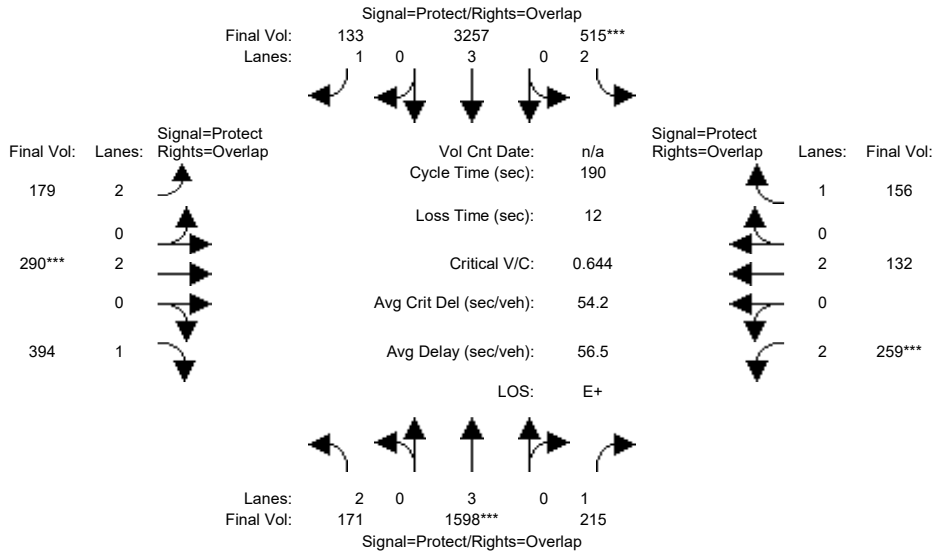
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.23	0.11	0.50	0.25	0.15	0.23	0.23	0.10	0.13	0.16
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.55	0.40	0.93	1.01	0.39	1.15	0.97	0.70	0.90	0.57	0.46
Delay/Veh:	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.

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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:												
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

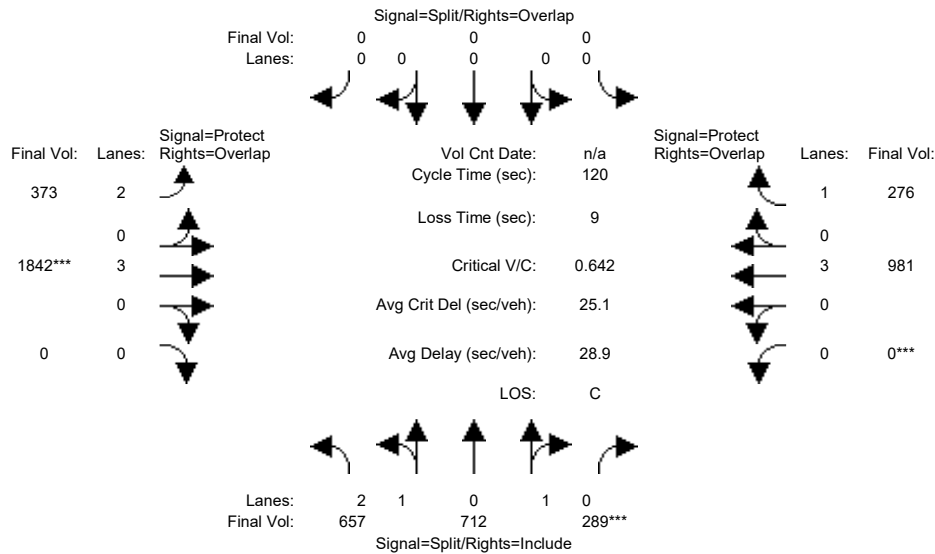
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.12	0.16	0.57	0.08	0.06	0.08	0.23	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.3	85.8	107.3	40.9	108	124.7	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.62	0.22	0.76	1.00	0.12	0.66	0.49	0.89	0.73	0.19	0.22
Delay/Veh:	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.

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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:												
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:

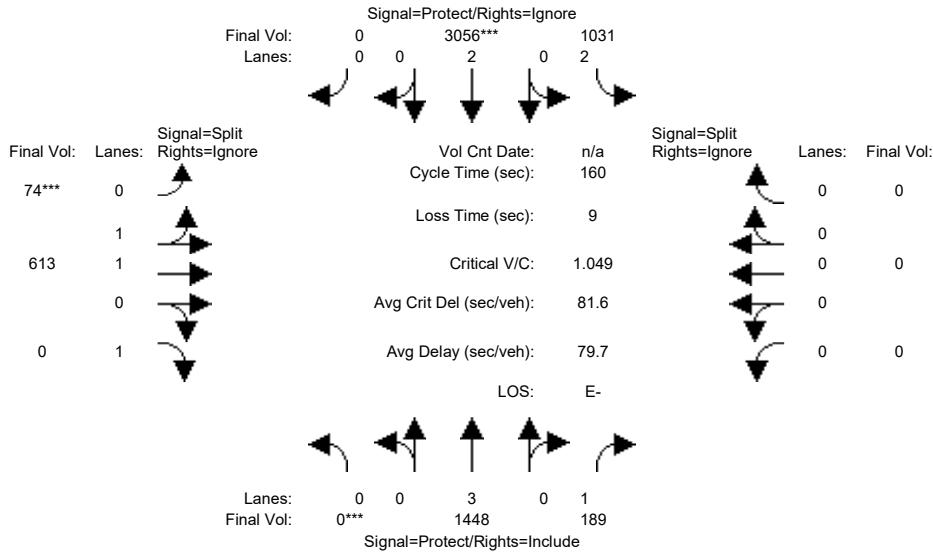
Vol/Sat:	0.21	0.27	0.27	0.00	0.00	0.00	0.12	0.32	0.00	0.00	0.17	0.16
Crit Moves:	****						****			****		
Green Time:	50.6	50.6	50.6	0.0	0.0	0.0	24.6	60.4	0.0	0.0	35.8	35.8
Volume/Cap:	0.49	0.64	0.64	0.00	0.00	0.00	0.58	0.64	0.00	0.00	0.58	0.53
Delay/Veh:	25.5	28.1	28.1	0.0	0.0	0.0	44.3	22.4	0.0	0.0	36.2	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.

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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

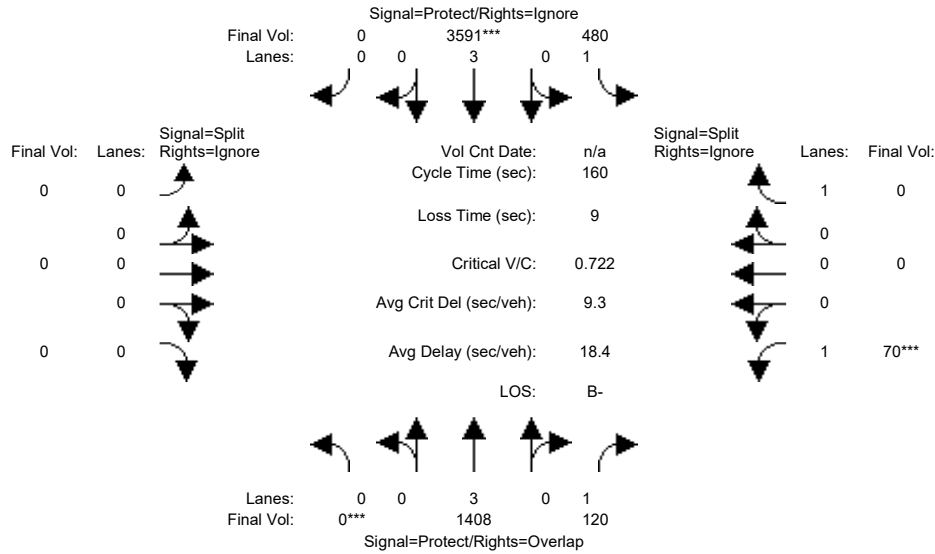
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.11	0.33	0.80	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.26	1.17	1.17	0.00	0.73	0.73	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.7	28.0	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.

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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:	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

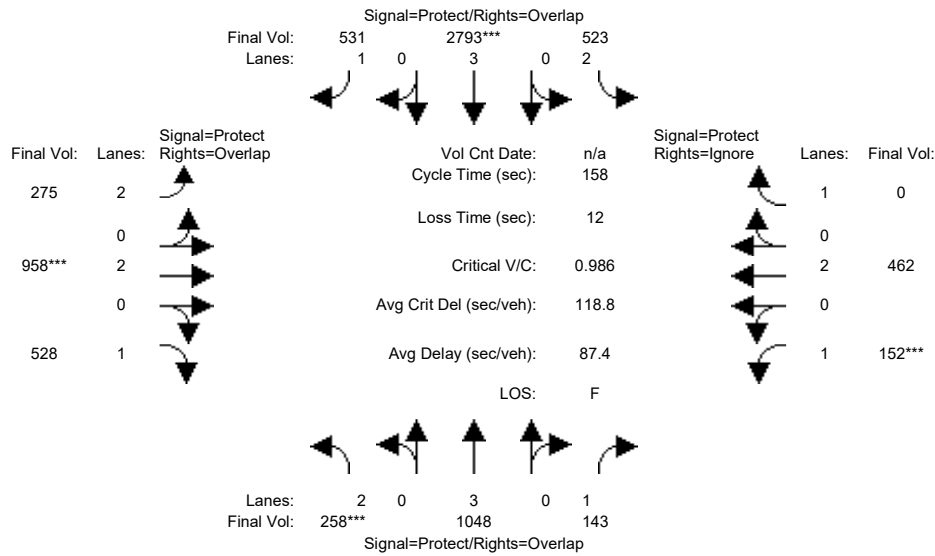
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.27	0.64	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.12	0.77	0.78	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.1	14.8	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.

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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

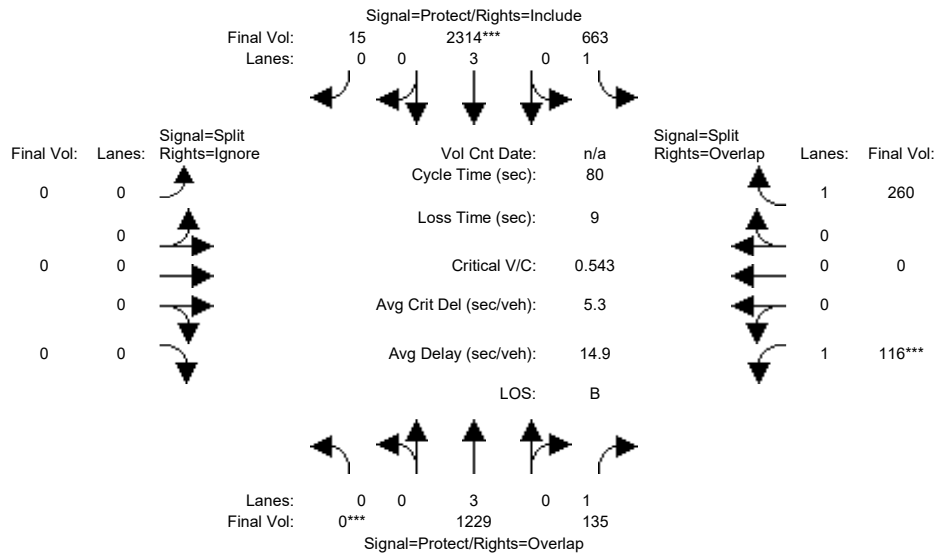
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.08	0.17	0.49	0.30	0.09	0.25	0.30	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.9	73.9	27.1	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.68	0.51	0.17	0.97	1.19	0.58	0.75	0.89	0.74	0.81	0.44	0.00
Delay/Veh:	71.6	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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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

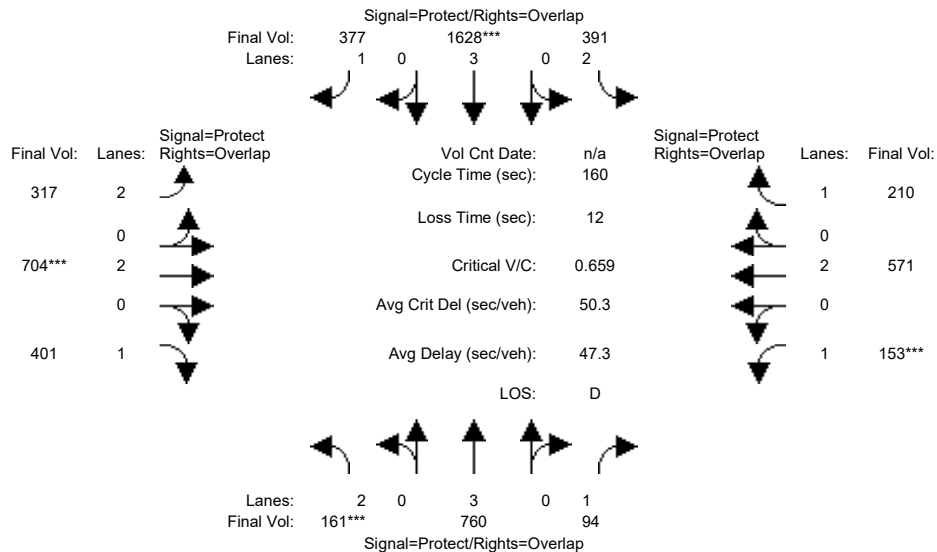
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.08	0.38	0.42	0.42	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.59	0.16	0.93	0.54	0.54	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	20.8	11.8	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.

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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:												
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

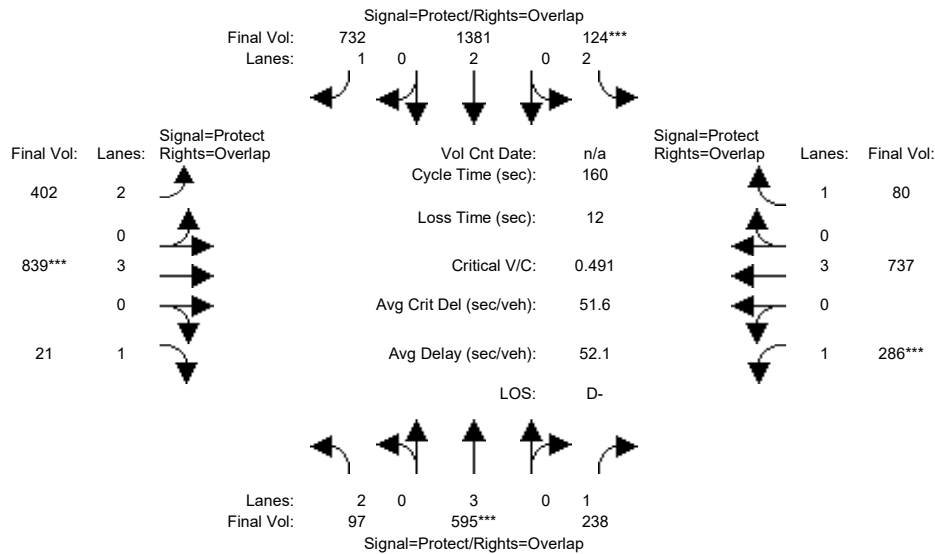
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.05	0.12	0.29	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.48	0.13	0.59	0.79	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	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.

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Background PM

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:	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

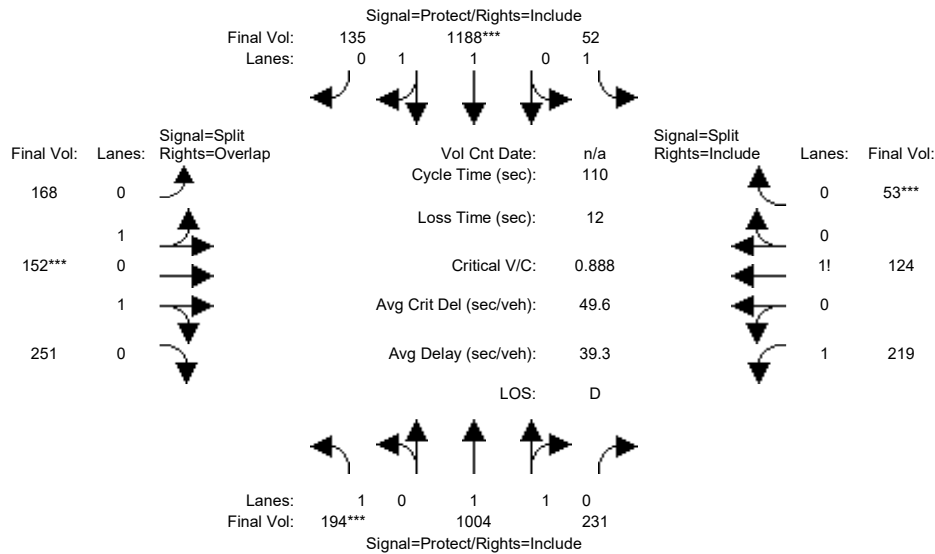
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.14	0.04	0.36	0.42	0.13	0.15	0.01	0.16	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.38	0.31	0.26	0.35	0.99	0.73	0.62	0.52	0.03	0.84	0.48	0.12
Delay/Veh:	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.

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Background 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:												
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

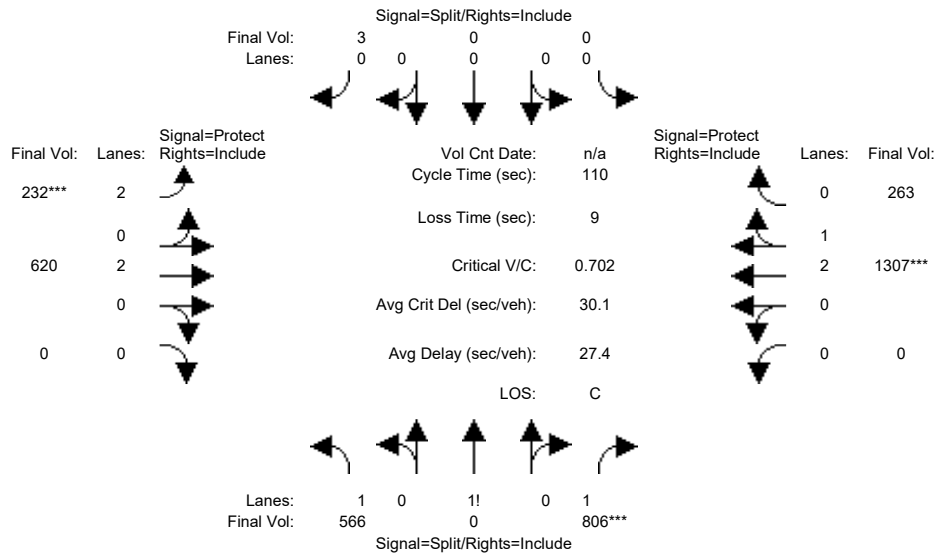
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.03	0.36	0.36	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	13.7	48.8	48.8	9.3	44.3	44.3	19.7	19.7	33.4	20.3	20.3	20.3
Volume/Cap:	0.89	0.75	0.75	0.35	0.89	0.89	0.89	0.89	0.52	0.49	0.89	0.89
Delay/Veh:	79.9	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.

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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:	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

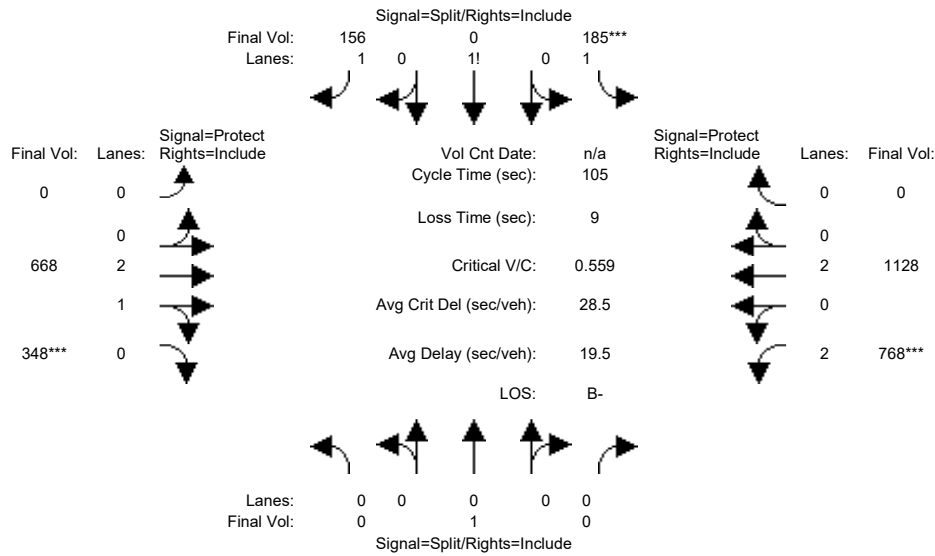
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.16	0.00	0.00	0.28	0.28
Crit Moves:			****				****				****	
Green Time:	45.5	0.0	45.5	0.0	0.0	0.0	11.5	55.5	0.0	0.0	44.0	44.0
Volume/Cap:	0.55	0.00	0.70	0.00	0.00	xxxx	0.70	0.32	0.00	0.00	0.70	0.70
Delay/Veh:	24.8	0.0	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.

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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
Movement:												
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

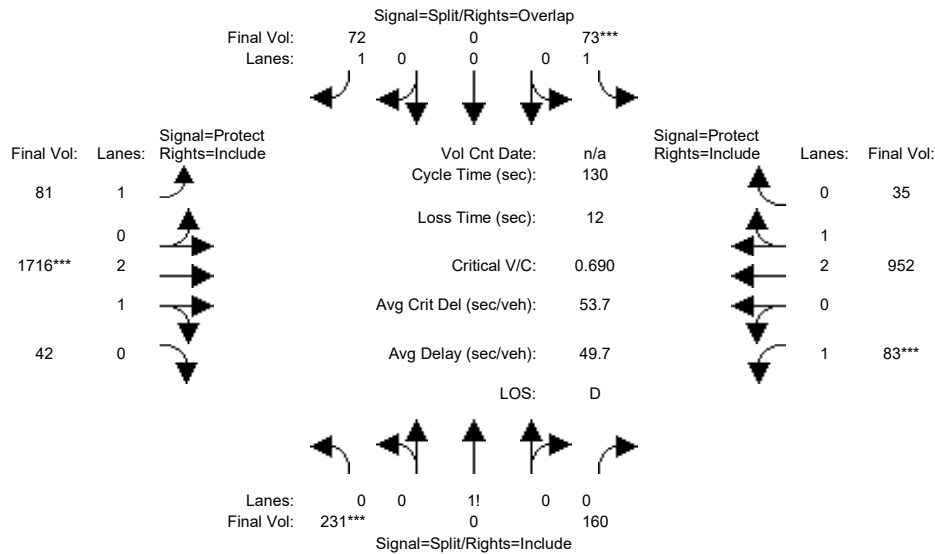
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.24	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	37.3	37.3	45.8	83.1	0.0
Volume/Cap:	0.00	xxxx	0.00	0.56	0.00	0.50	0.00	0.49	0.56	0.56	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	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.

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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		
Approach:	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

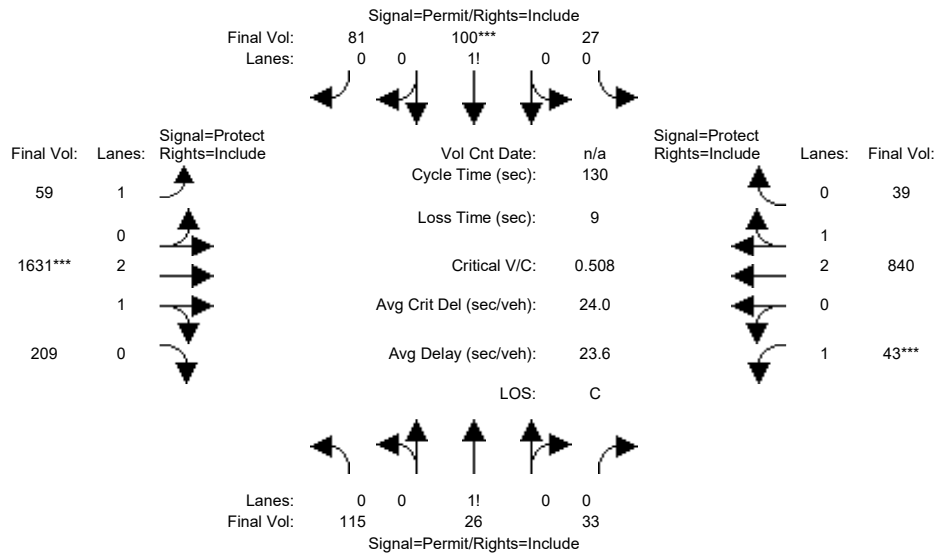
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.31	0.31	0.05	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.33	0.93	0.93	0.62	0.64	0.64
Delay/Veh:	70.4	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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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

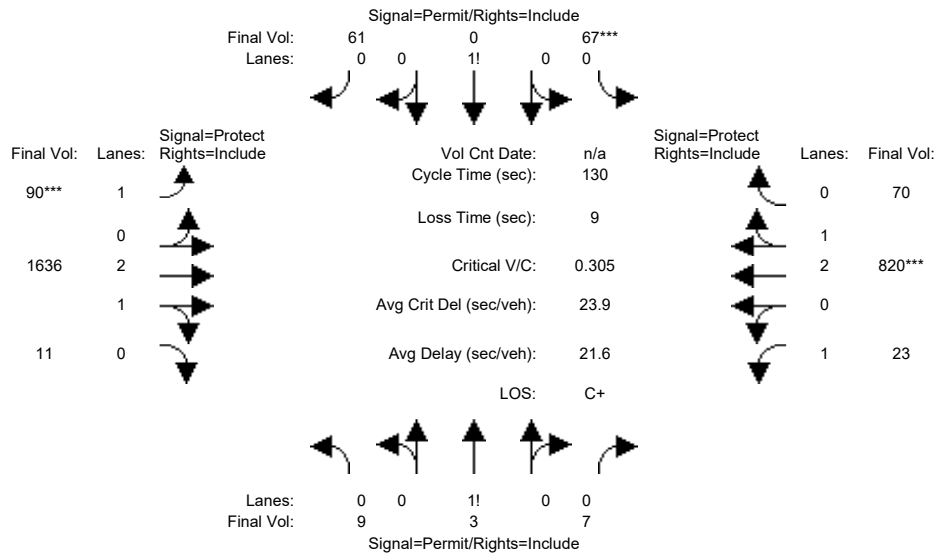
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.33	0.33	0.02	0.16	0.16
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.35	0.35	0.35	0.42	0.42	0.42	0.27	0.62	0.62	0.21	0.30	0.30
Delay/Veh:	37.4	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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Background 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:												
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

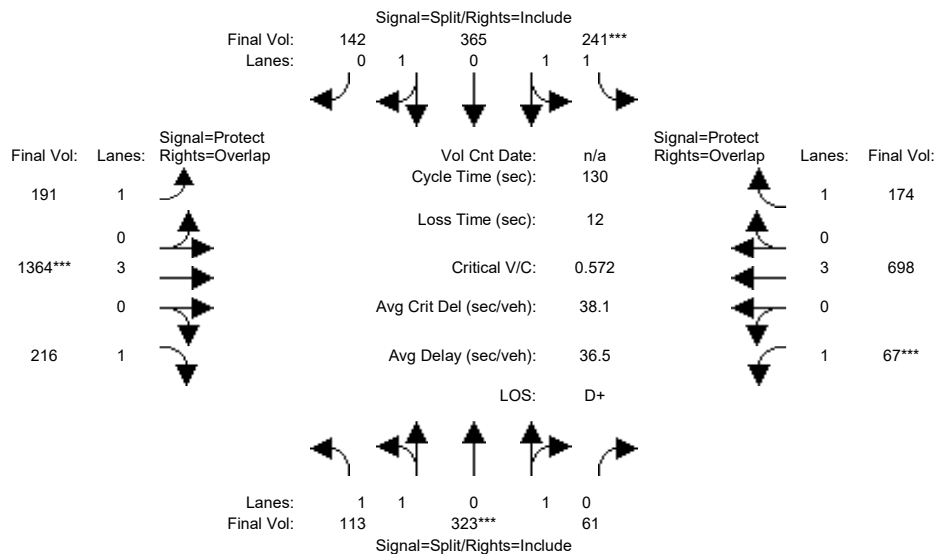
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.07	0.05	0.29	0.29	0.01	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	21.0	70.6	70.6	15.4	65.0	65.0
Volume/Cap:	0.04	0.04	0.04	0.27	0.00	0.27	0.32	0.54	0.54	0.11	0.32	0.32
Delay/Veh:	35.1	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.

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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:	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

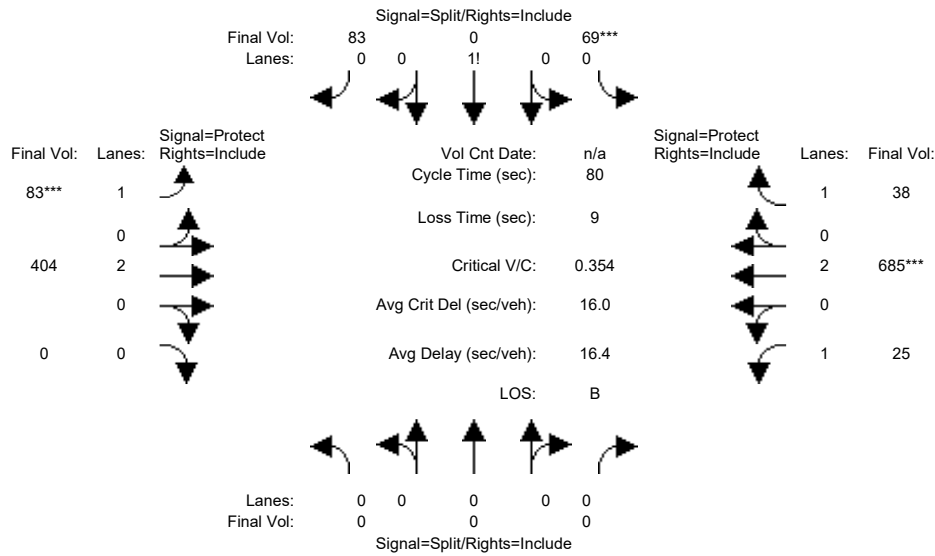
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.14	0.14	0.11	0.24	0.12	0.04	0.12	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.6	23.6	23.6	31.3	31.3	31.3	29.7	54.4	78.0	8.7	33.4	64.7
Volume/Cap:	0.36	0.57	0.57	0.57	0.57	0.57	0.48	0.57	0.21	0.57	0.48	0.20
Delay/Veh:	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
SJ17-1776

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:	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

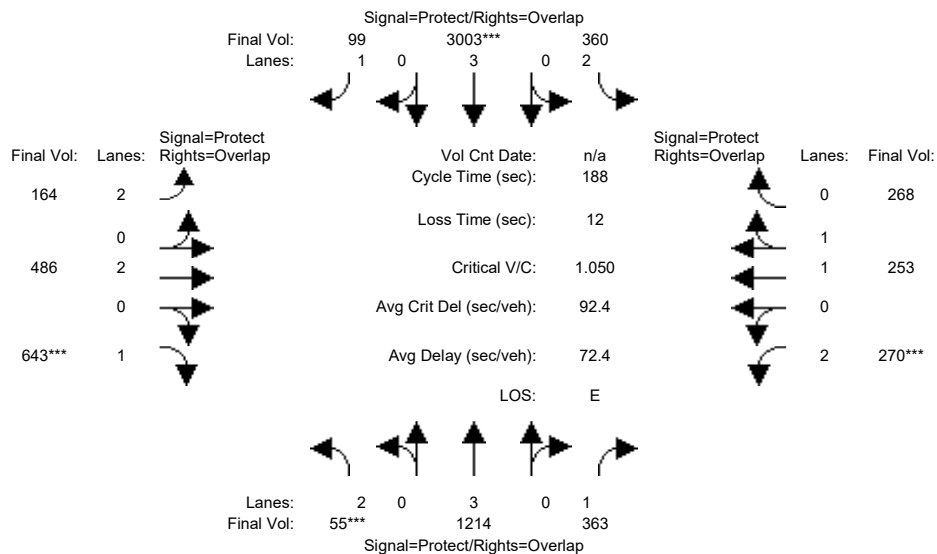
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.05	0.11	0.00	0.01	0.18	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	19.6	0.0	19.6	10.7	30.2	0.0	21.2	40.7	40.7
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.35	0.35	0.28	0.00	0.05	0.35	0.04
Delay/Veh:	0.0	0.0	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
HCM2kAvgQ:	0	0	0	4	0	4	2	3	0	0	5	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)
Background 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	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
Final Volume:	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

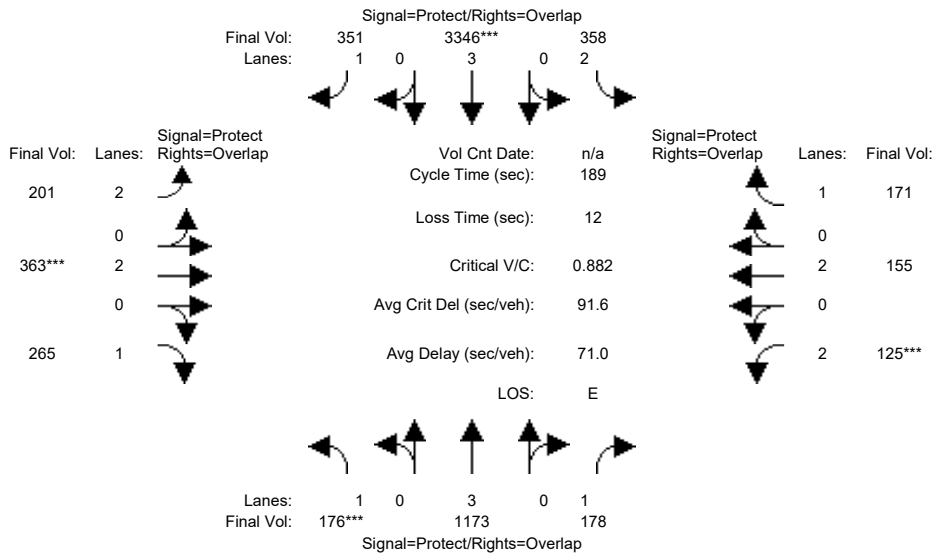
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.11	0.53	0.06	0.05	0.13	0.37	0.09	0.13	0.15
Crit Moves:	***			****			****		****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.26	0.45	0.34	0.78	0.95	0.09	0.65	0.74	1.54	0.62	0.58	0.41
Delay/Veh:	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
HCM2kAvgQ:	2	14	10	13	55	2	6	14	68	9	13	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)
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		
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	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

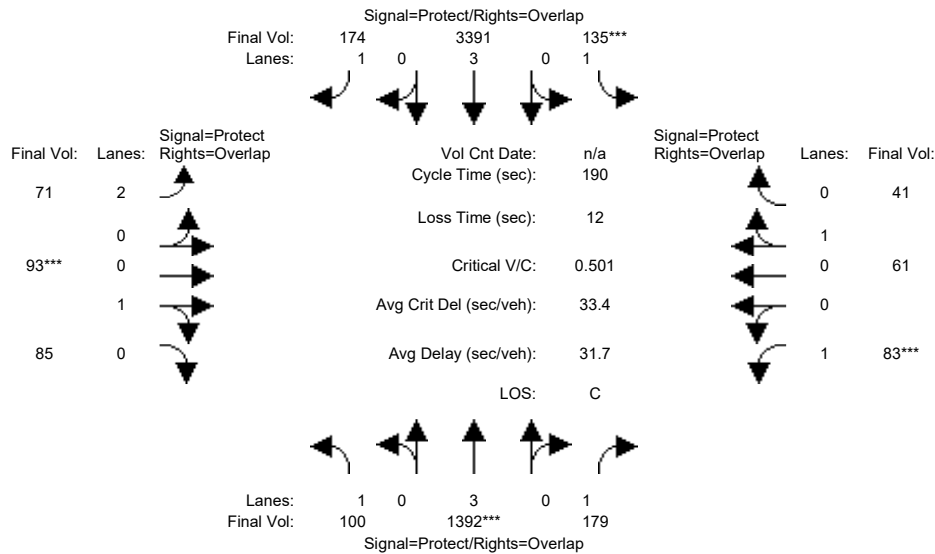
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.10	0.11	0.59	0.20	0.06	0.10	0.15	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.95	0.41	0.17	0.80	1.10	0.32	0.68	0.46	0.49	0.45	0.20	0.29
Delay/Veh:	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
HCM2kAvgQ:	12	13	5	11	71	9	8	9	13	4	3	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)
Background 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:	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
Final Volume:	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+
HCM2kAvgQ:	6	12	3	7	49	3	2	12	9	6	6	5

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 PP						???			
	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	0.586	+ 0.005	37.8	- 0.1	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	23.2	0.798	48.2	C	23.3	0.855	+ 0.057	51.4	+ 3.2	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	48.5	0.873	56.8	D-	51.1	0.926	+ 0.053	62.3	+ 5.6	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	47.4	0.906	51.6	D	48.5	0.920	+ 0.015	53.6	+ 2.0	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	50.7	0.911	51.9	D-	51.9	0.926	+ 0.014	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	0.586	+ 0.008	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	0.700	+ 0.008	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-	51.0	0.973	+ 0.016	59.7	+ 3.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	32.1	0.932	44.7	D+	35.5	0.965	+ 0.033	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+	21.5	0.848	+ 0.009	45.9	+ 0.7	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	46.2	0.922	48.5	E	64.2	1.034	+ 0.112	76.9	+ 28.4	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	71.4	1.019	85.8	E-	78.0	1.055	+ 0.036	95.3	+ 9.6	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.6	0.704	36.1	C	24.0	0.720	+ 0.016	36.1	- 0.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.7	0.858	20.3	B-	18.1	0.920	+ 0.062	23.4	+ 3.2	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.3	0.641	26.8	B	16.4	0.707	+ 0.066	28.3	+ 1.5	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.7	0.749	28.6	C	27.5	0.763	+ 0.014	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	0.621	+ 0.043	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	26.2	0.838	+ 0.011	33.0	+ 0.4	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.2	0.762	33.8	C-	34.1	0.824	+ 0.063	36.2	+ 2.4	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.4	0.448	7.2	B+	11.5	0.493	+ 0.045	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-	34.3	0.789	+ 0.233	33.4	+ 18.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	52.0	0.828	60.9	D-	53.5	0.859	+ 0.031	63.6	+ 2.6	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.0	0.800	44.3	D-	53.8	0.829	+ 0.028	46.2	+ 1.9	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.2	0.593	30.7	B-	18.2	0.640	+ 0.047	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+	22.2	0.654	+ 0.033	20.6	+ 0.3	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	48.1	0.824	58.0	D	49.8	0.867	+ 0.043	58.5	+ 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	???				Background PM				Background PM PP					???				
	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-	33.1	0.637	+ 0.029	34.4	+ 0.1	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C+	20.2	0.743	21.1	C+	20.2	0.774	+ 0.031	21.9	+ 0.8	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.934	23.7	C	26.2	0.982	+ 0.048	31.5	+ 7.7	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	9.8	0.654	11.1	B	13.2	0.882	+ 0.229	17.7	+ 6.6	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.6	0.625	33.1	E	66.8	0.995	+ 0.370	82.3	+ 49.2	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D-	52.3	0.963	64.5	E	71.0	1.084	+ 0.121	100.6	+ 36.1	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.414	3.5	A	2.8	0.449	+ 0.035	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	0.431	+ 0.032	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	46.3	0.838	+ 0.025	52.5	+ 1.9	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	21.9	0.513	19.0	C+	21.9	0.539	+ 0.026	19.1	+ 0.2	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.5	0.666	23.3	C+	22.4	0.745	+ 0.079	23.8	+ 0.5	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	52.2	0.910	61.6	D-	54.0	0.933	+ 0.022	65.3	+ 3.7	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.6	0.547	+ 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	28.7	0.801	+ 0.053	40.0	+ 4.5	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	34.9	0.723	+ 0.167	42.9	+ 8.6	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.9	0.745	48.4	D	49.6	0.861	+ 0.116	54.6	+ 6.1	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	81.9	0.806	113.4	F	130.5	0.880	+ 0.075	186.6	+ 73.2	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	82.6	0.956	89.1	F	118.8	1.079	+ 0.122	135.6	+ 46.5	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	25.6	0.436	25.8	C	26.6	0.459	+ 0.023	26.6	+ 0.7	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.6	0.707	27.8	C	26.2	0.747	+ 0.040	28.8	+ 1.0	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C-	33.3	0.863	36.8	D+	37.4	0.913	+ 0.049	42.5	+ 5.7	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	83.6	0.876	101.0	F	88.5	0.901	+ 0.025	109.1	+ 8.2	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E+	56.5	0.644	54.2	E+	57.6	0.848	+ 0.204	62.2	+ 8.0	?	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	1.078	+ 0.029	82.1	+ 0.5	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	18.4	0.722	9.3	B-	18.8	0.740	+ 0.018	9.8	+ 0.5	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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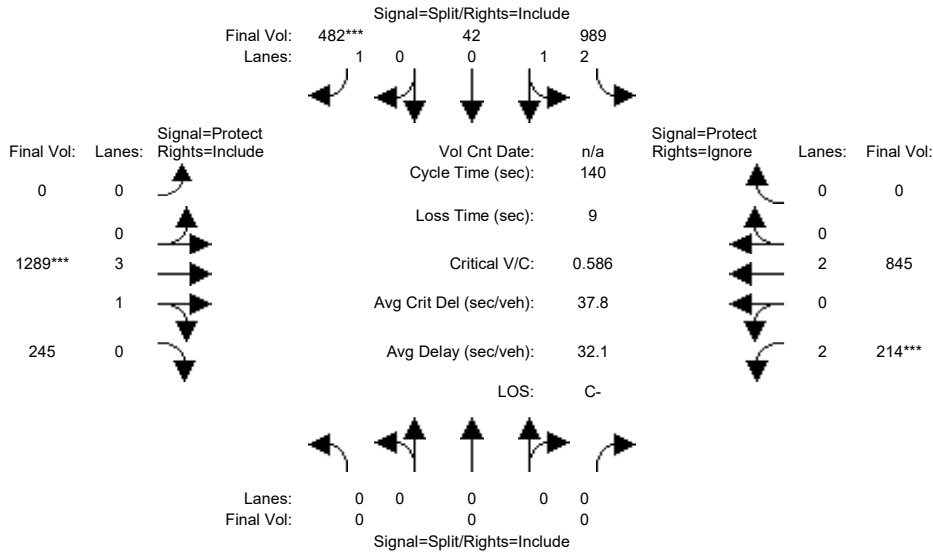
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM PP					???				
	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	94.1	1.014	+ 0.029	130.0	+ 11.2	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.9	0.543	5.3	B	15.1	0.577	+ 0.034	5.4	+ 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	47.3	0.659	50.3	D	48.6	0.691	+ 0.032	52.8	2.5	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D-	52.1	0.491	51.6	D-	52.3	0.780	+ 0.288	63.9	+ 12.2	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.3	0.888	49.6	D	40.9	0.919	+ 0.032	52.9	+ 3.4	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.4	0.702	30.1	C	27.7	0.727	+ 0.025	30.6	+ 0.5	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.5	0.559	28.5	B-	19.8	0.587	+ 0.027	28.8	+ 0.3	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	49.7	0.690	53.7	D-	55.0	0.712	+ 0.022	61.2	+ 7.5	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	23.6	0.508	24.0	C	24.0	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+	22.2	0.325	+ 0.020	24.8	+ 0.9	?	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	38.0	- 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	28.1	0.749	+ 0.394	29.4	13.4	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	72.4	1.05	92.4	E	73.6	1.062	+ 0.012	94.7	2.4	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	71	0.882	91.6	E	73.3	0.896	+ 0.014	95.9	4.3	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	31.7	0.501	33.4	C-	32.3	0.518	+ 0.017	33.2	-0.2	?	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 PM PP

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	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	26	0	0	0	113	0	13	138	0
PasserByVol:	0	0	0	3	0	14	0	9	0	0	20	0
Initial Fut:	0	0	0	989	42	482	0	1289	245	214	845	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	989	42	482	0	1289	245	214	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	989	42	482	0	1289	245	214	845	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	989	42	482	0	1289	245	214	845	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	3.33	0.67	2.00	2.00	0.00
Final Sat.:	0	0	0	4747	202	1750	0	6300	1197	3150	3800	0

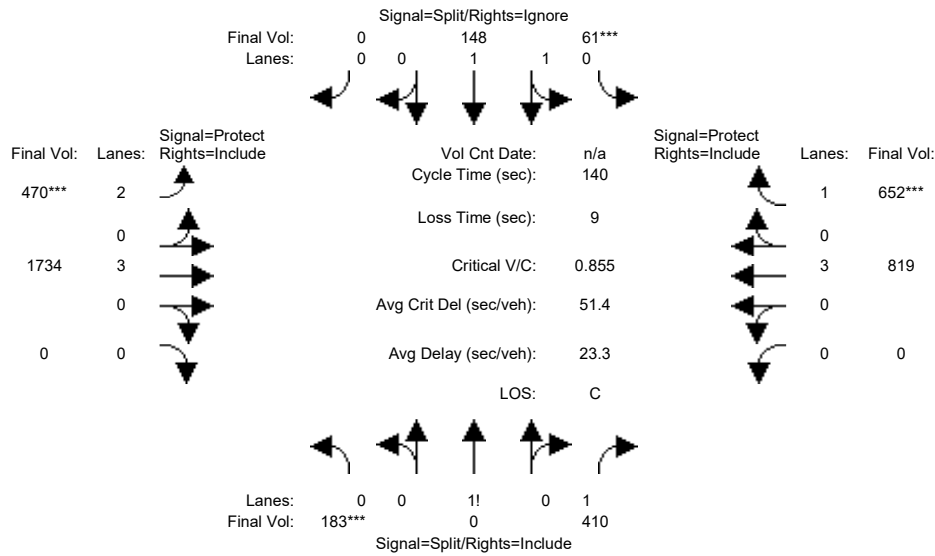
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.28	0.00	0.20	0.20	0.07	0.22	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	65.8	65.8	65.8	0.0	48.9	48.9	16.2	65.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.59	0.00	0.59	0.59	0.59	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	24.9	24.9	28.2	0.0	37.6	37.6	61.1	25.9	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	24.9	24.9	28.2	0.0	37.6	37.6	61.1	25.9	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2k95thQ:	0	0	0	20	20	28	0	20	20	10	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 PM PP

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	138	0	0	150	79
PasserByVol:	0	0	0	0	0	0	5	8	0	0	20	1
Initial Fut:	183	0	410	61	148	0	470	1734	0	0	819	652
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	1734	0	0	819	652
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	410	61	148	0	470	1734	0	0	819	652
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	1734	0	0	819	652

Saturation 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

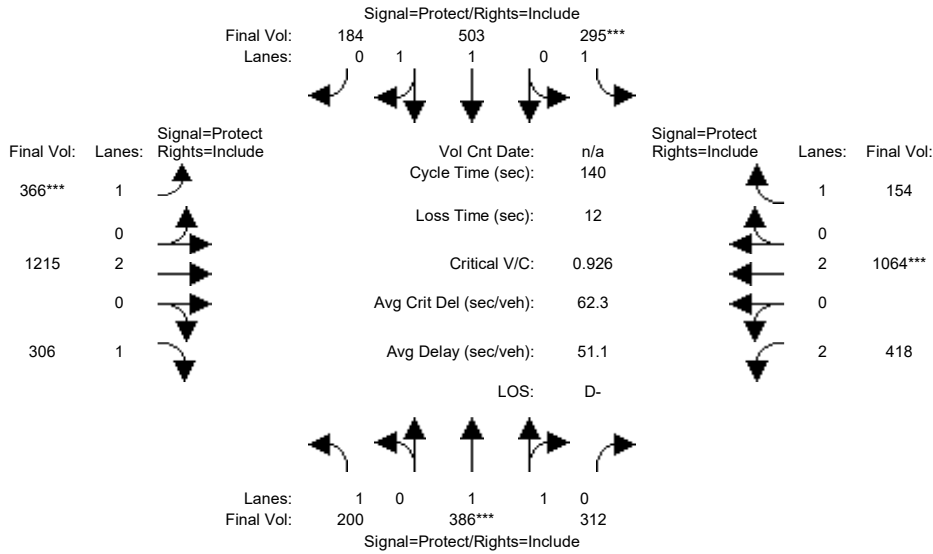
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.30	0.00	0.00	0.14	0.37
Crit Moves:	***			***			***					***
Green Time:	36.1	0.0	36.1	10.0	10.0	0.0	24.3	84.9	0.0	0.0	60.6	60.6
Volume/Cap:	0.86	0.00	0.59	0.79	0.79	0.00	0.86	0.50	0.00	0.00	0.33	0.86
Delay/Veh:	60.2	0.0	46.5	78.8	78.8	0.0	61.4	0.1	0.0	0.0	13.0	27.4
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:	60.2	0.0	46.5	78.8	78.8	0.0	61.4	0.1	0.0	0.0	13.0	27.4
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM PP

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
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:	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	1	10	0	0	0	143	0	6	229	20
PasserByVol:	0	3	1	0	9	1	3	4	0	3	21	0
Initial Fut:	200	386	312	295	503	184	366	1215	306	418	1064	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	312	295	503	184	366	1215	306	418	1064	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	386	312	295	503	184	366	1215	306	418	1064	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	312	295	503	184	366	1215	306	418	1064	154

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	1.08	0.92	1.00	1.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2045	1653	1750	2708	991	1750	3800	1750	3150	3800	1750

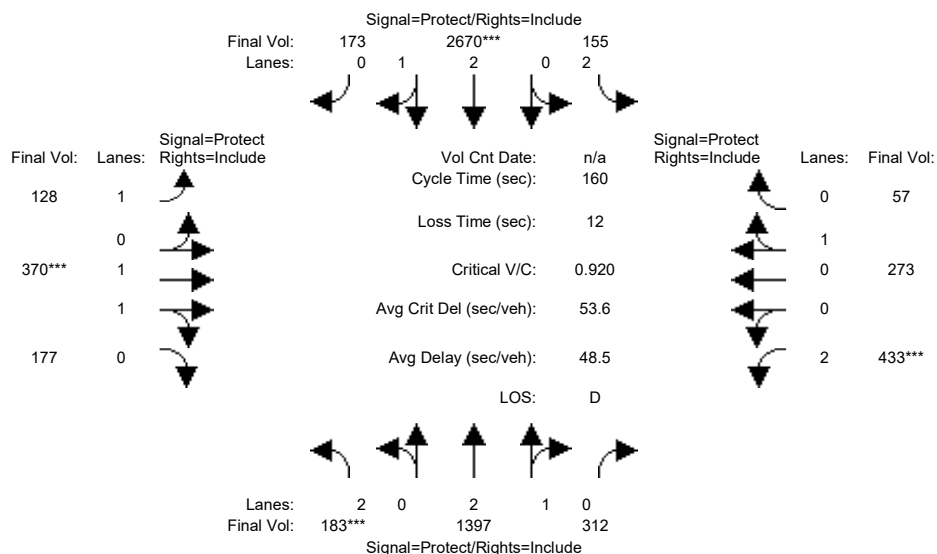
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.19	0.19	0.21	0.32	0.17	0.13	0.28	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.6	28.5	28.5	25.5	33.5	33.5	31.6	52.3	52.3	21.7	42.3	42.3
Volume/Cap:	0.78	0.93	0.93	0.93	0.78	0.78	0.93	0.86	0.47	0.86	0.93	0.29
Delay/Veh:	71.4	72.0	72.0	88.1	54.2	54.2	70.2	29.7	20.6	64.5	46.2	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:	71.4	72.0	72.0	88.1	54.2	54.2	70.2	29.7	20.6	64.5	46.2	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	37	14	20	38	8

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

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Background PM PP

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	466	13	0	697	0	0	0	8	13	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	183	1397	312	155	2670	173	128	370	177	433	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	1397	312	155	2670	173	128	370	177	433	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1397	312	155	2670	173	128	370	177	433	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	1397	312	155	2670	173	128	370	177	433	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	1.34	0.66	2.00	0.83	0.17
Final Sat.:	3150	4576	1022	3150	5259	341	1750	2502	1197	3150	1489	311

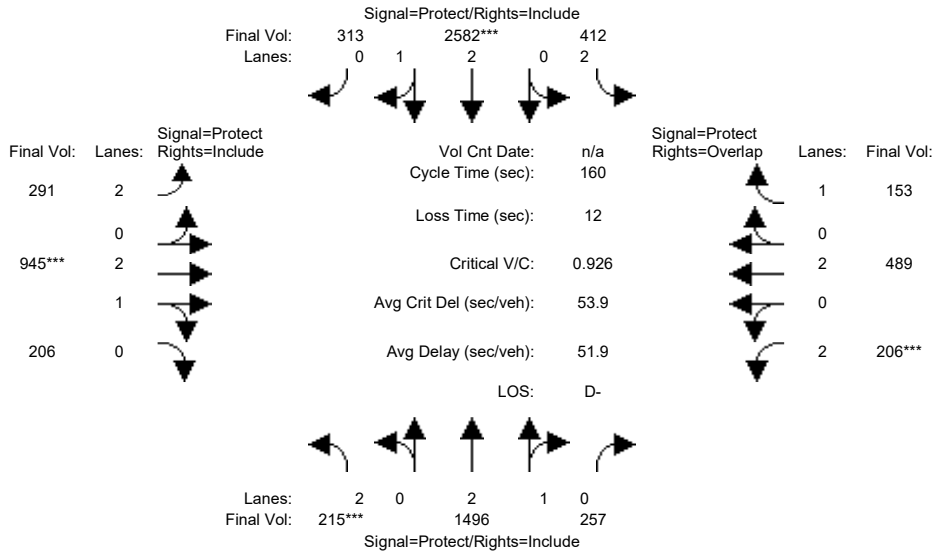
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.05	0.51	0.51	0.07	0.15	0.15	0.14	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	10.1	84.7	84.7	13.7	88.3	88.3	14.1	25.7	25.7	23.9	35.5	35.5
Volume/Cap:	0.92	0.58	0.58	0.58	0.92	0.92	0.83	0.92	0.92	0.92	0.83	0.83
Delay/Veh:	116.5	25.8	25.8	73.5	37.8	37.8	101.0	85.8	85.8	90.4	72.7	72.7
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:	116.5	25.8	25.8	73.5	37.8	37.8	101.0	85.8	85.8	90.4	72.7	72.7
LOS by Move:	F	C	C	E	D+	D+	F	F	F	F	E	E
HCM2k95thQ:	11	31	31	9	71	71	16	29	29	28	31	31

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

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Background PM PP

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga 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	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:	19	448	12	40	678	0	0	35	8	21	45	41
PasserByVol:	10	50	0	24	37	6	5	3	3	0	7	13
Initial Fut:	215	1496	257	412	2582	313	291	945	206	206	489	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:	215	1496	257	412	2582	313	291	945	206	206	489	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1496	257	412	2582	313	291	945	206	206	489	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:	215	1496	257	412	2582	313	291	945	206	206	489	153

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	2.66	0.34	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4778	821	3150	4994	605	3150	4596	1002	3150	3800	1750

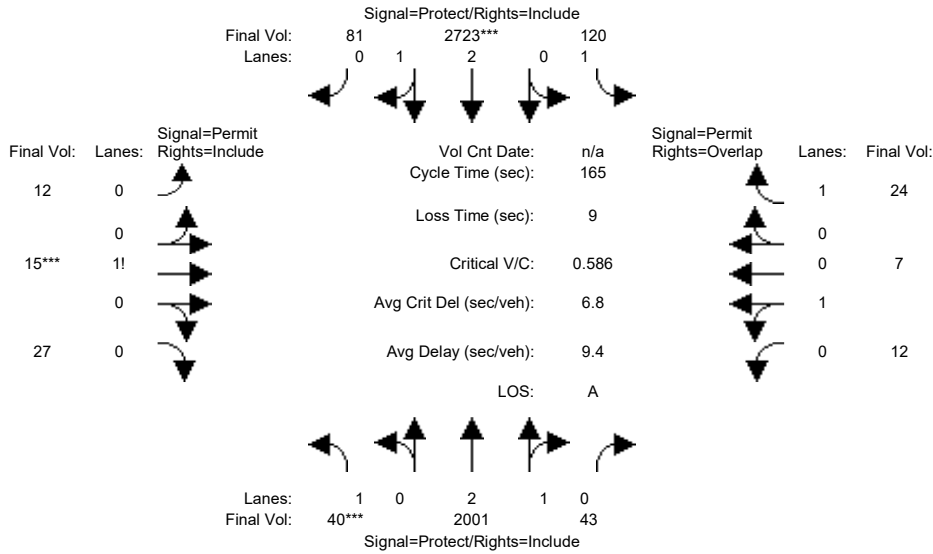
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.13	0.52	0.52	0.09	0.21	0.21	0.07	0.13	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.8	71.4	71.4	29.8	89.4	89.4	19.6	35.5	35.5	11.3	27.3	57.1
Volume/Cap:	0.93	0.70	0.70	0.70	0.93	0.93	0.76	0.93	0.93	0.93	0.76	0.25
Delay/Veh:	112.8	36.7	36.7	64.8	37.7	37.7	76.2	72.7	72.7	114.2	68.2	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:	112.8	36.7	36.7	64.8	37.7	37.7	76.2	72.7	72.7	114.2	68.2	36.5
LOS by Move:	F	D+	D+	E	D+	D+	E-	E	E	F	E	D+
HCM2k95thQ:	14	38	38	20	66	66	18	37	37	13	21	11

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

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Background PM PP

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	479	0	0	708	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	40	2001	43	120	2723	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	2001	43	120	2723	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2001	43	120	2723	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	2001	43	120	2723	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	5438	162	389	486	875	1137	663	1750

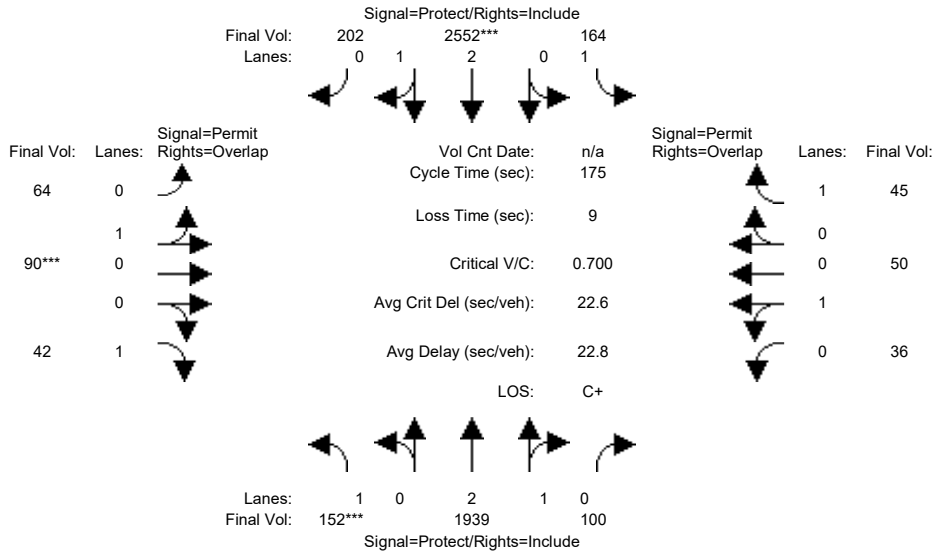
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.07	0.50	0.50	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	123	122.9	23.1	139	139.0	10.0	10.0	10.0	10.0	10.0	33.1
Volume/Cap:	0.54	0.49	0.49	0.49	0.59	0.59	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	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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Background PM PP

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:												
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	479	0	0	708	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	152	1939	100	164	2552	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	1939	100	164	2552	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1939	100	164	2552	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	1939	100	164	2552	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	5189	411	748	1052	1750	753	1047	1750

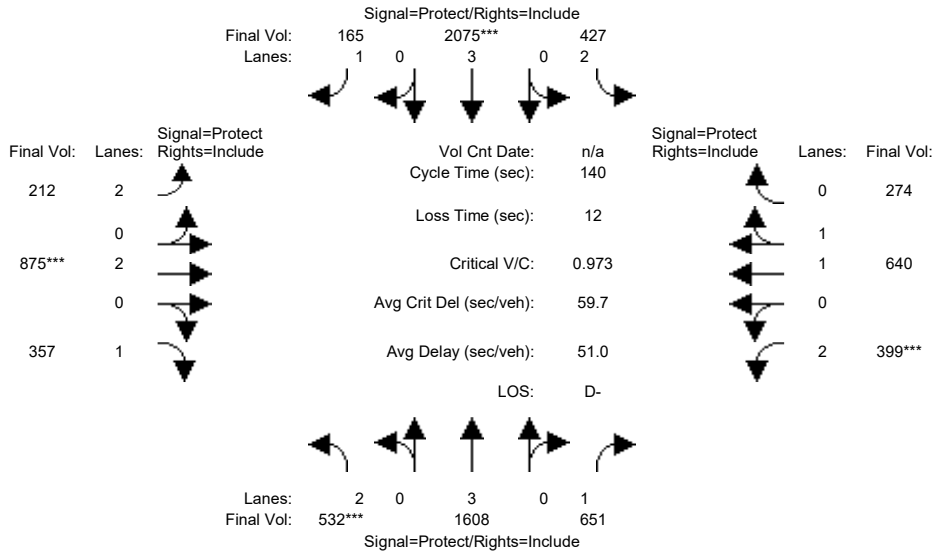
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.09	0.49	0.49	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.7	115	115.0	29.6	123	122.9	21.4	21.4	43.1	21.4	21.4	51.0
Volume/Cap:	0.70	0.55	0.55	0.55	0.70	0.70	0.70	0.70	0.10	0.39	0.39	0.09
Delay/Veh:	83.3	16.4	16.4	68.9	15.8	15.8	83.4	83.4	51.0	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:	83.3	16.4	16.4	68.9	15.8	15.8	83.4	83.4	51.0	72.0	72.0	45.2
LOS by Move:	F	B	B	E	B	B	F	F	D-	E	E	D
HCM2k95thQ:	16	33	33	16	47	47	18	18	4	9	9	4

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:	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	384	15	67	613	27	21	61	14	41	70	74
PasserByVol:	0	31	1	11	28	0	0	24	0	32	60	35
Initial Fut:	532	1608	651	427	2075	165	212	875	357	399	640	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:	532	1608	651	427	2075	165	212	875	357	399	640	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	1608	651	427	2075	165	212	875	357	399	640	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:	532	1608	651	427	2075	165	212	875	357	399	640	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	1.38	0.62
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2590	1109

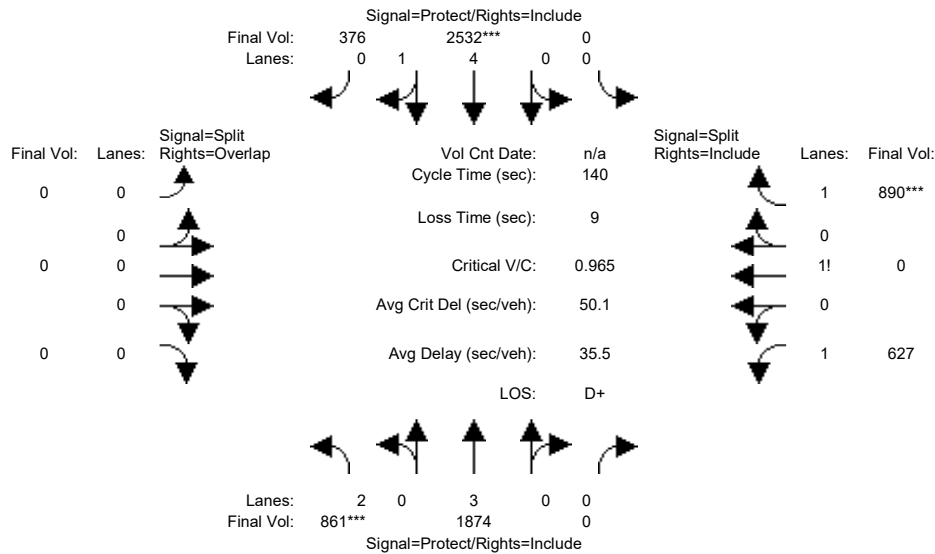
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.37	0.14	0.36	0.09	0.07	0.23	0.20	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	24.3	56.2	56.2	20.5	52.4	52.4	11.0	33.1	33.1	18.2	40.4	40.4
Volume/Cap:	0.97	0.70	0.93	0.93	0.97	0.25	0.86	0.97	0.86	0.97	0.86	0.86
Delay/Veh:	81.1	20.3	40.5	77.2	39.7	18.4	88.2	76.6	68.0	98.0	54.2	54.2
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:	81.1	20.3	40.5	77.2	39.7	18.4	88.2	76.6	68.0	98.0	54.2	54.2
LOS by Move:	F	C+	D	E-	D	B-	F	E-	E	F	D-	D-
HCM2k95thQ:	31	27	49	21	50	7	12	36	29	22	33	33

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:	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:	82	239	0	0	665	4	0	0	0	-3	0	185
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	861	1874	0	0	2532	376	0	0	0	627	0	890
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	861	1874	0	0	2532	376	0	0	0	627	0	890
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	861	1874	0	0	2532	376	0	0	0	627	0	890
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	861	1874	0	0	2532	376	0	0	0	627	0	890

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	8182	1215	0	0	0	2473	0	2777

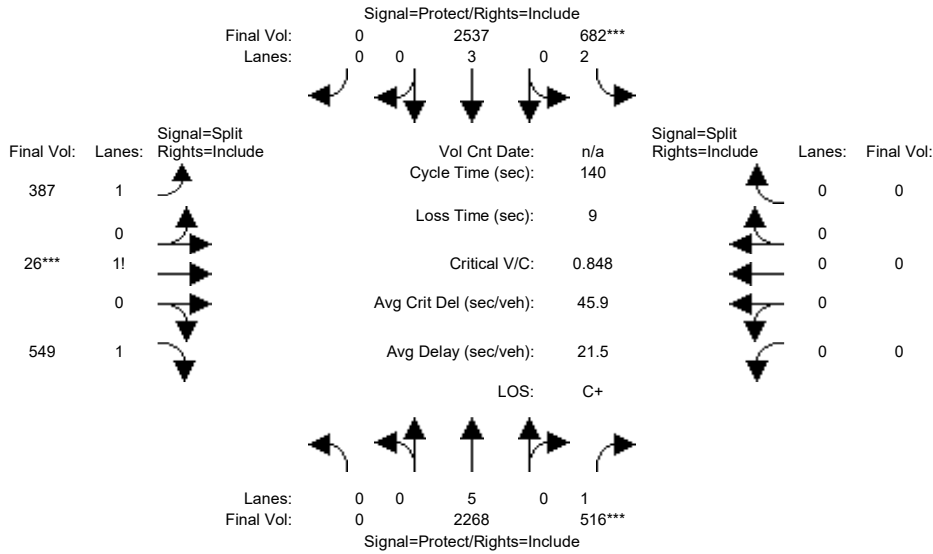
Capacity Analysis Module:												
Vol/Sat:	0.27	0.33	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.25	0.00	0.32
Crit Moves:	***			****								****
Green Time:	39.6	84.5	0.0	0.0	44.9	44.9	0.0	0.0	0.0	46.5	0.0	46.5
Volume/Cap:	0.97	0.54	0.00	0.00	0.97	0.97	0.00	0.00	0.00	0.76	0.00	0.97
Delay/Veh:	58.5	0.2	0.0	0.0	41.8	41.8	0.0	0.0	0.0	43.6	0.0	61.2
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:	58.5	0.2	0.0	0.0	41.8	41.8	0.0	0.0	0.0	43.6	0.0	61.2
LOS by Move:	E+	A	A	A	D	D	A	A	A	D	A	E
HCM2k95thQ:	39	2	0	0	47	47	0	0	0	33	0	49

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 PP

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	315	-5	244	418	0	6	0	25	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2268	516	682	2537	0	387	26	549	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	2268	516	682	2537	0	387	26	549	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2268	516	682	2537	0	387	26	549	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	2268	516	682	2537	0	387	26	549	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	2435	92	2722	0	0	0

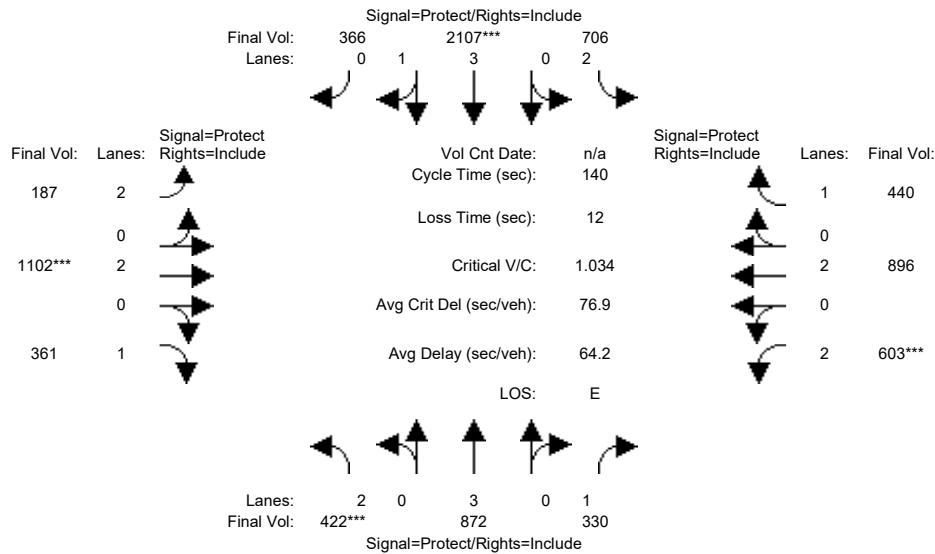
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.29	0.22	0.45	0.00	0.16	0.28	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.7	48.7	35.7	84.4	0.0	46.6	46.6	46.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.85	0.85	0.74	0.00	0.48	0.85	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	25.8	38.0	46.7	0.9	0.0	37.2	49.6	39.7	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	25.8	38.0	46.7	0.9	0.0	37.2	49.6	39.7	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	D	D	A	A	A
HCM2k95thQ:	0	24	36	26	1	0	19	39	25	0	0	0

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

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Background PM PP

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	83	117	310	16	-2	155	-13	264	253	173
PasserByVol:	0	4	29	29	10	0	0	5	0	64	25	21
Initial Fut:	422	872	330	706	2107	366	187	1102	361	603	896	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:	422	872	330	706	2107	366	187	1102	361	603	896	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	872	330	706	2107	366	187	1102	361	603	896	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:	422	872	330	706	2107	366	187	1102	361	603	896	440

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

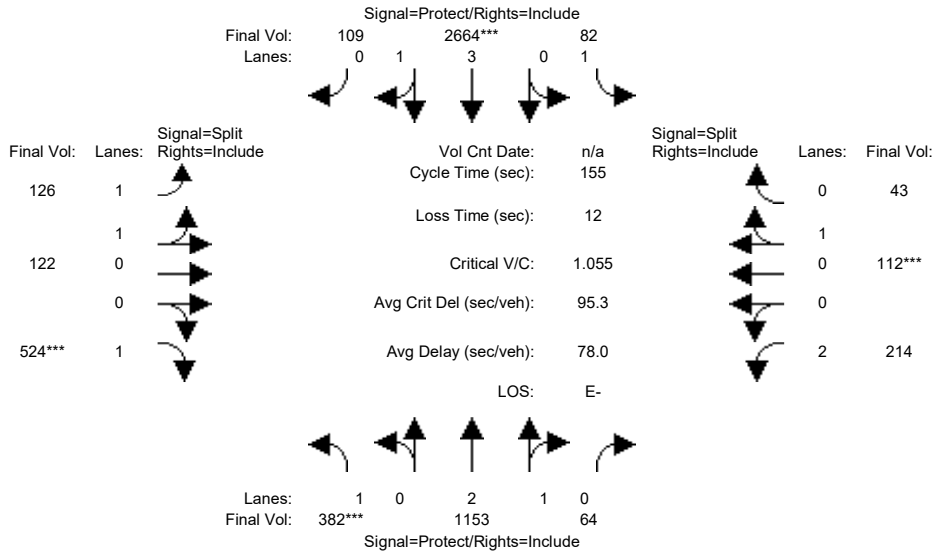
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.19	0.22	0.33	0.33	0.06	0.29	0.21	0.19	0.24	0.25
Crit Moves:	***			****			****			****		
Green Time:	18.1	28.7	28.7	34.1	44.7	44.7	12.5	39.3	39.3	25.9	52.7	52.7
Volume/Cap:	1.03	0.75	0.92	0.92	1.03	1.03	0.67	1.03	0.74	1.03	0.63	0.67
Delay/Veh:	108.4	45.9	73.4	56.7	60.6	60.6	67.8	87.0	51.4	103.3	36.5	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:	108.4	45.9	73.4	56.7	60.6	60.6	67.8	87.0	51.4	103.3	36.5	39.0
LOS by Move:	F	D	E	E+	E	E	E	F	D-	F	D+	D+
HCM2k95thQ:	24	20	28	33	53	53	9	44	25	33	24	26

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 PP

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	214	0	0	561	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1153	64	82	2664	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	1153	64	82	2664	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1153	64	82	2664	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	1153	64	82	2664	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	5305	294	1750	7205	295	1803	1746	1750	3150	1301	499

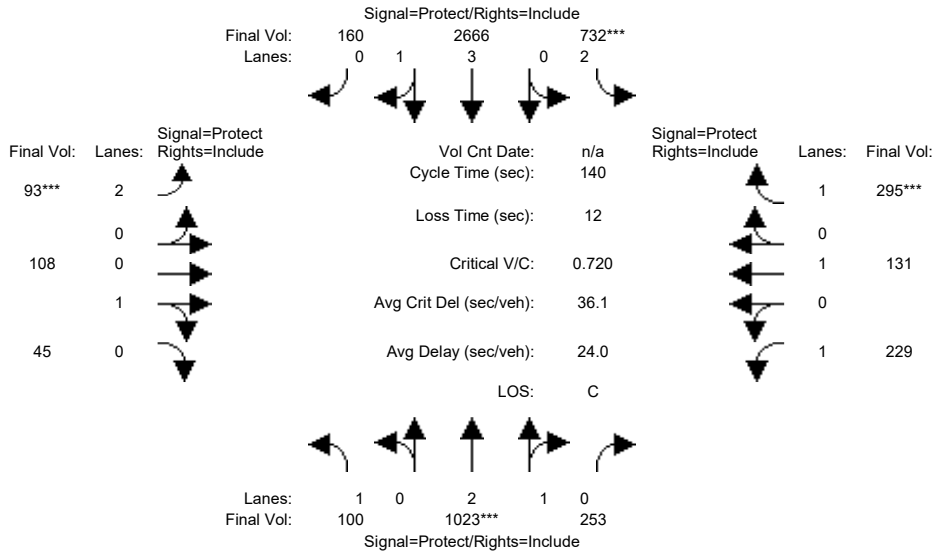
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.37	0.37	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	32.1	71.1	71.1	15.3	54.3	54.3	44.0	44.0	44.0	12.6	12.6	12.6
Volume/Cap:	1.06	0.47	0.47	0.47	1.06	1.06	0.25	0.25	1.06	0.83	1.06	1.06
Delay/Veh:	124.1	29.2	29.2	68.1	84.7	84.7	42.9	42.9	111.3	90.3	161	160.9
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:	124.1	29.2	29.2	68.1	84.7	84.7	42.9	42.9	111.3	90.3	161	160.9
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2k95thQ:	39	23	23	7	57	57	9	9	55	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)
Background PM PP

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	202	1	27	528	5	2	2	0	3	5	10
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1023	253	732	2666	160	93	108	45	229	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	1023	253	732	2666	160	93	108	45	229	131	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1023	253	732	2666	160	93	108	45	229	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	1023	253	732	2666	160	93	108	45	229	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	2.38	0.62	2.00	3.76	0.24	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4488	1110	3150	7075	425	3150	1271	529	1750	1900	1750

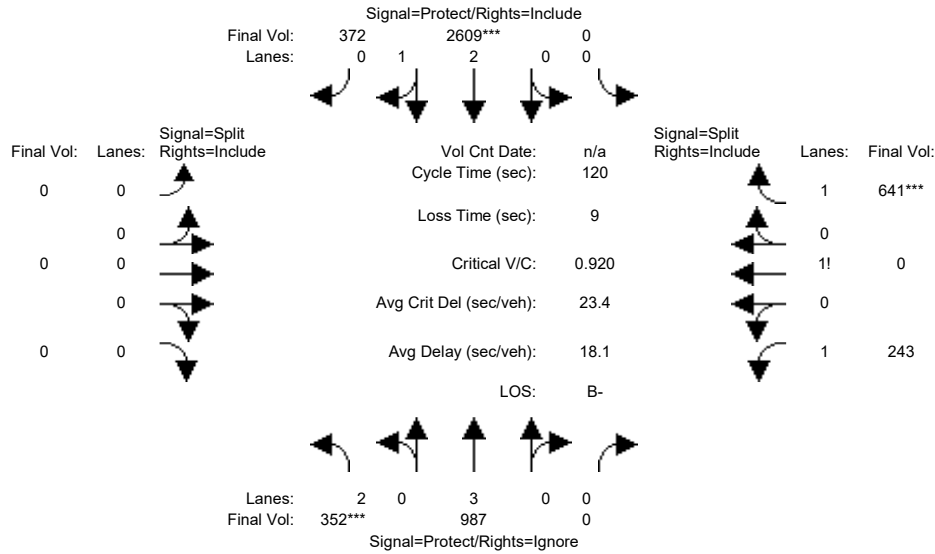
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.38	0.38	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.7	43.9	43.9	44.7	76.9	76.9	7.0	15.5	15.5	23.9	32.4	32.4
Volume/Cap:	0.69	0.73	0.73	0.73	0.69	0.69	0.59	0.77	0.77	0.77	0.30	0.73
Delay/Veh:	71.4	31.3	31.3	31.7	4.8	4.8	70.9	76.7	76.7	66.7	44.8	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:	71.4	31.3	31.3	31.7	4.8	4.8	70.9	76.7	76.7	66.7	44.8	56.2
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.

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

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	115	0	0	418	114	0	0	0	0	0	88
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	987	0	0	2609	372	0	0	0	243	0	641
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	987	0	0	2609	372	0	0	0	243	0	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	987	0	0	2609	372	0	0	0	243	0	641
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	987	0	0	2609	372	0	0	0	243	0	641

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	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4900	699	0	0	0	2241	0	3095

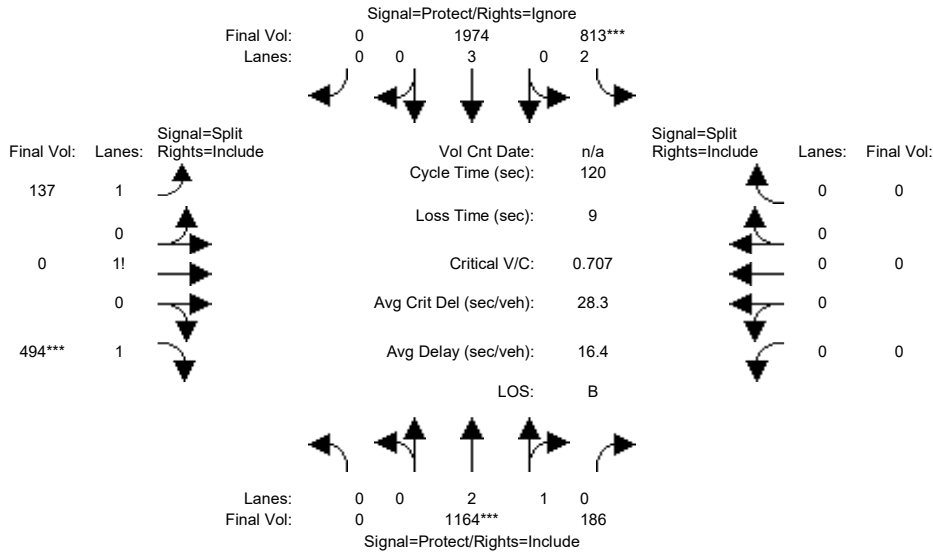
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.6	84.0	0.0	0.0	69.4	69.4	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.92	0.25	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.48	0.00	0.92
Delay/Veh:	74.4	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	40.6	0.0	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:	74.4	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	40.6	0.0	59.1
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	E+
HCM2k95thQ:	16	0	0	0	27	27	0	0	0	13	0	31

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

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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	115	0	169	248	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1164	186	813	1974	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	1164	186	813	1974	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1164	186	813	1974	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	1164	186	813	1974	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	771	3150	5700	0	2138	0	3201	0	0	0

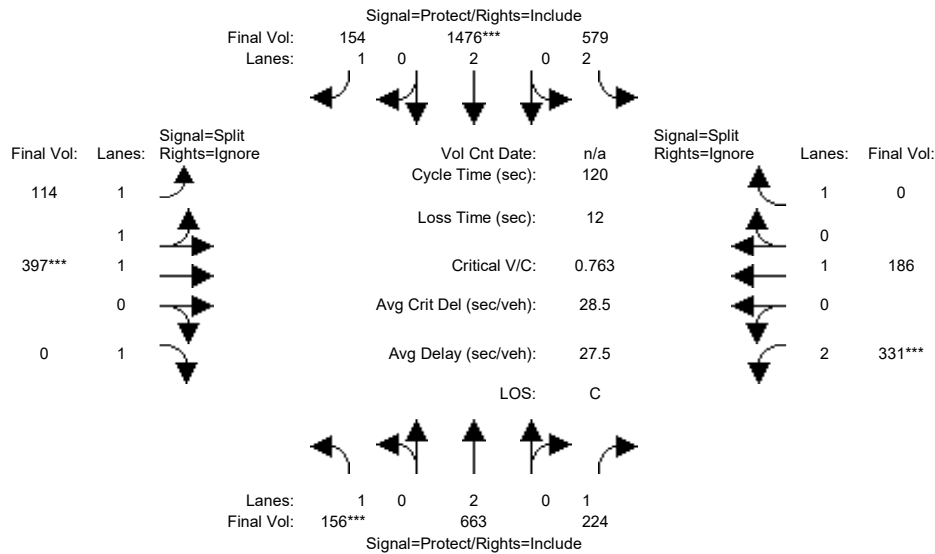
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.26	0.35	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	41.0	41.0	43.8	84.8	0.0	26.2	0.0	26.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.71	0.71	0.49	0.00	0.29	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	23.7	23.7	22.1	0.1	0.0	39.2	0.0	46.0	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	23.7	23.7	22.1	0.1	0.0	39.2	0.0	46.0	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.

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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	108	0	0	228	21	7	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	663	224	579	1476	154	114	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	1476	154	114	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	1476	154	114	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	1476	154	114	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

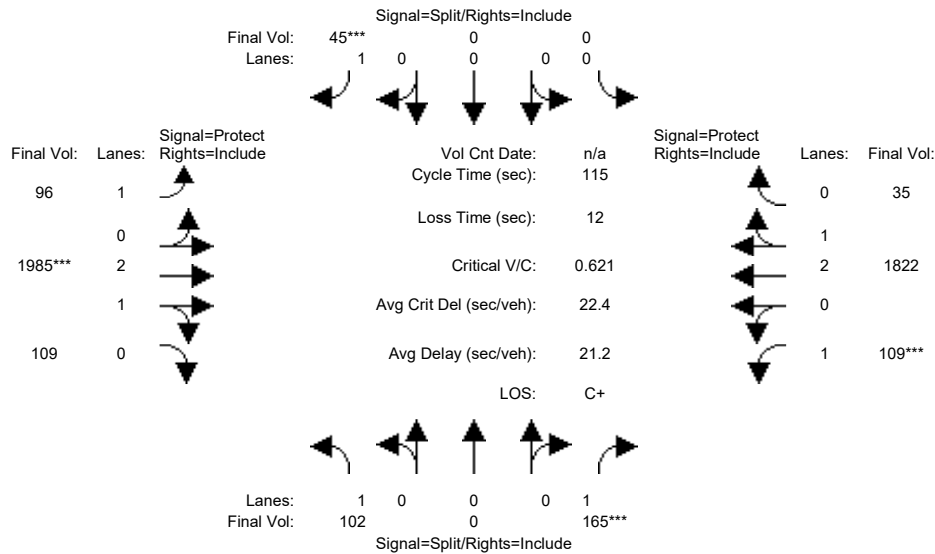
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.39	0.09	0.07	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***			****			****			****		
Green Time:	14.0	36.6	36.6	38.5	61.1	61.1	16.4	16.4	0.0	16.5	16.5	0.0
Volume/Cap:	0.76	0.57	0.42	0.57	0.76	0.17	0.48	0.76	0.00	0.76	0.71	0.00
Delay/Veh:	62.5	25.6	24.1	24.0	9.2	5.0	48.2	55.1	0.0	57.7	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	25.6	24.1	24.0	9.2	5.0	48.2	55.1	0.0	57.7	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.

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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:	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	354	0	0	689	0
PasserByVol:	0	0	0	0	0	0	0	87	0	0	110	0
Initial Fut:	102	0	165	0	0	45	96	1985	109	109	1822	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	1985	109	109	1822	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1985	109	109	1822	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	1985	109	109	1822	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	5308	291	1750	5494	106

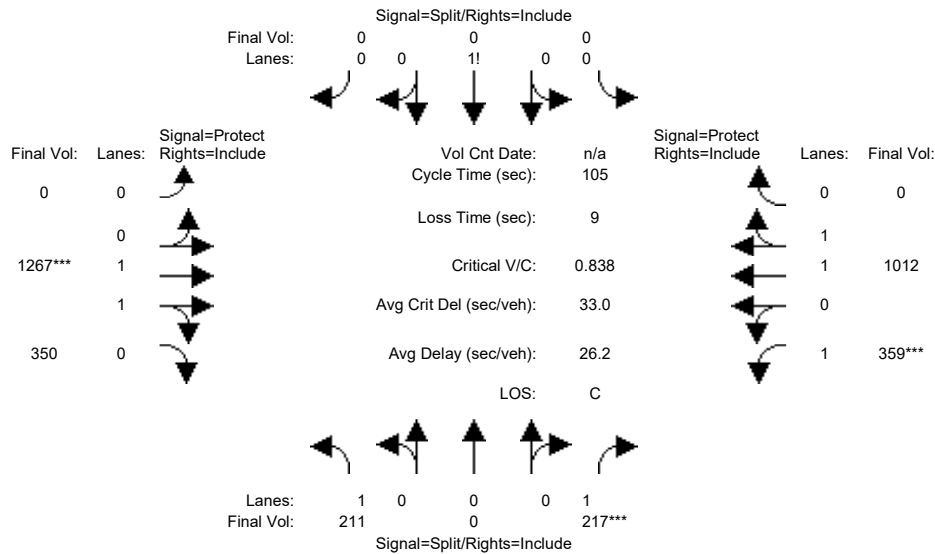
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.37	0.37	0.06	0.33	0.33
Crit Moves:			****			****		****			****	
Green Time:	16.5	0.0	16.5	0.0	0.0	10.0	11.9	65.6	65.6	10.9	64.6	64.6
Volume/Cap:	0.41	0.00	0.66	0.00	0.00	0.30	0.53	0.66	0.66	0.66	0.59	0.59
Delay/Veh:	45.8	0.0	52.7	0.0	0.0	50.3	52.0	17.5	17.5	59.4	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:	45.8	0.0	52.7	0.0	0.0	50.3	52.0	17.5	17.5	59.4	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	28	28	8	25	25

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

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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:	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:	16	0	0	0	0	0	0	133	11	0	169	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	130	0
Initial Fut:	211	0	217	0	0	0	0	1267	350	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:	211	0	217	0	0	0	0	1267	350	359	1012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	217	0	0	0	0	1267	350	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
Final Volume:	211	0	217	0	0	0	0	1267	350	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	2899	801	1750	3700	0

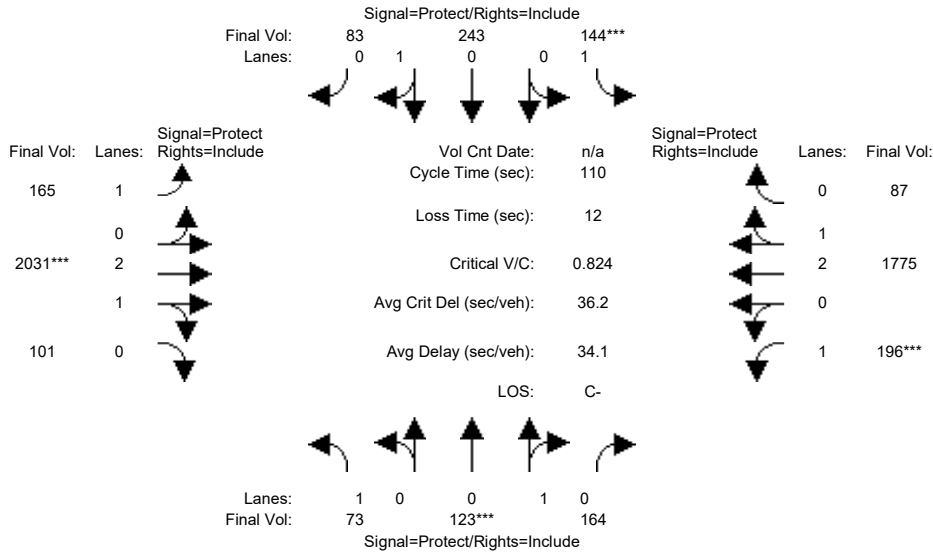
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:	****						****			****		
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	54.8	54.8	25.7	80.5	0.0
Volume/Cap:	0.81	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.36	0.00
Delay/Veh:	61.1	0.0	64.3	0.0	0.0	0.0	0.0	24.8	24.8	51.3	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:	61.1	0.0	64.3	0.0	0.0	0.0	0.0	24.8	24.8	51.3	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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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	5	11	0	0	0	354	0	15	689	16
PasserByVol:	0	0	0	0	0	0	0	86	0	0	109	0
Initial Fut:	73	123	164	144	243	83	165	2031	101	196	1775	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	164	144	243	83	165	2031	101	196	1775	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	164	144	243	83	165	2031	101	196	1775	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	164	144	243	83	165	2031	101	196	1775	87

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	2.85	0.15	1.00	2.85	0.15
Final Sat.:	1750	771	1029	1750	1342	458	1750	5334	265	1750	5338	262

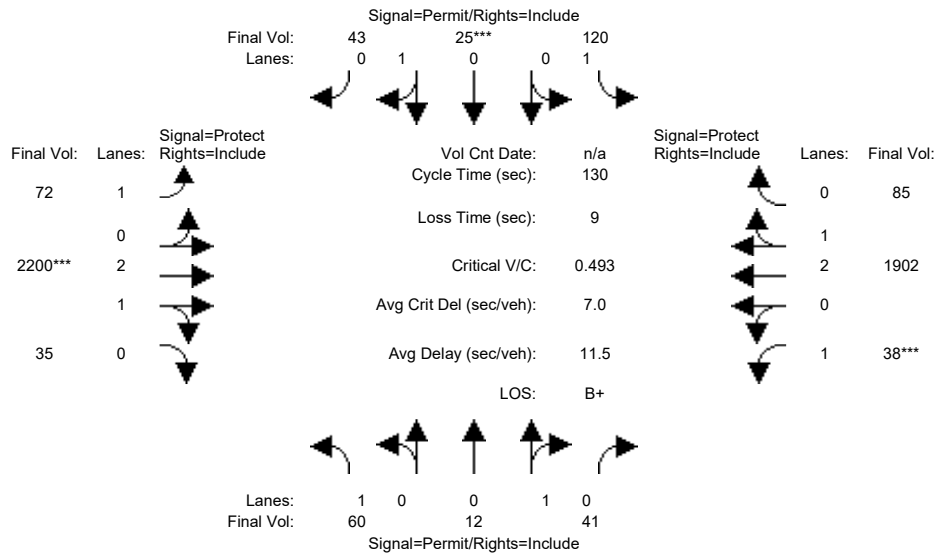
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.38	0.38	0.11	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	8.4	21.3	21.3	11.0	23.9	23.9	14.5	50.8	50.8	14.9	51.2	51.2
Volume/Cap:	0.55	0.82	0.82	0.82	0.83	0.83	0.71	0.82	0.82	0.82	0.71	0.71
Delay/Veh:	53.7	57.3	57.3	74.7	55.5	55.5	55.8	28.0	28.0	66.6	24.5	24.5
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:	53.7	57.3	57.3	74.7	55.5	55.5	55.8	28.0	28.0	66.6	24.5	24.5
LOS by Move:	D-	E+	E+	E	E+	E+	E+	C	C	E	C	C
HCM2k95thQ:	5	19	19	14	24	24	11	36	36	14	29	29

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:	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	370	0	0	720	0
PasserByVol:	0	0	0	0	0	0	0	45	0	0	130	0
Initial Fut:	60	12	41	120	25	43	72	2200	35	38	1902	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	2200	35	38	1902	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2200	35	38	1902	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	2200	35	38	1902	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	2.87	0.13
Final Sat.:	1750	408	1392	1750	662	1138	1750	5512	88	1750	5360	240

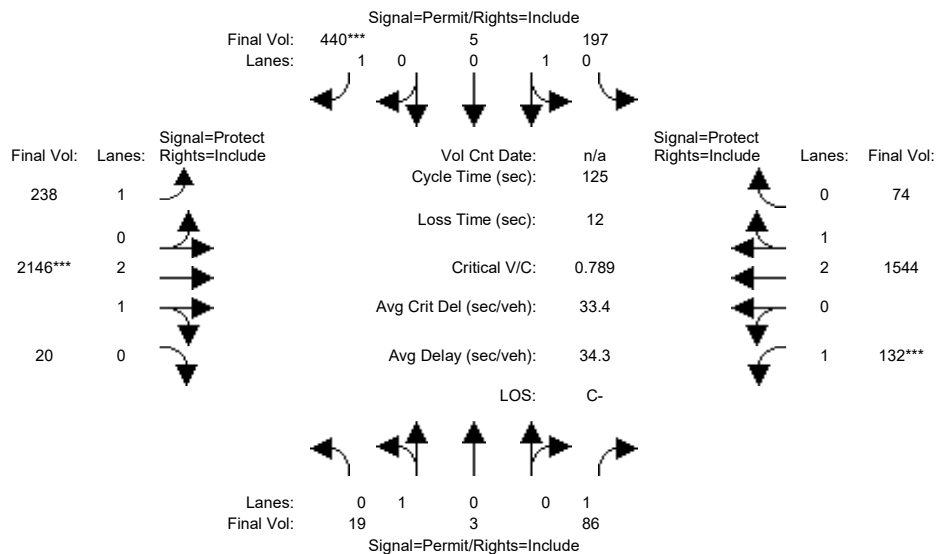
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.40	0.40	0.02	0.35	0.35
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.6	104	104.0	7.0	96.4	96.4
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.37	0.50	0.50	0.40	0.48	0.48
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	54.5	4.4	4.4	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	54.5	4.4	4.4	62.3	6.8	6.8
LOS by Move:	E+	E+	E+	F	E	E	D-	A	A	E	A	A
HCM2k95thQ:	6	5	5	15	7	7	5	18	18	3	19	19

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

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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
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:	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	155	0	413	188	181	0	0	307	51
PasserByVol:	0	0	0	0	0	0	0	84	0	0	107	0
Initial Fut:	19	3	86	197	5	440	238	2146	20	132	1544	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:	19	3	86	197	5	440	238	2146	20	132	1544	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	197	5	440	238	2146	20	132	1544	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:	19	3	86	197	5	440	238	2146	20	132	1544	74

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	0.98	0.02	1.00	1.00	2.97	0.03	1.00	2.86	0.14
Final Sat.:	1555	245	1750	1755	45	1750	1750	5548	52	1750	5344	256

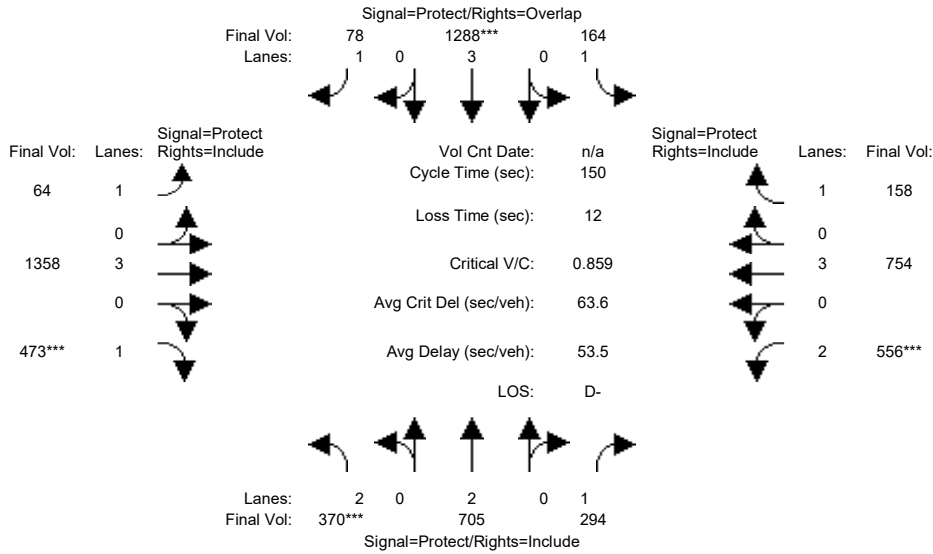
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.11	0.25	0.14	0.39	0.39	0.08	0.29	0.29
Crit Moves:						****		****				****
Green Time:	39.8	39.8	39.8	39.8	39.8	39.8	23.4	61.2	61.2	11.9	49.8	49.8
Volume/Cap:	0.04	0.04	0.15	0.35	0.35	0.79	0.73	0.79	0.79	0.79	0.73	0.73
Delay/Veh:	29.4	29.4	30.7	33.1	33.1	46.2	55.6	28.1	28.1	77.1	33.1	33.1
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:	29.4	29.4	30.7	33.1	33.1	46.2	55.6	28.1	28.1	77.1	33.1	33.1
LOS by Move:	C	C	C	C-	C-	D	E+	C	C	E-	C-	C-
HCM2k95thQ:	1	1	5	12	12	31	17	39	39	10	29	29

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

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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 Wolfe			South Wolfe			East El Camino			West El Camino		
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:	39	89	120	10	100	0	0	162	37	163	137	7
PasserByVol:	25	23	0	0	9	0	0	0	9	4	8	0
Initial Fut:	370	705	294	164	1288	78	64	1358	473	556	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:	370	705	294	164	1288	78	64	1358	473	556	754	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	705	294	164	1288	78	64	1358	473	556	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:	370	705	294	164	1288	78	64	1358	473	556	754	158

Saturation Flow Module:	North Wolfe			South Wolfe			East El Camino			West El Camino		
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

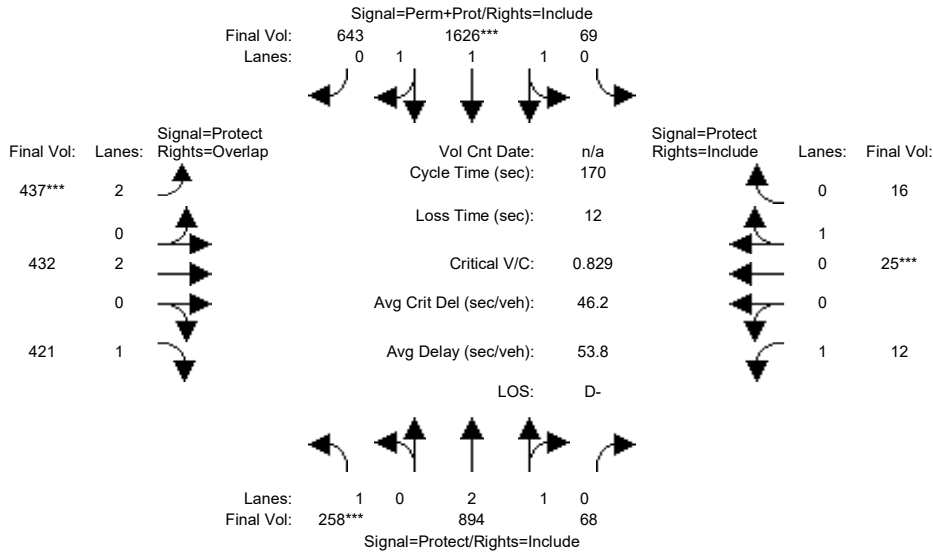
Capacity Analysis Module:	North Wolfe			South Wolfe			East El Camino			West El Camino		
Vol/Sat:	0.12	0.19	0.17	0.09	0.23	0.04	0.04	0.24	0.27	0.18	0.13	0.09
Crit Moves:	***			****			****			****		
Green Time:	20.5	39.8	39.8	20.1	39.5	59.8	20.3	47.2	47.2	30.8	57.7	57.7
Volume/Cap:	0.86	0.70	0.63	0.70	0.86	0.11	0.27	0.76	0.86	0.86	0.34	0.23
Delay/Veh:	79.1	51.8	51.4	71.0	57.8	28.5	58.8	48.1	61.1	68.6	32.8	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:	79.1	51.8	51.4	71.0	57.8	28.5	58.8	48.1	61.1	68.6	32.8	31.4
LOS by Move:	E-	D-	D-	E	E+	C	E+	D	E	E	C-	C
HCM2k95thQ:	18	25	22	17	36	5	6	33	40	27	15	10

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

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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:	45	181	0	0	189	111	67	0	34	0	0	0
PasserByVol:	30	47	7	0	21	2	0	11	21	0	0	0
Initial Fut:	258	894	68	69	1626	643	437	432	421	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:	258	894	68	69	1626	643	437	432	421	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	894	68	69	1626	643	437	432	421	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:	258	894	68	69	1626	643	437	432	421	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	2.07	0.84	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5204	396	162	3825	1512	3150	3800	1750	1750	1098	702

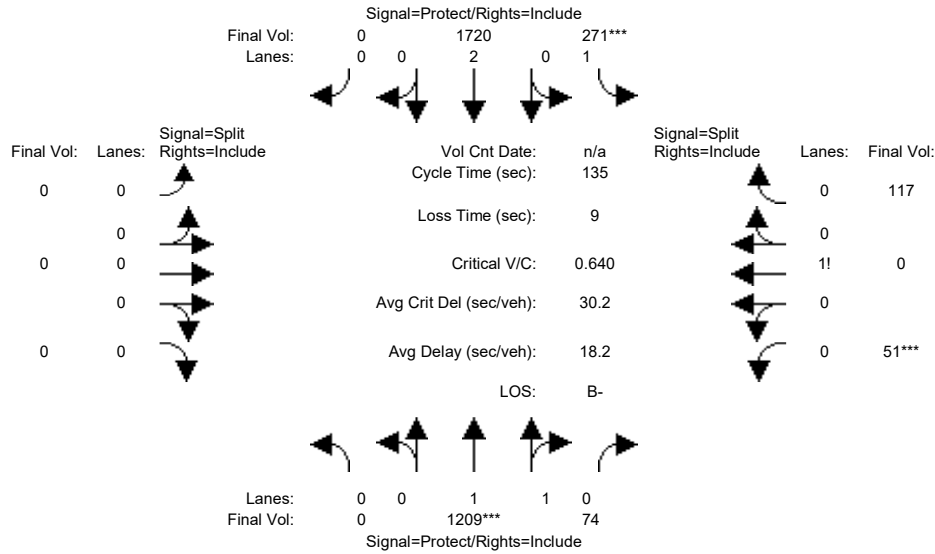
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.00	0.43	0.43	0.14	0.11	0.24	0.01	0.02	0.02
Crit Moves:	***				***		***			***		
Green Time:	30.9	34.6	34.6	88.5	89.2	89.2	27.9	27.8	58.8	10.1	10.0	10.0
Volume/Cap:	0.81	0.85	0.85	0.82	0.81	0.81	0.85	0.69	0.70	0.12	0.39	0.39
Delay/Veh:	81.1	71.1	71.1	35.9	35.2	35.2	81.1	70.5	51.5	76.2	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:	81.1	71.1	71.1	35.9	35.2	35.2	81.1	70.5	51.5	76.2	79.4	79.4
LOS by Move:	F	E	E	D+	D+	D+	F	E	D-	E-	E-	E-
HCM2k95thQ:	25	29	29	53	53	53	23	18	33	1	5	5

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	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	225	11	0	224	0	0	0	0	4	0	0
PasserByVol:	0	83	0	0	42	0	0	0	0	0	0	0
Initial Fut:	0	1209	74	271	1720	0	0	0	0	51	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	1209	74	271	1720	0	0	0	0	51	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1209	74	271	1720	0	0	0	0	51	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	1209	74	271	1720	0	0	0	0	51	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	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3486	213	1750	3800	0	0	0	0	531	0	1219

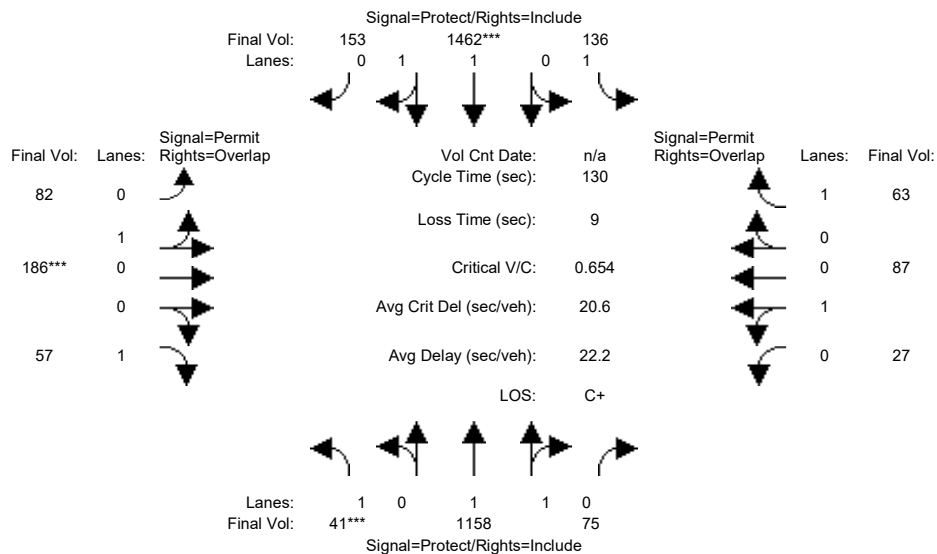
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.15	0.45	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****		****							****		
Green Time:	0.0	73.1	73.1	32.6	106	0.0	0.0	0.0	0.0	20.2	0.0	20.2
Volume/Cap:	0.00	0.64	0.64	0.64	0.58	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	22.4	22.4	49.2	6.1	0.0	0.0	0.0	0.0	59.2	0.0	59.2
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	22.4	22.4	49.2	6.1	0.0	0.0	0.0	0.0	59.2	0.0	59.2
LOS by Move:	A	C+	C+	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	32	32	19	24	0	0	0	0	15	0	15

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:	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:	11	236	11	0	228	0	0	0	4	4	0	0
PasserByVol:	12	83	2	0	42	0	0	0	4	1	0	0
Initial Fut:	41	1158	75	136	1462	153	82	186	57	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:	41	1158	75	136	1462	153	82	186	57	27	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1158	75	136	1462	153	82	186	57	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:	41	1158	75	136	1462	153	82	186	57	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	1.81	0.19	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3475	225	1750	3349	350	551	1249	1750	426	1374	1750

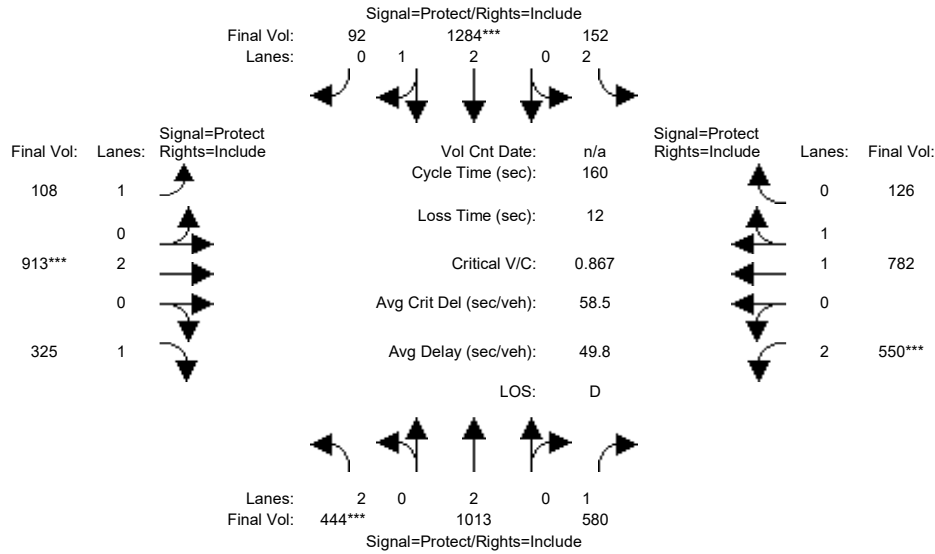
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.08	0.44	0.44	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	74.6	74.6	17.4	85.0	85.0	29.0	29.0	36.0	29.0	29.0	46.4
Volume/Cap:	0.44	0.58	0.58	0.58	0.67	0.67	0.67	0.67	0.12	0.28	0.28	0.10
Delay/Veh:	62.8	18.1	18.1	56.5	14.5	14.5	50.4	50.4	35.2	42.3	42.3	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:	62.8	18.1	18.1	56.5	14.5	14.5	50.4	50.4	35.2	42.3	42.3	28.0
LOS by Move:	E	B-	B-	E+	B	B	D	D	D+	D	D	C
HCM2k95thQ:	3	27	27	11	34	34	20	20	4	8	8	4

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:	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	242	61	11	210	14	5	61	71	60	86	10
PasserByVol:	101	71	86	14	39	0	0	59	22	49	73	30
Initial Fut:	444	1013	580	152	1284	92	108	913	325	550	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:	444	1013	580	152	1284	92	108	913	325	550	782	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	1013	580	152	1284	92	108	913	325	550	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:	444	1013	580	152	1284	92	108	913	325	550	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	2.79	0.21	1.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	3150	3800	1750	3150	5225	374	1750	3800	1750	3150	3186	513

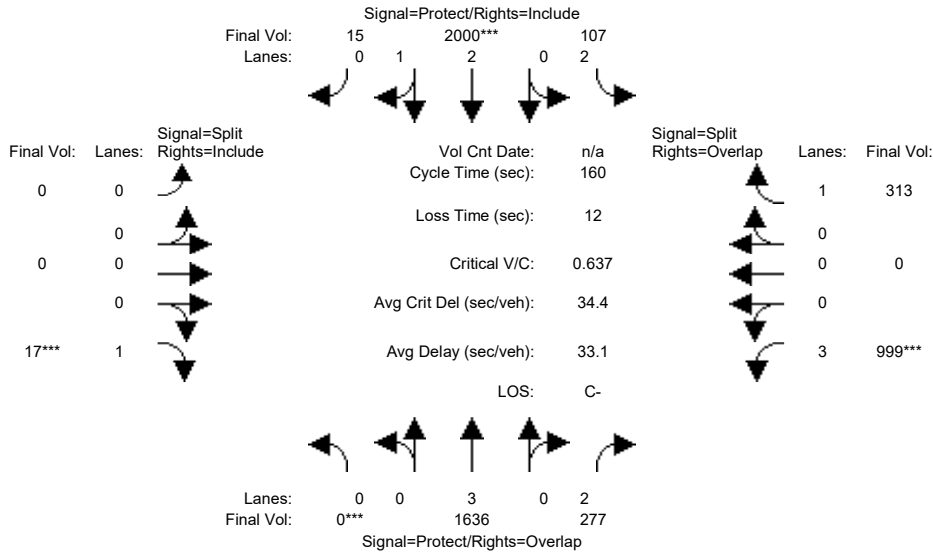
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.33	0.05	0.25	0.25	0.06	0.24	0.19	0.17	0.25	0.25
Crit Moves:	***				****			****			****	
Green Time:	26.0	62.3	62.3	9.1	45.4	45.4	15.4	44.4	44.4	32.2	61.2	61.2
Volume/Cap:	0.87	0.68	0.85	0.85	0.87	0.87	0.64	0.87	0.67	0.87	0.64	0.64
Delay/Veh:	71.3	24.7	35.6	102.0	45.4	45.4	77.8	62.7	54.9	73.9	41.4	41.4
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:	71.3	24.7	35.6	102.0	45.4	45.4	77.8	62.7	54.9	73.9	41.4	41.4
LOS by Move:	E	C	D+	F	D	D	E-	E	D-	E	D	D
HCM2k95thQ:	23	27	41	9	35	35	10	35	24	28	28	28

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:												
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	382	0	0	341	0	0	0	0	0	0	0
PasserByVol:	0	44	265	66	43	0	0	0	0	816	0	212
Initial Fut:	0	1636	277	107	2000	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	1636	277	107	2000	15	0	0	17	999	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1636	277	107	2000	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	1636	277	107	2000	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	5558	42	0	0	1750	4551	0	1750

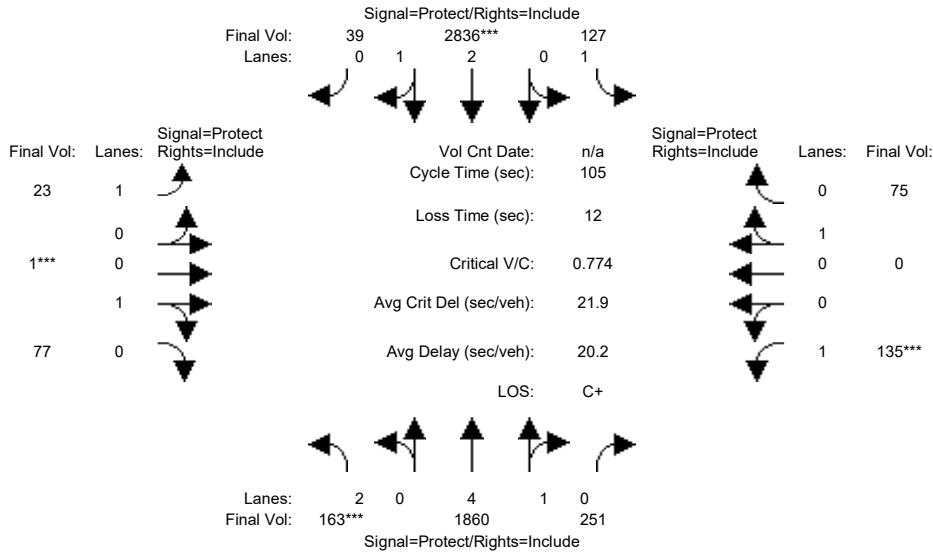
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.03	0.36	0.36	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***				****				****	****		
Green Time:	0.0	74.4	126.7	11.3	85.7	85.7	0.0	0.0	10.0	52.3	0.0	63.6
Volume/Cap:	0.00	0.62	0.11	0.48	0.67	0.67	0.00	0.00	0.16	0.67	0.00	0.45
Delay/Veh:	0.0	32.6	3.8	73.1	27.5	27.5	0.0	0.0	71.7	47.7	0.0	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:	0.0	32.6	3.8	73.1	27.5	27.5	0.0	0.0	71.7	47.7	0.0	35.8
LOS by Move:	A	C-	A	E	C	C	A	A	E	D	A	D+
HCM2k95thQ:	0	33	4	6	38	38	0	0	2	31	0	22

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
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	333	181	87	254	0	0	0	0	103	0	50
PasserByVol:	0	310	0	0	865	0	0	0	0	0	0	0
Initial Fut:	163	1860	251	127	2836	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	1860	251	127	2836	39	23	1	77	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1860	251	127	2836	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	1860	251	127	2836	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	8280	1117	1750	5524	76	1750	23	1777	1750	0	1800

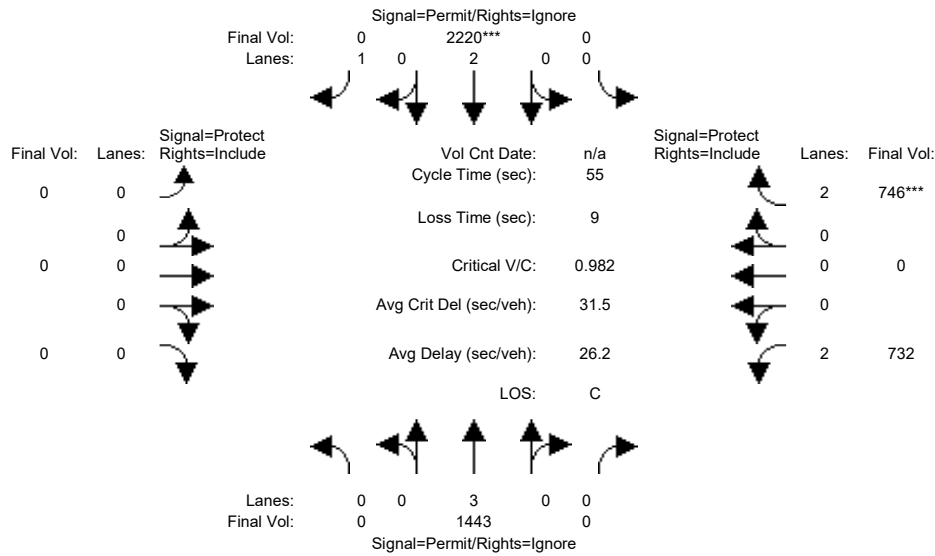
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.07	0.51	0.51	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	55.2	55.2	17.8	66.1	66.1	8.2	10.0	10.0	9.9	0.0	11.7
Volume/Cap:	0.78	0.43	0.43	0.43	0.82	0.82	0.17	0.46	0.46	0.82	0.00	0.37
Delay/Veh:	64.7	15.3	15.3	40.0	16.4	16.4	45.8	46.8	46.8	72.5	0.0	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:	64.7	15.3	15.3	40.0	16.4	16.4	45.8	46.8	46.8	72.5	0.0	44.4
LOS by Move:	E	B	B	D	B	B	D	D	D	E	A	D
HCM2k95thQ:	7	15	15	8	40	40	2	6	6	13	0	5

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

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



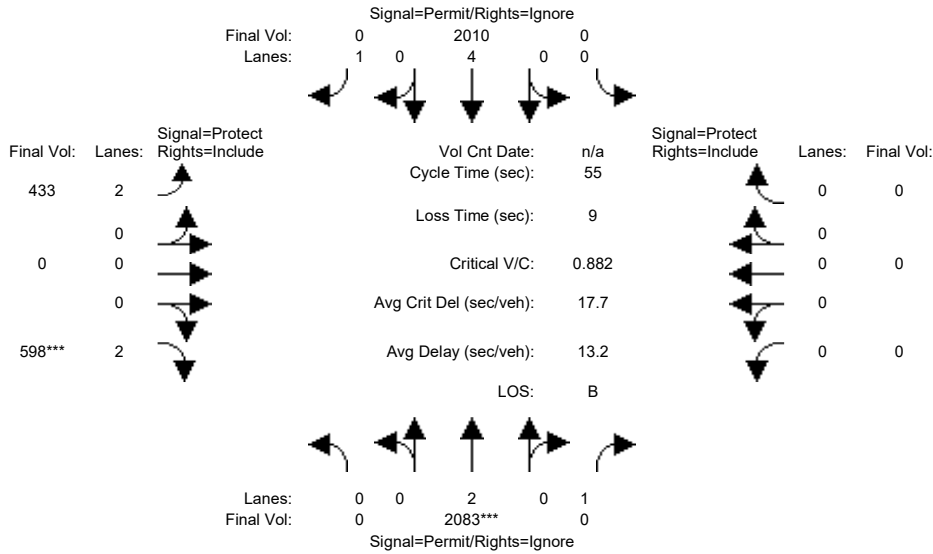
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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	433	326	0	326	31	0	0	0	165	0	81
PasserByVol:	0	228	189	0	477	389	0	0	0	10	0	82
Initial Fut:	0	1443	1041	0	2220	982	0	0	0	732	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	1443	0	0	2220	0	0	0	0	732	0	746
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1443	0	0	2220	0	0	0	0	732	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	1443	0	0	2220	0	0	0	0	732	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	0.58	0.00	0.00	0.00	0.00	0.23	0.00	0.24
Crit Moves:					****							****
Green Time:	0.0	32.7	0.0	0.0	32.7	0.0	0.0	0.0	0.0	13.3	0.0	13.3
Volume/Cap:	0.00	0.43	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.96	0.00	0.98
Delay/Veh:	0.0	6.2	0.0	0.0	25.6	0.0	0.0	0.0	0.0	44.5	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:	0.0	6.2	0.0	0.0	25.6	0.0	0.0	0.0	0.0	44.5	0.0	48.8
LOS by Move:	A	A	A	A	C	A	A	A	A	D	A	D
HCM2k95thQ:	0	1	0	0	18	0	0	0	0	23	0	25

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

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



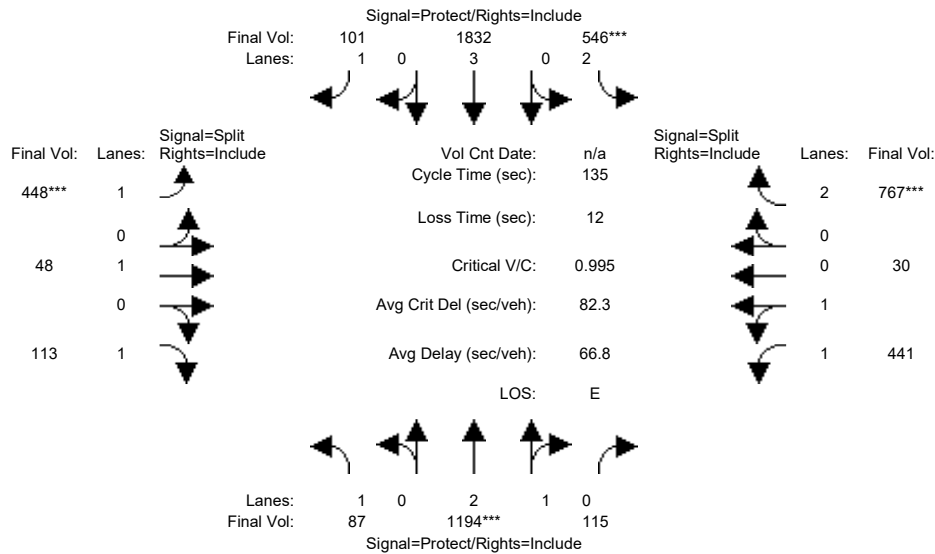
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	422	0	444	47	54	0	133	0	0	0
PasserByVol:	0	279	12	0	165	322	148	0	90	0	0	0
Initial Fut:	0	2083	897	0	2010	934	433	0	598	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	2010	0	433	0	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2083	0	0	2010	0	433	0	598	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	2010	0	433	0	598	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	0.26	0.00	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	34.2	0.0	0.0	34.2	0.0	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.88	0.00	0.00	0.43	0.00	0.64	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	0.0	0.0	5.4	0.0	21.7	0.0	33.9	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	13.0	0.0	0.0	5.4	0.0	21.7	0.0	33.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C+	A	C-	A	A	A
HCM2k95thQ:	0	7	0	0	0	0	10	0	18	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:	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:	44	237	39	178	170	44	414	36	95	284	24	98
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	87	1194	115	546	1832	101	448	48	113	441	30	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1194	115	546	1832	101	448	48	113	441	30	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1194	115	546	1832	101	448	48	113	441	30	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	1194	115	546	1832	101	448	48	113	441	30	767

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	1.87	0.13	2.00
Final Sat.:	1750	5107	492	3150	5700	1750	1750	1900	1750	3324	226	3150

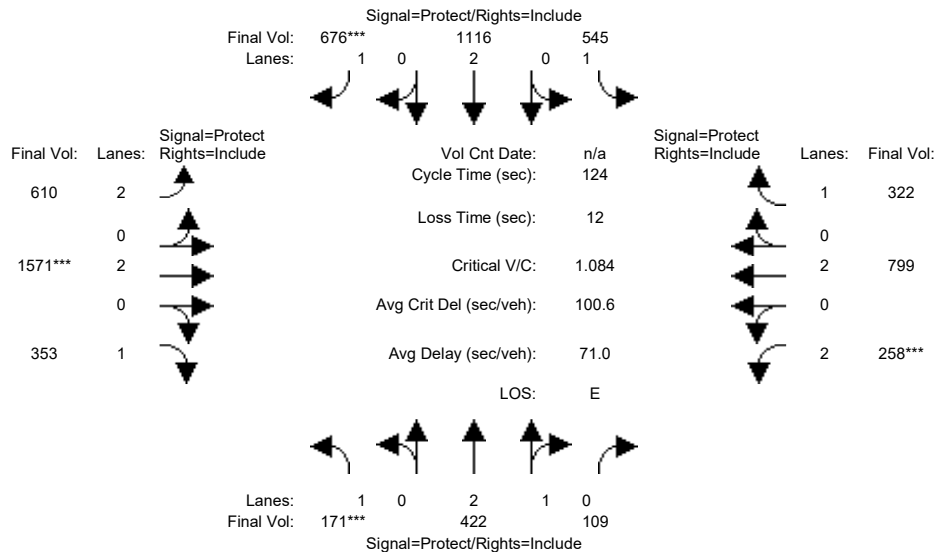
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.17	0.32	0.06	0.26	0.03	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.7	31.7	31.7	23.5	47.6	47.6	34.7	34.7	34.7	33.0	33.0	33.0
Volume/Cap:	0.87	1.00	1.00	1.00	0.91	0.16	1.00	0.10	0.25	0.54	0.54	1.00
Delay/Veh:	115.6	75.1	75.1	92.8	48.6	30.2	91.1	38.3	40.1	45.1	45.1	82.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.6	75.1	75.1	92.8	48.6	30.2	91.1	38.3	40.1	45.1	45.1	82.0
LOS by Move:	F	E-	E-	F	D	C	F	D+	D	D	D	F
HCM2k95thQ:	8	33	33	29	43	6	42	3	8	17	17	38

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

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Background PM PP

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	92	11	202	186	182	160	163	26	30	112	69
PasserByVol:	0	16	10	56	26	65	24	60	0	21	74	52
Initial Fut:	171	422	109	545	1116	676	610	1571	353	258	799	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	422	109	545	1116	676	610	1571	353	258	799	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	422	109	545	1116	676	610	1571	353	258	799	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	422	109	545	1116	676	610	1571	353	258	799	322

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	4449	1149	1750	3800	1750	3150	3800	1750	3150	3800	1750

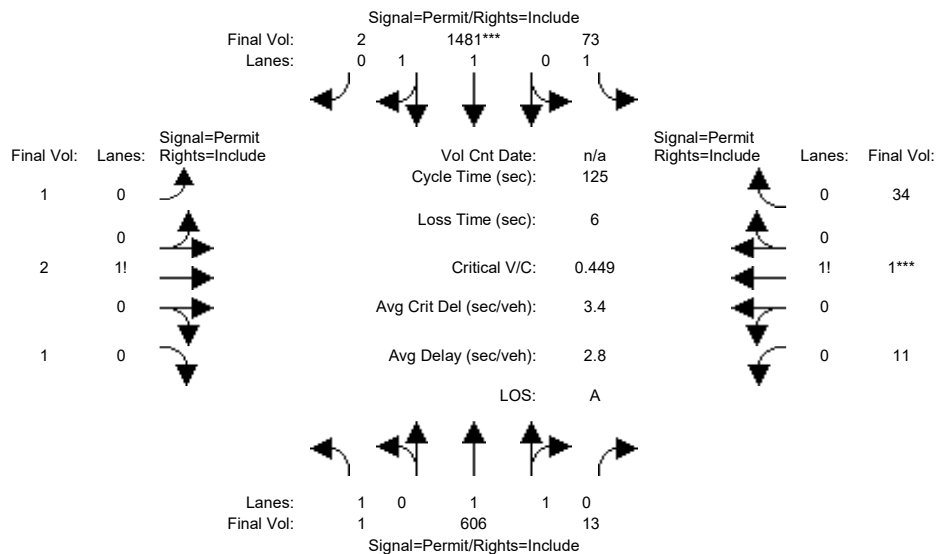
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.31	0.29	0.39	0.19	0.41	0.20	0.08	0.21	0.18
Crit Moves:	***					***	***			***		
Green Time:	11.2	12.9	12.9	42.4	44.2	44.2	27.2	47.3	47.3	9.4	29.5	29.5
Volume/Cap:	1.08	0.91	0.91	0.91	0.82	1.08	0.88	1.08	0.53	1.08	0.88	0.77
Delay/Veh:	152.4	73.4	73.4	57.0	40.6	100.9	59.9	88.4	30.5	139.9	55.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.4	73.4	73.4	57.0	40.6	100.9	59.9	88.4	30.5	139.9	55.9	52.9
LOS by Move:	F	E	E	E+	D	F	E+	F	C	F	E+	D-
HCM2k95thQ:	18	15	15	35	30	55	24	60	14	16	27	22

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

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Background PM PP

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	121	0	0	242	0	0	0	0	0	0	0
PasserByVol:	0	26	0	0	47	0	0	0	0	0	0	0
Initial Fut:	1	606	13	73	1481	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	606	13	73	1481	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	606	13	73	1481	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	606	13	73	1481	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	78	1750	3695	5	438	875	438	418	38	1293

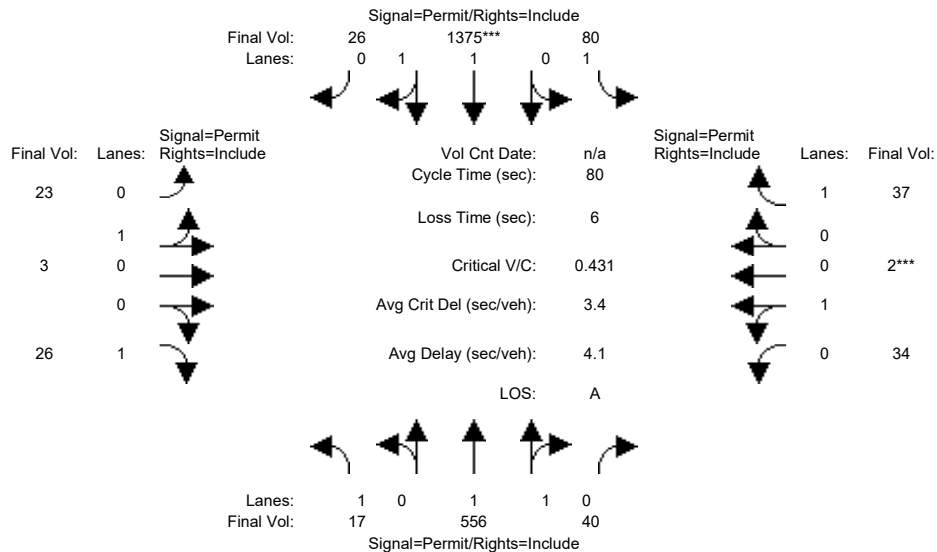
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.04	0.40	0.40	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.19	0.19	0.05	0.46	0.46	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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.

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Background PM PP

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	114	0	15	227	0	0	0	0	0	0	7
PasserByVol:	0	19	0	0	37	0	0	0	0	0	0	0
Initial Fut:	17	556	40	80	1375	26	23	3	26	34	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	556	40	80	1375	26	23	3	26	34	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	556	40	80	1375	26	23	3	26	34	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	556	40	80	1375	26	23	3	26	34	2	37

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	1.86	0.14	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3451	248	1750	3631	69	1592	208	1750	1700	100	1750

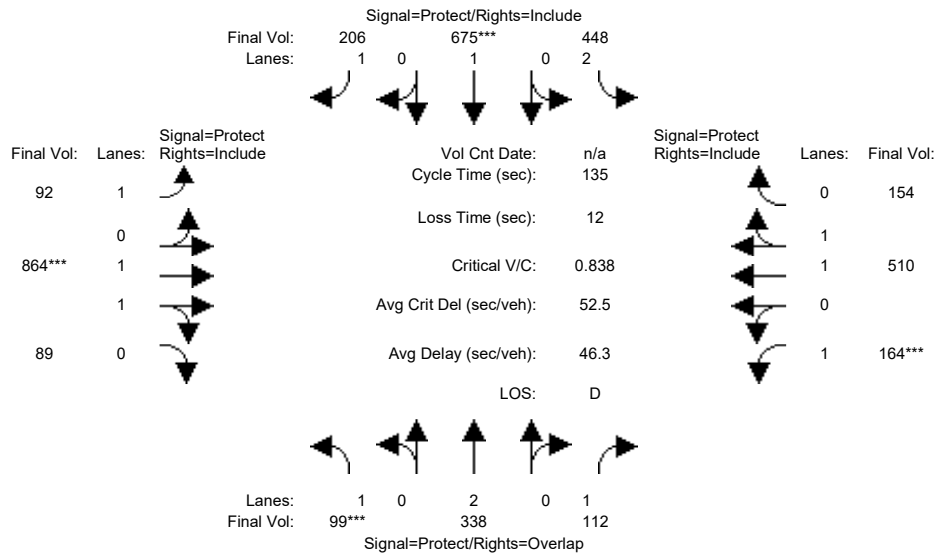
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.16	0.16	0.05	0.38	0.38	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.20	0.20	0.06	0.47	0.47	0.12	0.12	0.12	0.16	0.16	0.17
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.

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Background PM PP

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						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:	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	53	162	13	4	25	0	26	10	20
PasserByVol:	0	12	0	2	26	9	6	0	0	0	0	1
Initial Fut:	99	338	112	448	675	206	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	448	675	206	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	448	675	206	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	448	675	206	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

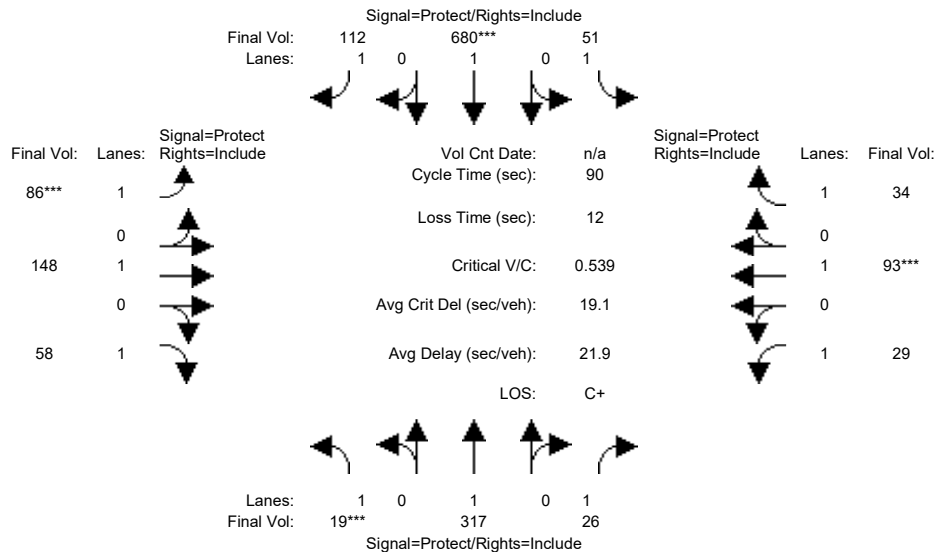
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.14	0.36	0.12	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	9.1	25.5	40.6	40.8	57.3	57.3	12.8	41.5	41.5	15.1	43.8	43.8
Volume/Cap:	0.84	0.47	0.21	0.47	0.84	0.28	0.55	0.84	0.84	0.84	0.55	0.55
Delay/Veh:	100.4	49.2	35.4	38.7	42.4	25.6	62.4	49.2	49.2	84.7	38.1	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:	100.4	49.2	35.4	38.7	42.4	25.6	62.4	49.2	49.2	84.7	38.1	38.1
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.

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Background PM PP

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:												
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	188	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	680	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	680	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	680	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	680	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

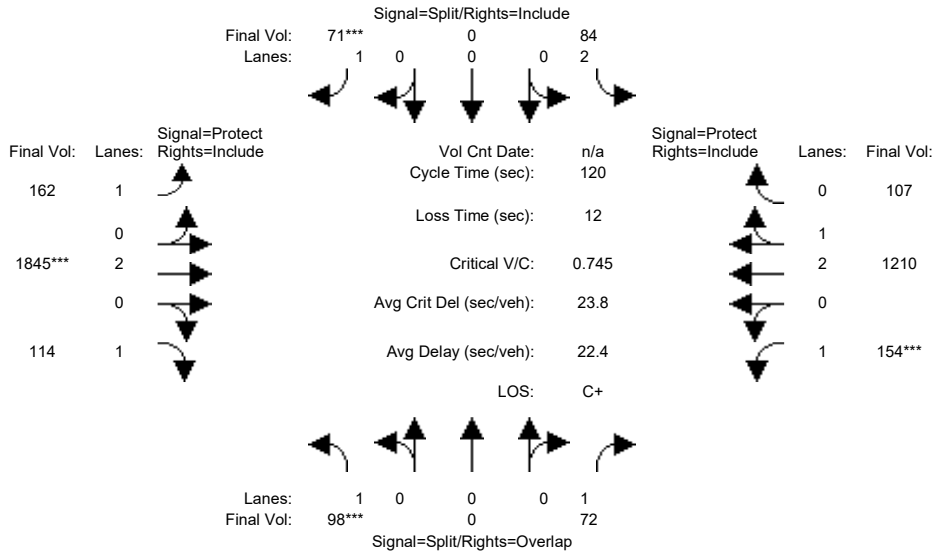
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.01	0.03	0.36	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	41.4	41.4	19.3	53.6	53.6	7.4	10.2	10.2	7.2	10.0	10.0
Volume/Cap:	0.14	0.36	0.03	0.14	0.60	0.11	0.60	0.69	0.29	0.21	0.44	0.17
Delay/Veh:	39.2	16.0	13.4	28.8	12.3	7.9	46.8	47.3	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	16.0	13.4	28.8	12.3	7.9	46.8	47.3	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.

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Background PM PP

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch 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	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	376	0	0	211	0
PasserByVol:	0	0	0	24	0	21	28	103	0	10	131	25
Initial Fut:	98	0	72	84	0	71	162	1845	114	154	1210	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	1845	114	154	1210	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1845	114	154	1210	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	1845	114	154	1210	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	5144	455

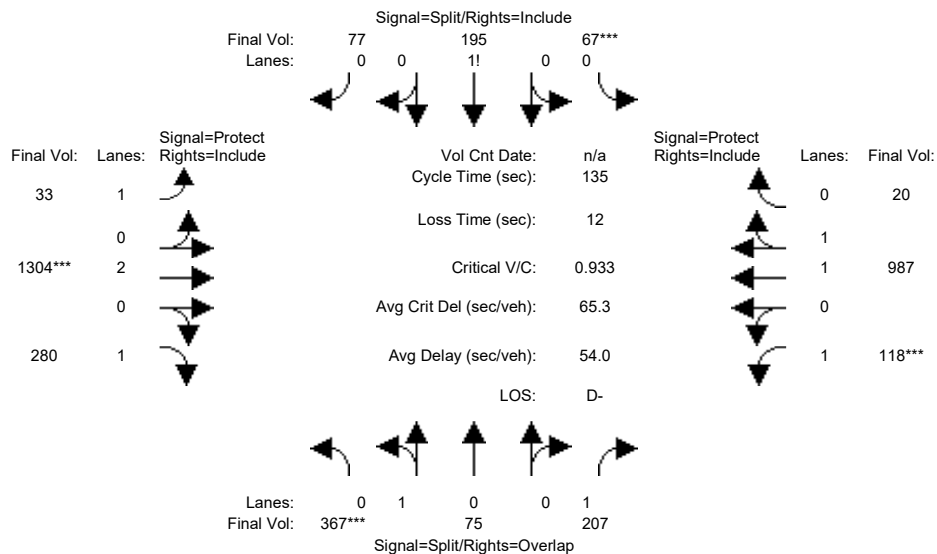
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.49	0.07	0.09	0.24	0.24
Crit Moves:	***					***	***	***		***		
Green Time:	9.0	0.0	23.2	6.5	0.0	6.5	26.1	78.3	78.3	14.2	66.3	66.3
Volume/Cap:	0.74	0.00	0.21	0.49	0.00	0.74	0.43	0.74	0.10	0.74	0.43	0.43
Delay/Veh:	74.8	0.0	41.0	57.3	0.0	82.8	41.2	15.4	7.8	64.8	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	0.0	41.0	57.3	0.0	82.8	41.2	15.4	7.8	64.8	15.8	15.8
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.

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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:	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	32	0	0	0	0	132	0	16	155	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	31	1
Initial Fut:	367	75	207	67	195	77	33	1304	280	118	987	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	207	67	195	77	33	1304	280	118	987	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	207	67	195	77	33	1304	280	118	987	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	207	67	195	77	33	1304	280	118	987	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	3626	73

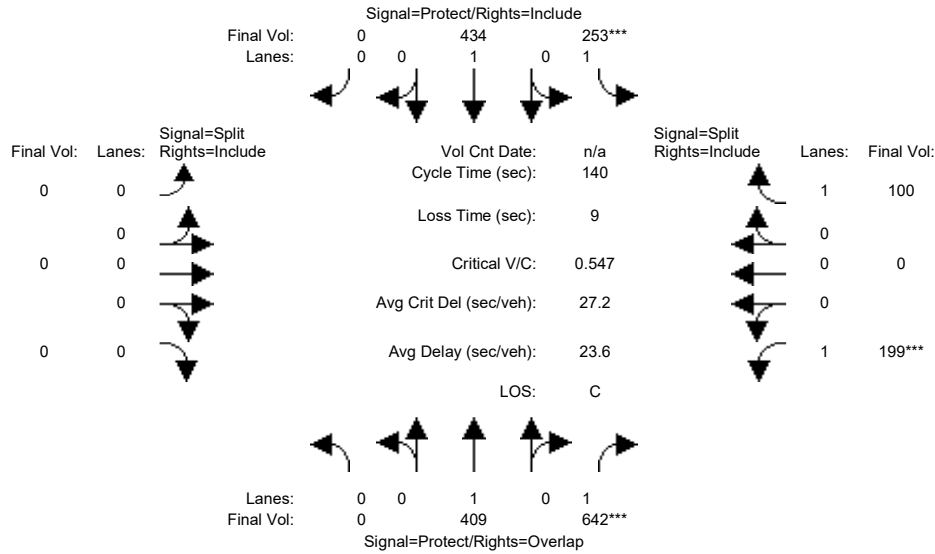
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.12	0.19	0.19	0.19	0.02	0.34	0.16	0.07	0.27	0.27
Crit Moves:	***			****			****			****		
Green Time:	35.5	35.5	45.3	28.0	28.0	28.0	9.5	49.7	49.7	9.8	49.9	49.9
Volume/Cap:	0.93	0.93	0.35	0.93	0.93	0.93	0.27	0.93	0.43	0.93	0.74	0.74
Delay/Veh:	74.1	74.1	34.2	83.1	83.1	83.1	60.6	52.6	32.6	121.7	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:	74.1	74.1	34.2	83.1	83.1	83.1	60.6	52.6	32.6	121.7	39.0	39.0
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	31	31

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

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Background PM PP

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	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	32	53	0	16	0	0	0	0	26	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	409	642	253	434	0	0	0	0	199	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	409	642	253	434	0	0	0	0	199	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	409	642	253	434	0	0	0	0	199	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	409	642	253	434	0	0	0	0	199	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

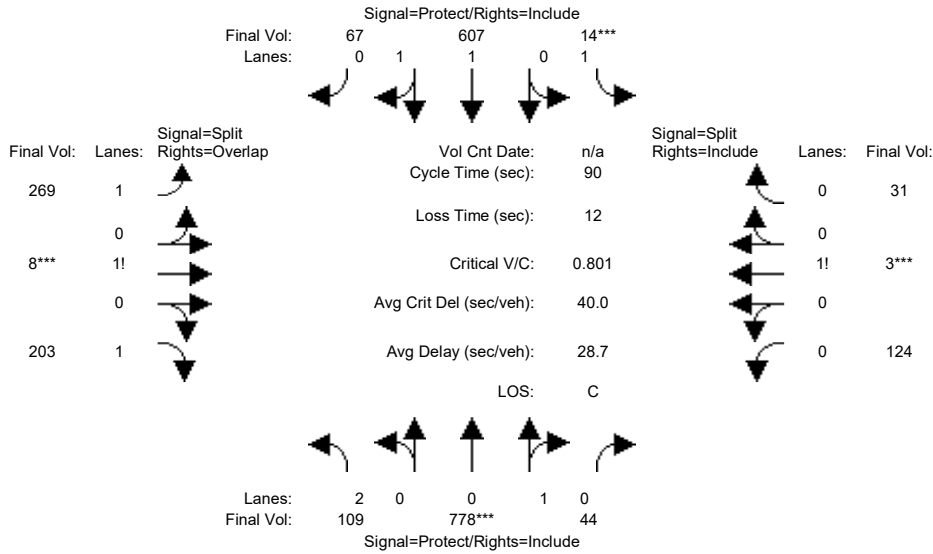
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.37	0.14	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	64.8	94.0	37.0	102	0.0	0.0	0.0	0.0	29.1	0.0	29.1
Volume/Cap:	0.00	0.46	0.55	0.55	0.31	0.00	0.00	0.00	0.00	0.55	0.00	0.27
Delay/Veh:	0.0	26.1	12.5	45.6	6.9	0.0	0.0	0.0	0.0	51.3	0.0	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:	0.0	26.1	12.5	45.6	6.9	0.0	0.0	0.0	0.0	51.3	0.0	47.0
LOS by Move:	A	C	B	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	20	26	17	12	0	0	0	0	15	0	7

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

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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	85	0	0	42	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	778	44	14	607	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	778	44	14	607	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	778	44	14	607	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	778	44	14	607	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	1704	96	1750	3332	368	2715	57	2478	1373	33	343

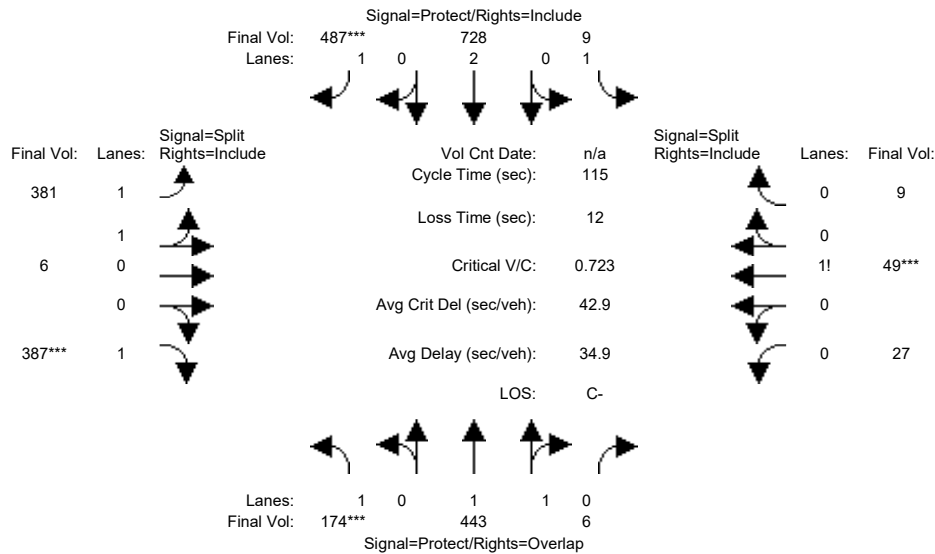
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.01	0.18	0.18	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.1	46.7	46.7	7.0	37.7	37.7	14.3	14.3	30.3	10.0	10.0	10.0
Volume/Cap:	0.19	0.88	0.88	0.10	0.44	0.44	0.63	0.88	0.24	0.81	0.81	0.81
Delay/Veh:	31.6	28.8	28.8	38.9	18.8	18.8	37.0	52.2	21.6	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:	31.6	28.8	28.8	38.9	18.8	18.8	37.0	52.2	21.6	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.

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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
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:	79	1	0	0	0	42	84	0	153	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	174	443	6	9	728	487	381	6	387	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:	174	443	6	9	728	487	381	6	387	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	443	6	9	728	487	381	6	387	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:	174	443	6	9	728	487	381	6	387	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

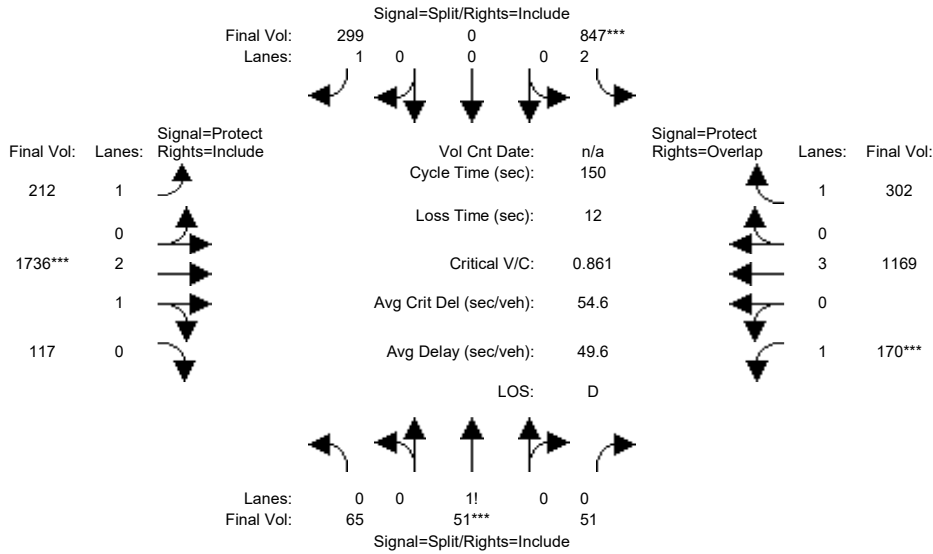
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.01	0.19	0.28	0.11	0.11	0.22	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	15.4	39.1	49.1	19.6	43.2	43.2	34.3	34.3	34.3	10.0	10.0	10.0
Volume/Cap:	0.74	0.36	0.28	0.03	0.51	0.74	0.37	0.37	0.74	0.56	0.56	0.56
Delay/Veh:	59.7	28.7	21.6	39.8	28.0	35.5	32.0	32.0	41.9	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:	59.7	28.7	21.6	39.8	28.0	35.5	32.0	32.0	41.9	55.0	55.0	55.0
LOS by Move:	E+	C	C+	D	C	D+	C	C	D	D-	D-	D-
HCM2k95thQ:	12	11	10	1	18	28	11	11	24	8	8	8

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

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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:	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:	7	14	0	153	0	0	1	323	52	0	204	65
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	65	51	51	847	0	299	212	1736	117	170	1169	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:	65	51	51	847	0	299	212	1736	117	170	1169	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	51	51	847	0	299	212	1736	117	170	1169	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:	65	51	51	847	0	299	212	1736	117	170	1169	302

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:	0.39	0.31	0.30	2.00	0.00	1.00	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	681	534	534	3150	0	1750	1750	5246	354	1750	5700	1750

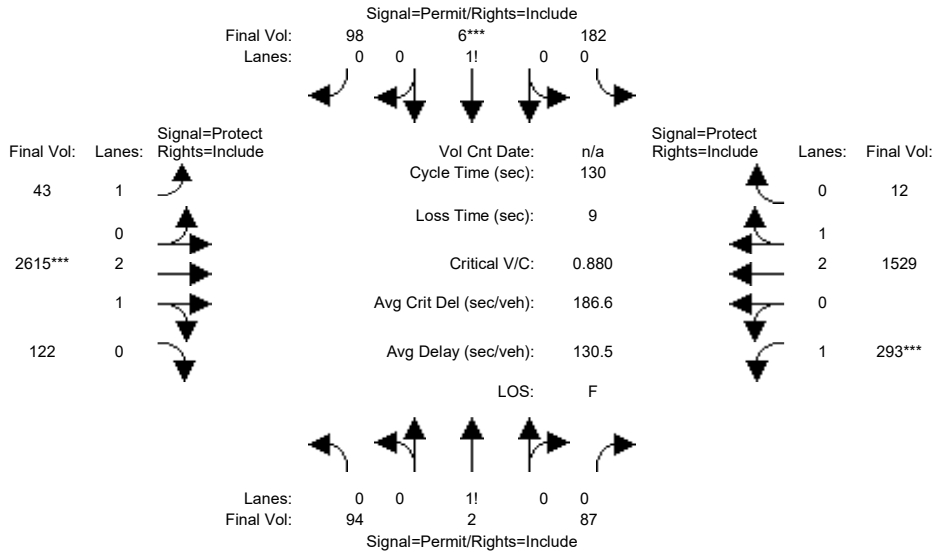
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.27	0.00	0.17	0.12	0.33	0.33	0.10	0.21	0.17
Crit Moves:	****			****			****			****		
Green Time:	16.6	16.6	16.6	46.8	0.0	46.8	27.7	57.6	57.6	16.9	46.9	93.7
Volume/Cap:	0.86	0.86	0.86	0.86	0.00	0.55	0.66	0.86	0.86	0.86	0.66	0.28
Delay/Veh:	95.8	95.8	95.8	56.4	0.0	44.0	61.6	46.3	46.3	95.2	45.5	12.9
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:	95.8	95.8	95.8	56.4	0.0	44.0	61.6	46.3	46.3	95.2	45.5	12.9
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B
HCM2k95thQ:	17	17	17	38	0	22	18	43	43	17	27	12

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

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Background PM PP

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	476	0	0	268	0
PasserByVol:	0	1	0	39	0	12	5	323	0	88	265	4
Initial Fut:	88	2	82	171	6	92	40	2458	115	275	1437	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	2615	122	293	1529	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2615	122	293	1529	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	2615	122	293	1529	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	5349	250	1750	5557	43

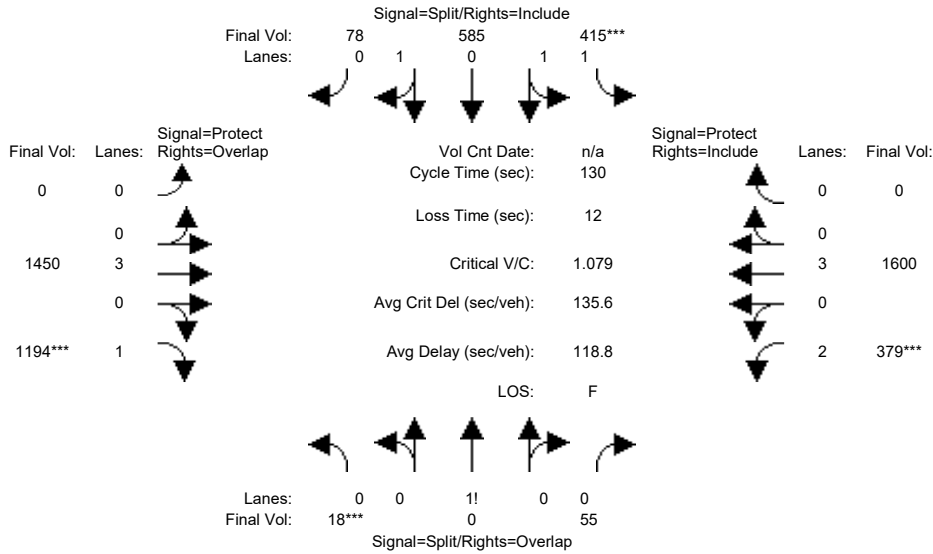
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.49	0.49	0.17	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.38	1.38	0.72	0.56	0.56
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	217	216.9	52.6	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:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	217	216.9	52.6	23.5	23.5
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2k95thQ:	11	11	11	18	18	18	3	101	101	21	25	25

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		
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	253	223	30	268	0
PasserByVol:	0	0	0	2	18	4	0	101	343	0	262	0
Initial Fut:	18	0	55	415	585	78	0	1450	1194	379	1600	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	1450	1194	379	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	585	78	0	1450	1194	379	1600	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	1450	1194	379	1600	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:

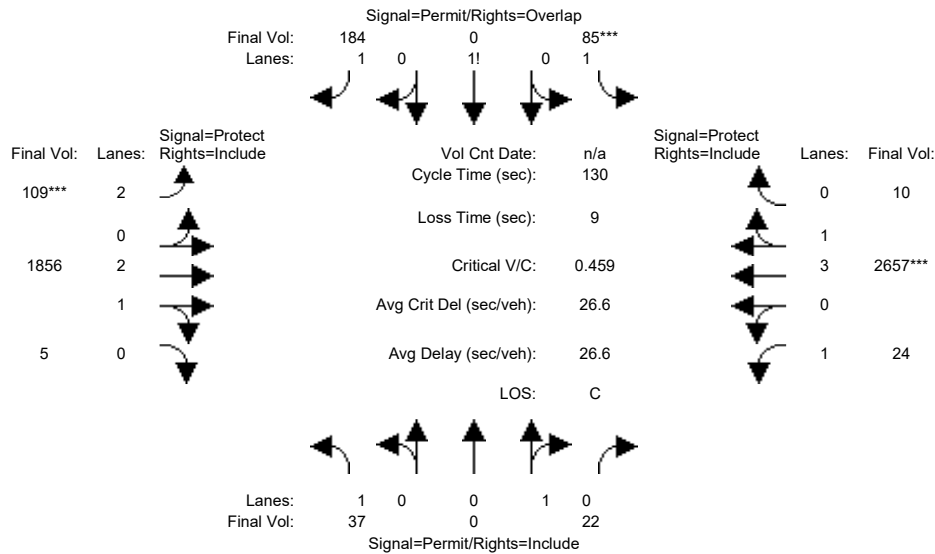
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.25	0.68	0.12	0.28	0.00
Crit Moves:	***			***					***	***		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.20	1.40	0.75	0.75	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	165	230.1	75.7	49.0	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:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	165	230.1	75.7	49.0	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	54	164	21	40	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:	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	253	0	0	306	0
PasserByVol:	0	0	0	0	0	0	24	72	0	0	264	0
Initial Fut:	35	0	21	80	0	173	102	1745	5	23	2498	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	1856	5	24	2657	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1856	5	24	2657	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	1856	5	24	2657	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	7473	27

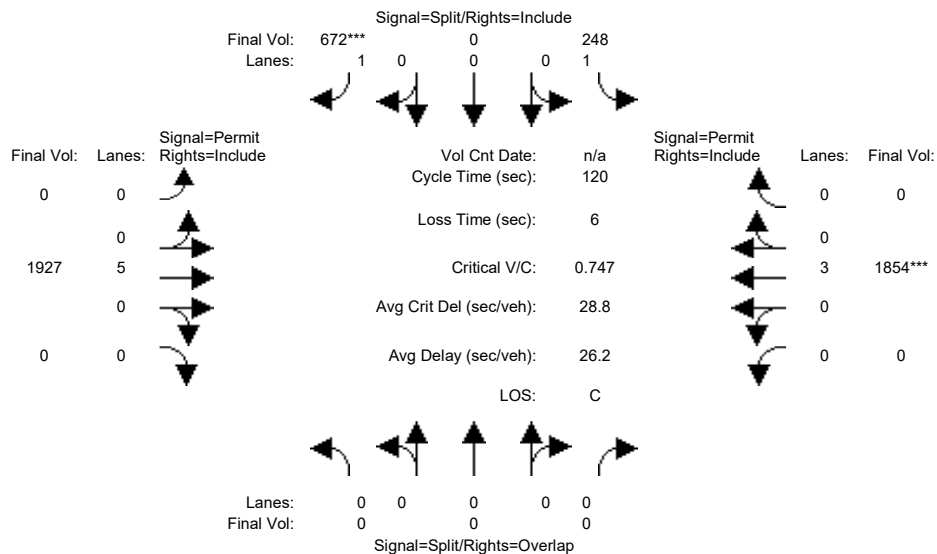
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.33	0.33	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.69	0.69	0.14	0.70	0.70
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.8	26.8	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	26.8	26.8	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	31	31	2	34	34

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

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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:												
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	75	0	253	0	0	230	0
PasserByVol:	0	0	0	0	0	17	0	79	0	0	249	0
Initial Fut:	0	0	0	248	0	672	0	1927	0	0	1854	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	672	0	1927	0	0	1854	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	672	0	1927	0	0	1854	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	672	0	1927	0	0	1854	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

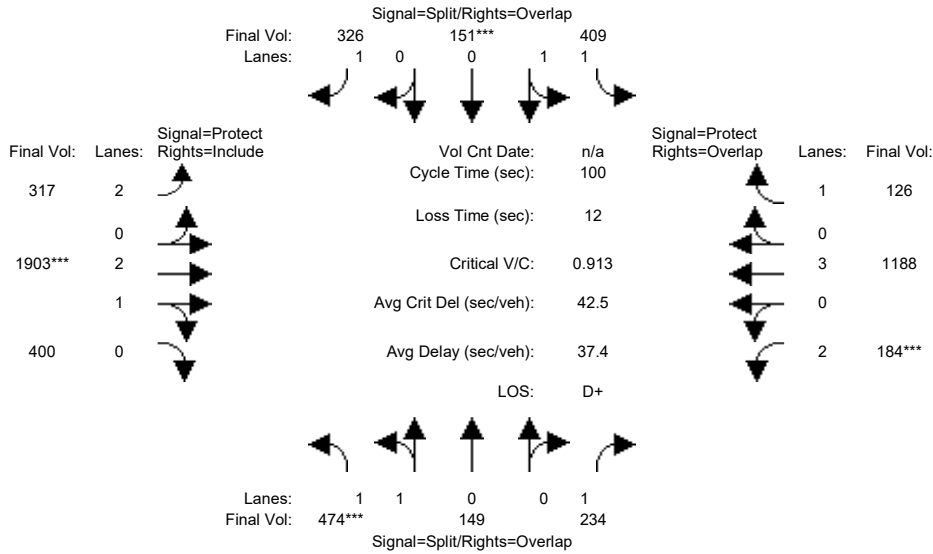
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.38	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	61.7	0.0	61.7	0.0	52.3	0.0	0.0	52.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.75	0.00	0.47	0.00	0.00	0.75	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	26.4	0.0	24.1	0.0	0.0	29.6	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	16.7	0.0	26.4	0.0	24.1	0.0	0.0	29.6	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	11	0	37	0	18	0	0	32	0

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:	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	139	37	0	130	139	100	105	131	16	106	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	474	149	234	409	151	326	317	1903	400	184	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	149	234	409	151	326	317	1903	400	184	1188	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	149	234	409	151	326	317	1903	400	184	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	149	234	409	151	326	317	1903	400	184	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:	1.53	0.47	1.00	1.47	0.53	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2701	849	1750	2593	957	1750	3150	4626	972	3150	5700	1750

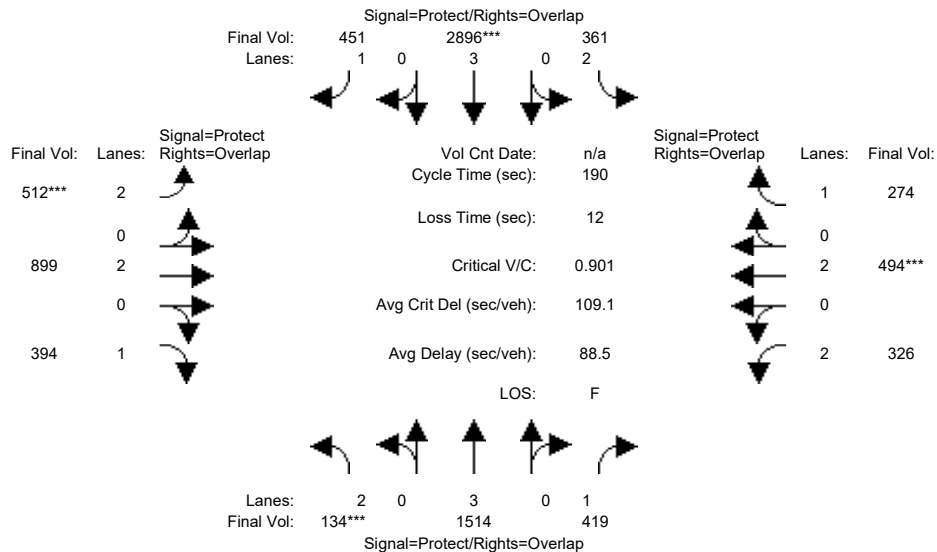
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.16	0.16	0.19	0.10	0.41	0.41	0.06	0.21	0.07
Crit Moves:	***			****			****			****		
Green Time:	19.1	19.1	26.1	17.2	17.2	34.0	16.9	44.7	44.7	7.0	34.9	52.1
Volume/Cap:	0.92	0.92	0.51	0.92	0.92	0.55	0.60	0.92	0.92	0.83	0.60	0.14
Delay/Veh:	57.4	57.4	32.5	59.9	59.9	27.8	40.3	32.0	32.0	69.0	27.3	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:	57.4	57.4	32.5	59.9	59.9	27.8	40.3	32.0	32.0	69.0	27.3	12.5
LOS by Move:	E+	E+	C-	E+	E+	C	D	C-	C-	E	C	B
HCM2k95thQ:	25	25	13	23	23	17	10	39	39	11	19	4

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

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2000 HCM Operations (Future Volume Alternative)
Background PM PP

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	361	25	84	604	108	86	79	0	16	63	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1893	419	361	3666	451	512	899	394	326	494	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	1514	419	361	2896	451	512	899	394	326	494	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1514	419	361	2896	451	512	899	394	326	494	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	1514	419	361	2896	451	512	899	394	326	494	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

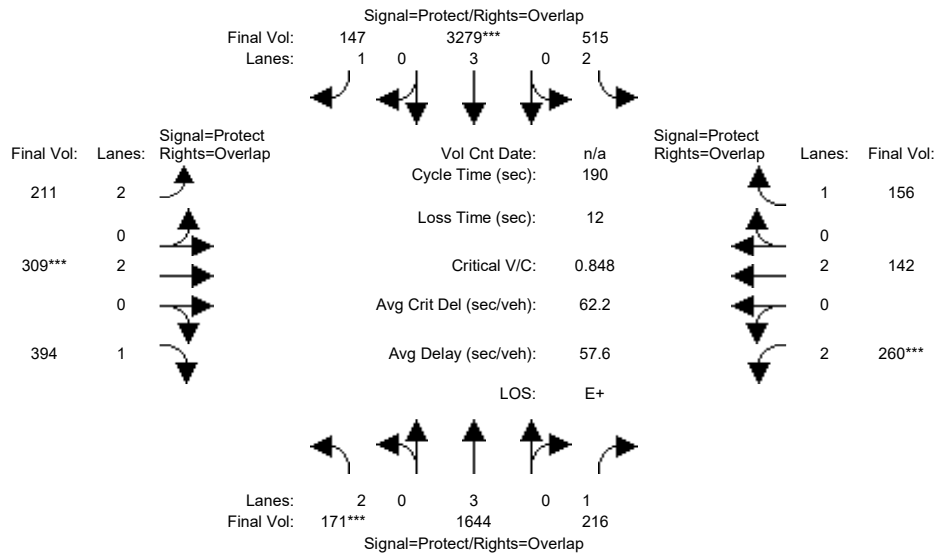
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.24	0.11	0.51	0.26	0.16	0.24	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.57	0.42	0.93	1.02	0.41	1.26	1.00	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.9	42.3	116.2	98.5	37.0	216.4	101	58.9	109.4	66.1	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	42.3	116.2	98.5	37.0	216.4	101	58.9	109.4	66.1	48.0
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	41	36	27	94	38	40	43	34	25	23	23

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

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Background PM PP

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						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:	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	352	1	0	606	15	33	20	0	1	11	0
PasserByVol:	40	46	14	17	185	12	10	20	195	8	12	1
Initial Fut:	171	2055	216	515	4151	147	211	309	394	260	142	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	1644	216	515	3279	147	211	309	394	260	142	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1644	216	515	3279	147	211	309	394	260	142	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	1644	216	515	3279	147	211	309	394	260	142	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

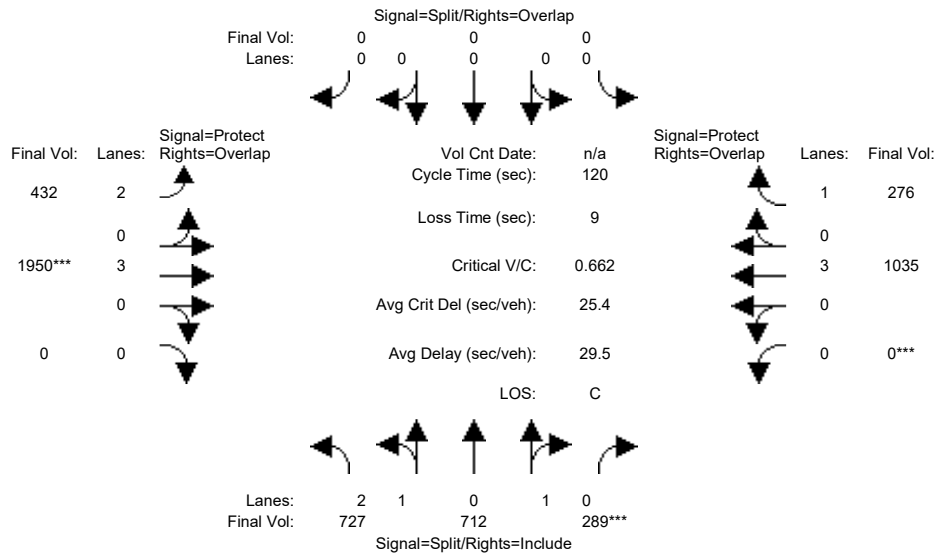
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.12	0.16	0.58	0.08	0.07	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.64	0.22	0.76	1.01	0.13	0.78	0.52	0.89	0.73	0.20	0.22
Delay/Veh:	82.6	39.8	20.2	73.5	58.2	12.1	96.7	73.0	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	39.8	20.2	73.5	58.2	12.1	96.7	73.0	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	6	14	15	41	18	7	12

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

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Background PM PP

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:	79	85	39	0	0	0	74	225	0	0	152	23
PasserByVol:	194	13	0	0	0	0	33	45	0	0	57	0
Initial Fut:	727	712	289	0	0	0	432	1950	0	0	1035	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:	727	712	289	0	0	0	432	1950	0	0	1035	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	727	712	289	0	0	0	432	1950	0	0	1035	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:	727	712	289	0	0	0	432	1950	0	0	1035	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:

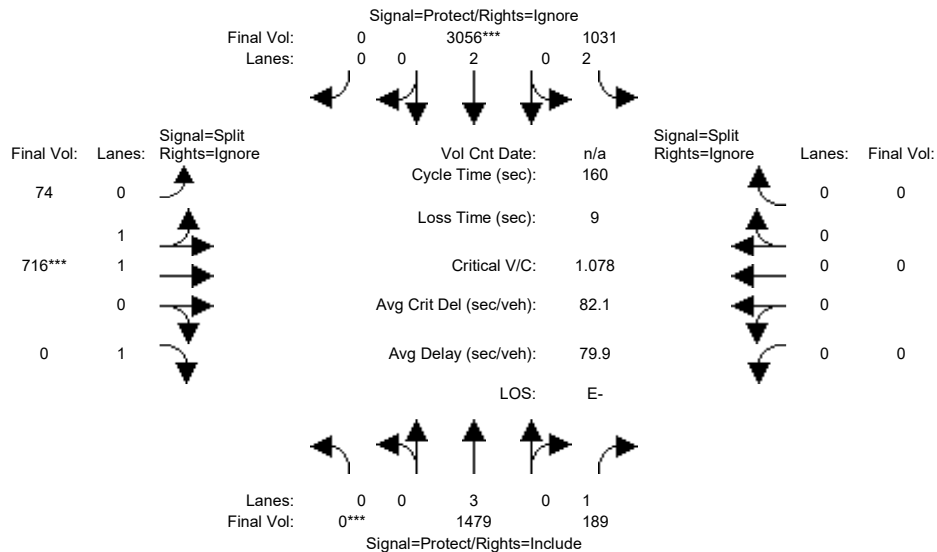
Vol/Sat:	0.23	0.27	0.27	0.00	0.00	0.00	0.14	0.34	0.00	0.00	0.18	0.16
Crit Moves:	****						****			****		
Green Time:	49.0	49.0	49.0	0.0	0.0	0.0	26.7	62.0	0.0	0.0	35.3	35.3
Volume/Cap:	0.56	0.66	0.66	0.00	0.00	0.00	0.62	0.66	0.00	0.00	0.62	0.54
Delay/Veh:	27.5	29.4	29.4	0.0	0.0	0.0	43.7	21.9	0.0	0.0	37.2	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:	27.5	29.4	29.4	0.0	0.0	0.0	43.7	21.9	0.0	0.0	37.2	36.6
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	22	28	28	0	0	0	16	30	0	0	19	16

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

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Background PM PP

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:	Lawrence Expressway						I-280 SB Ramp					
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	251	32	171	315	0	0	103	221	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1479	189	1031	3056	0	74	716	1204	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	1479	189	1031	3056	0	74	716	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1479	189	1031	3056	0	74	716	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	1479	189	1031	3056	0	74	716	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	0.98	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	347	3353	1750	0	0	0

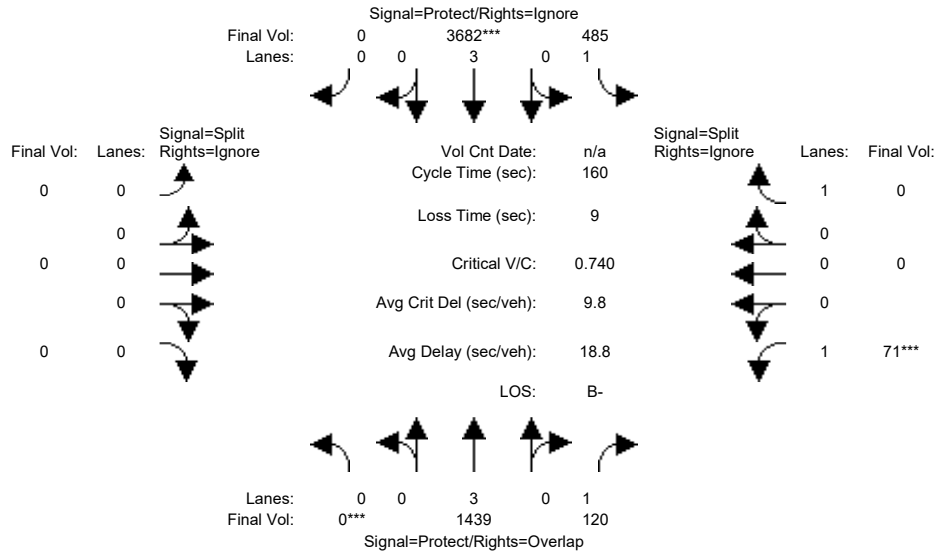
Capacity Analysis Module:	Lawrence Expressway						I-280 SB Ramp					
Vol/Sat:	0.00	0.26	0.11	0.33	0.80	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.26	1.17	1.17	0.00	0.84	0.84	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.0	28.0	147.1	86.9	0.0	63.6	63.6	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	63.6	63.6	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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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	283	0	5	531	0	0	0	0	1	0	1
PasserByVol:	0	107	0	13	373	16	0	0	0	0	0	3
Initial Fut:	0	1439	120	485	3682	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	1439	120	485	3682	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1439	120	485	3682	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	1439	120	485	3682	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

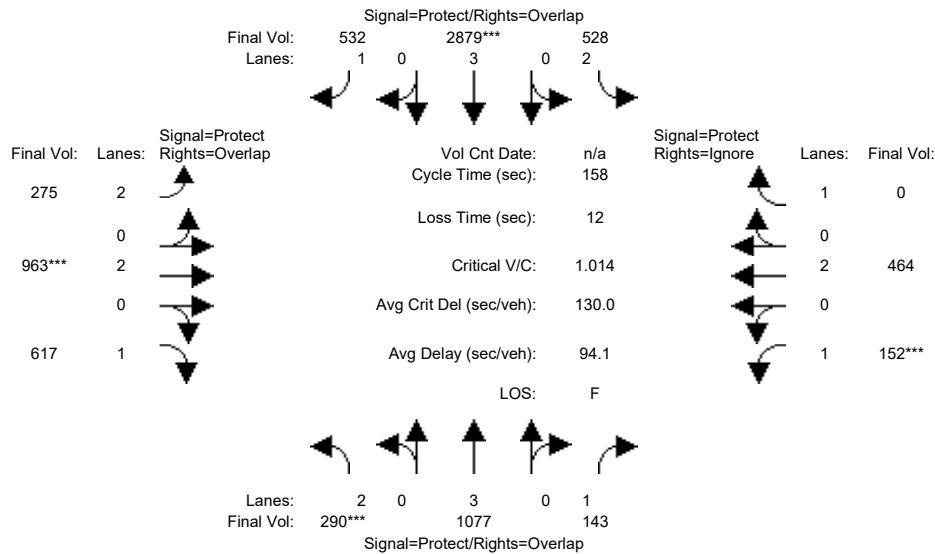
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.28	0.66	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				****					****		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.12	0.77	0.80	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.4	14.8	51.6	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	31.4	14.8	51.6	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	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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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:	42	272	0	5	500	27	9	5	114	0	2	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	290	1077	143	528	2879	532	275	963	617	152	464	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:	290	1077	143	528	2879	532	275	963	617	152	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1077	143	528	2879	532	275	963	617	152	464	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	1077	143	528	2879	532	275	963	617	152	464	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

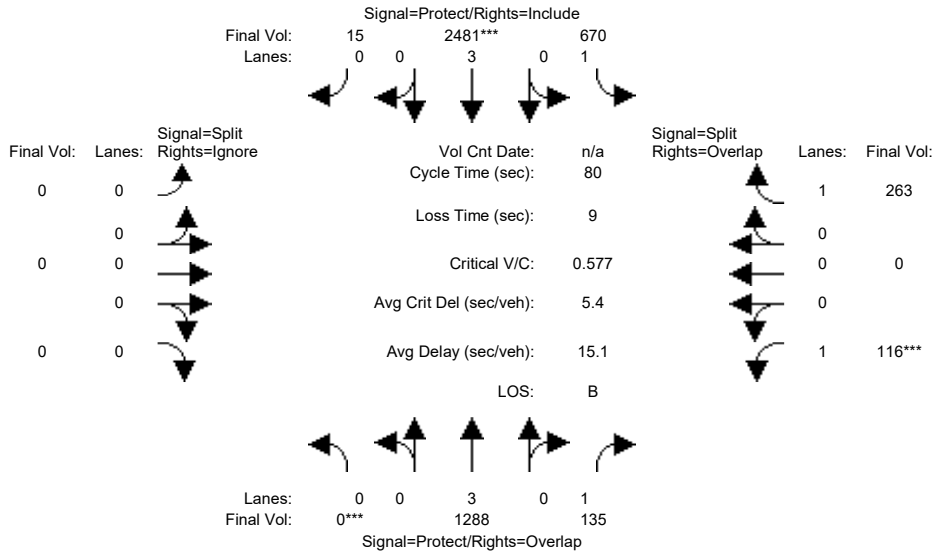
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.08	0.17	0.51	0.30	0.09	0.25	0.35	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.7	73.7	27.3	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.77	0.53	0.18	0.97	1.23	0.58	0.75	0.89	0.87	0.81	0.44	0.00
Delay/Veh:	76.4	37.7	20.1	95.9	160	33.3	76.3	63.4	54.5	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:	76.4	37.7	20.1	95.9	160	33.3	76.3	63.4	54.5	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	101	36	15	40	50	18	17	0

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

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Background PM PP

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	311	0	7	607	0	0	0	0	0	0	3
PasserByVol:	0	77	0	22	243	15	0	0	0	0	0	1
Initial Fut:	0	1288	135	670	2481	15	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	1288	135	670	2481	15	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1288	135	670	2481	15	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	1288	135	670	2481	15	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	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

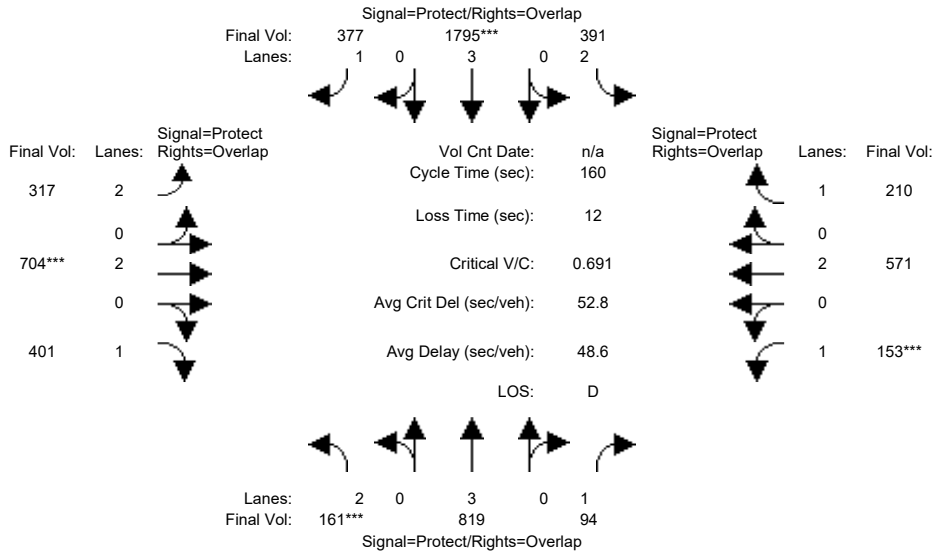
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.38	0.45	0.45	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				****					****		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.61	0.16	0.94	0.58	0.58	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.2	11.8	43.2	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	43.2	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	15	15	0	0	0	8	0	8

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

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Background PM PP

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:												
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	311	0	0	607	0	0	0	0	0	0	0
PasserByVol:	0	74	0	17	214	18	1	0	0	0	2	1
Initial Fut:	161	819	94	391	1795	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	819	94	391	1795	377	317	704	401	153	571	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	819	94	391	1795	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	819	94	391	1795	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

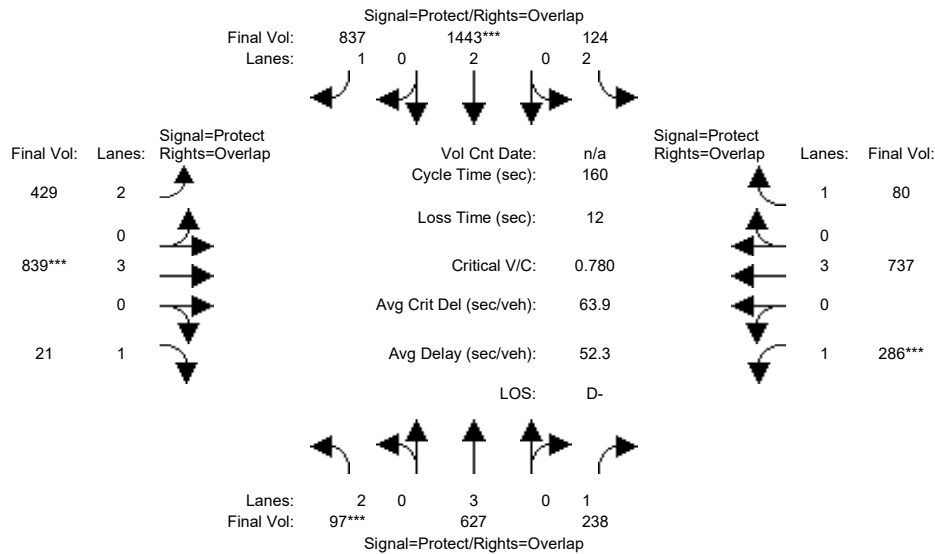
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.05	0.12	0.31	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.52	0.13	0.59	0.87	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	49.2	29.7	58.3	51.7	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	49.2	29.7	58.3	51.7	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	21	6	19	45	20	16	25	27	16	23	13

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

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Background PM PP

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	284	0	0	502	105	27	0	0	0	0	0
PasserByVol:	16	8	0	1	71	171	97	21	0	20	18	0
Initial Fut:	97	627	238	124	1443	837	429	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	627	238	124	1443	837	429	839	21	286	737	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	627	238	124	1443	837	429	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	627	238	124	1443	837	429	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

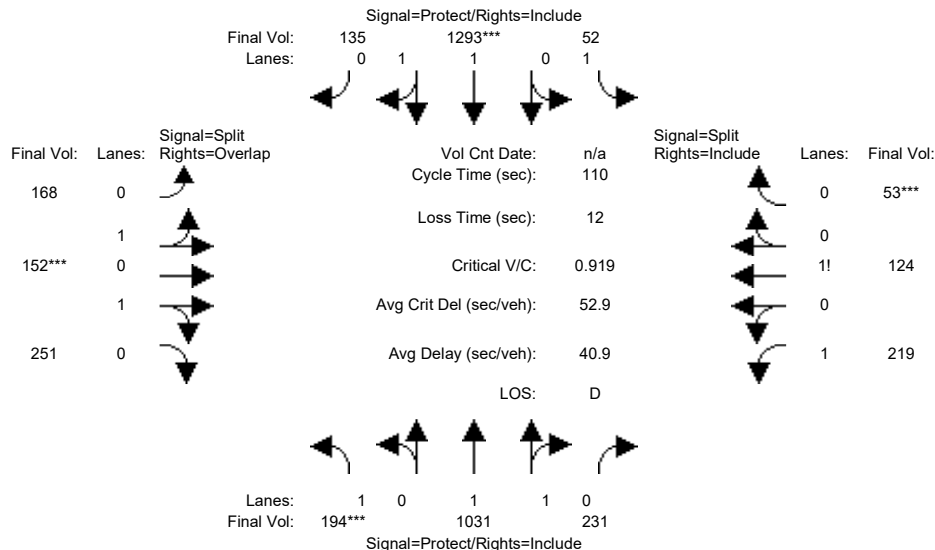
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.14	0.04	0.38	0.48	0.14	0.15	0.01	0.16	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	56.9	84.0	19.0	62.9	94.0	31.0	45.0	58.0	27.1	41.0	60.0
Volume/Cap:	0.38	0.31	0.26	0.33	0.97	0.81	0.70	0.52	0.03	0.97	0.50	0.12
Delay/Veh:	70.6	37.4	21.0	65.2	63.3	31.2	63.8	48.8	32.9	108.8	51.1	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	63.3	31.2	63.8	48.8	32.9	108.8	51.1	32.8
LOS by Move:	E	D+	C+	E	E	C	E	D	C-	F	D-	C-
HCM2k95thQ:	6	14	13	7	62	57	20	20	1	33	19	5

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					
Approach:	North Bound			South Bound			East 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:	Saratoga Avenue North			Saratoga Avenue South			Cox Avenue East			Cox Avenue West		
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	27	0	0	105	0	0	0	0	0	0	0
PasserByVol:	0	106	0	0	183	0	0	0	0	0	0	0
Initial Fut:	194	1031	231	52	1293	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	1031	231	52	1293	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1031	231	52	1293	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	1031	231	52	1293	135	168	152	251	219	124	53

Saturation Flow Module:	Saratoga Avenue North			Saratoga Avenue South			Cox Avenue East			Cox Avenue West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	1.81	0.19	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3022	677	1750	3350	350	1059	958	1582	2419	757	324

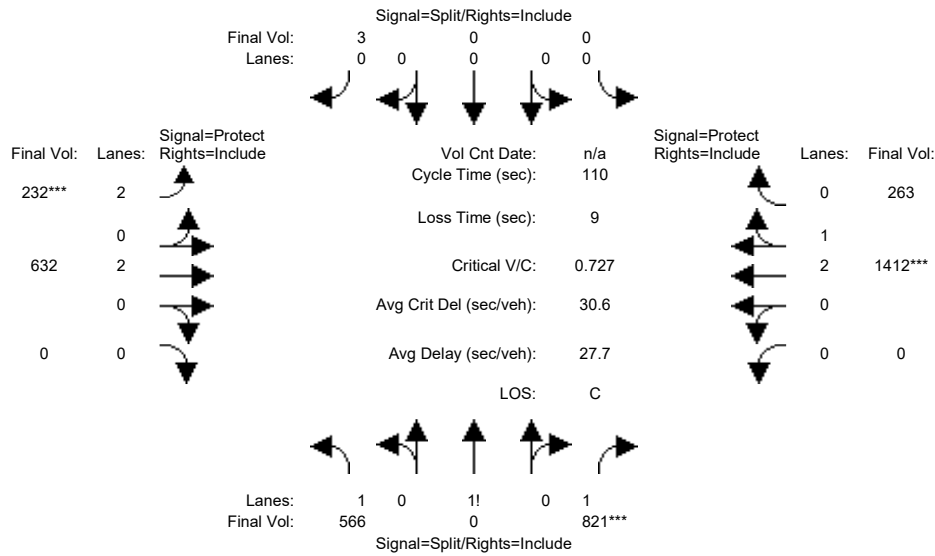
Capacity Analysis Module:	Saratoga Avenue North			Saratoga Avenue South			Cox Avenue East			Cox Avenue West		
Vol/Sat:	0.11	0.34	0.34	0.03	0.39	0.39	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.3	50.1	50.1	9.3	46.2	46.2	19.0	19.0	32.2	19.6	19.6	19.6
Volume/Cap:	0.92	0.75	0.75	0.35	0.92	0.92	0.92	0.92	0.54	0.51	0.92	0.92
Delay/Veh:	88.1	26.7	26.7	48.9	39.3	39.3	63.7	63.7	33.2	41.4	69.1	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:	88.1	26.7	26.7	48.9	39.3	39.3	63.7	63.7	33.2	41.4	69.1	69.1
LOS by Move:	F	C	C	D	D	D	E	E	C-	D	E	E
HCM2k95thQ:	16	32	32	3	37	37	24	24	17	11	25	25

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

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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:	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	15	0	0	0	0	12	0	0	105	0
PasserByVol:	0	0	64	0	0	3	0	42	0	0	161	8
Initial Fut:	566	0	821	0	0	3	232	632	0	0	1412	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	821	0	0	3	232	632	0	0	1412	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	821	0	0	3	232	632	0	0	1412	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	821	0	0	3	232	632	0	0	1412	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	2.51	0.49
Final Sat.:	2464	0	2786	0	0	0	3150	3800	0	0	4720	879

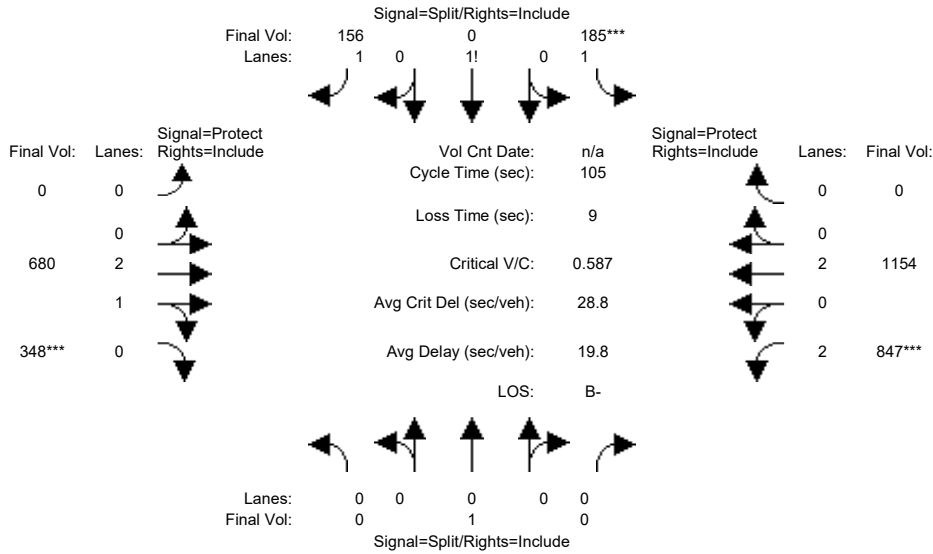
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.30	0.30
Crit Moves:			****				****				****	
Green Time:	44.6	0.0	44.6	0.0	0.0	0.0	11.1	56.4	0.0	0.0	45.3	45.3
Volume/Cap:	0.57	0.00	0.73	0.00	0.00	xxxx	0.73	0.32	0.00	0.00	0.73	0.73
Delay/Veh:	25.6	0.0	29.0	0.0	0.0	0.0	56.1	15.8	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:	25.6	0.0	29.0	0.0	0.0	0.0	56.1	15.8	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	11	0	0	27	27

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:	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	12	0	79	26	0
PasserByVol:	0	1	0	17	0	0	0	23	0	149	24	0
Initial Fut:	0	1	0	185	0	156	0	680	348	847	1154	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	680	348	847	1154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	185	0	156	0	680	348	847	1154	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	680	348	847	1154	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

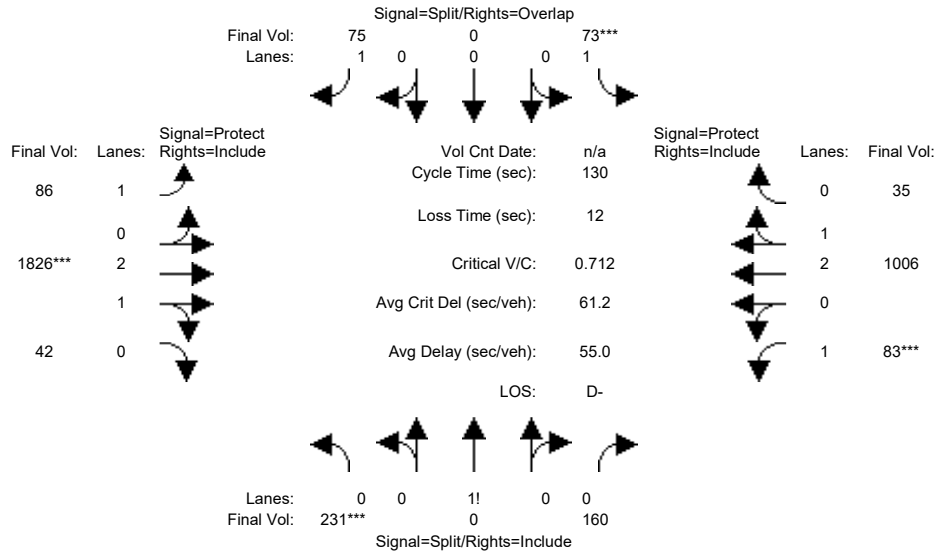
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.27	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.3	0.0	12.3	0.0	35.6	35.6	48.1	83.7	0.0
Volume/Cap:	0.00	xxxx	0.00	0.59	0.00	0.52	0.00	0.53	0.59	0.59	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	45.5	0.0	44.4	0.0	28.2	29.2	21.7	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	45.5	0.0	44.4	0.0	28.2	29.2	21.7	3.2	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	21	10	0

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

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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:												
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	3	5	258	0	0	172	0
PasserByVol:	0	0	0	2	0	0	2	42	2	0	57	10
Initial Fut:	215	0	149	68	0	70	80	1698	39	77	936	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	75	86	1826	42	83	1006	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	73	0	75	86	1826	42	83	1006	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	75	86	1826	42	83	1006	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	5474	126	1750	5409	191

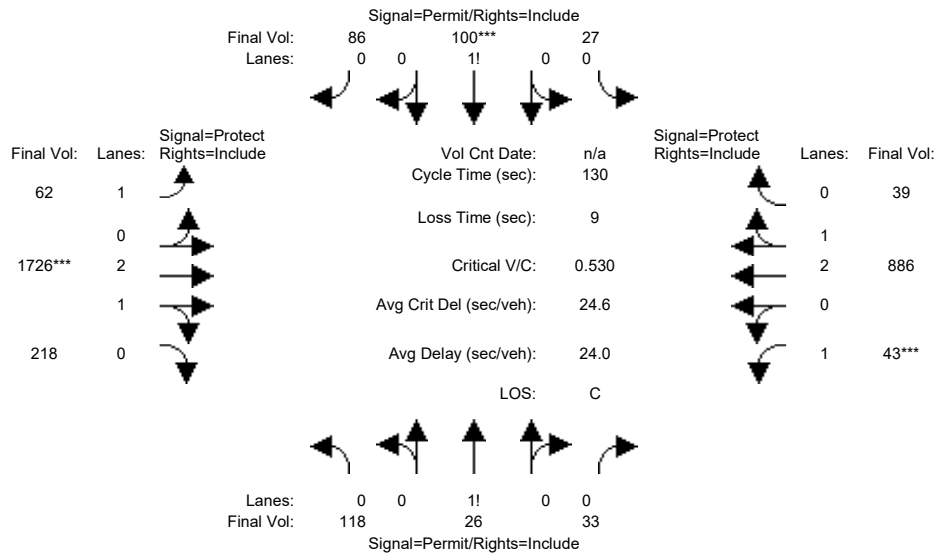
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.33	0.33	0.05	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.36	0.99	0.99	0.62	0.67	0.67
Delay/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	60.0	60.0	66.4	42.9	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:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	60.0	60.0	66.4	42.9	42.9
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	22	22

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

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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:	12	0	0	0	0	14	14	226	19	0	146	0
PasserByVol:	3	0	2	1	0	2	6	33	5	6	52	7
Initial Fut:	114	25	32	26	97	83	60	1674	211	42	859	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:	118	26	33	27	100	86	62	1726	218	43	886	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	26	33	27	100	86	62	1726	218	43	886	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:	118	26	33	27	100	86	62	1726	218	43	886	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	0.13	0.47	0.40	1.00	2.65	0.35	1.00	2.87	0.13
Final Sat.:	1167	256	327	221	824	705	1750	4972	627	1750	5362	237

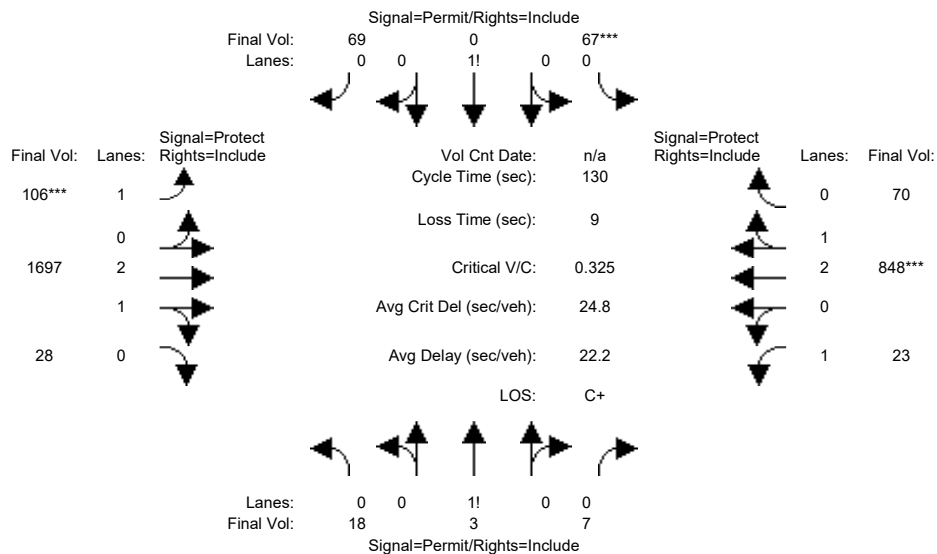
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.35	0.35	0.02	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.35	0.35	0.35	0.43	0.43	0.43	0.28	0.65	0.65	0.21	0.32	0.32
Delay/Veh:	37.4	37.4	37.4	38.4	38.4	38.4	52.2	22.5	22.5	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:	37.4	37.4	37.4	38.4	38.4	38.4	52.2	22.5	22.5	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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Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams 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:	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:	9	0	0	0	0	8	16	194	16	0	129	0
PasserByVol:	2	0	2	1	0	2	6	28	2	8	60	9
Initial Fut:	18	3	7	66	0	68	104	1663	27	23	831	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:	18	3	7	67	0	69	106	1697	28	23	848	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3	7	67	0	69	106	1697	28	23	848	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:	18	3	7	67	0	69	106	1697	28	23	848	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:	0.64	0.11	0.25	0.49	0.00	0.51	1.00	2.95	0.05	1.00	2.76	0.24
Final Sat.:	1125	187	438	862	0	888	1750	5510	89	1750	5170	429

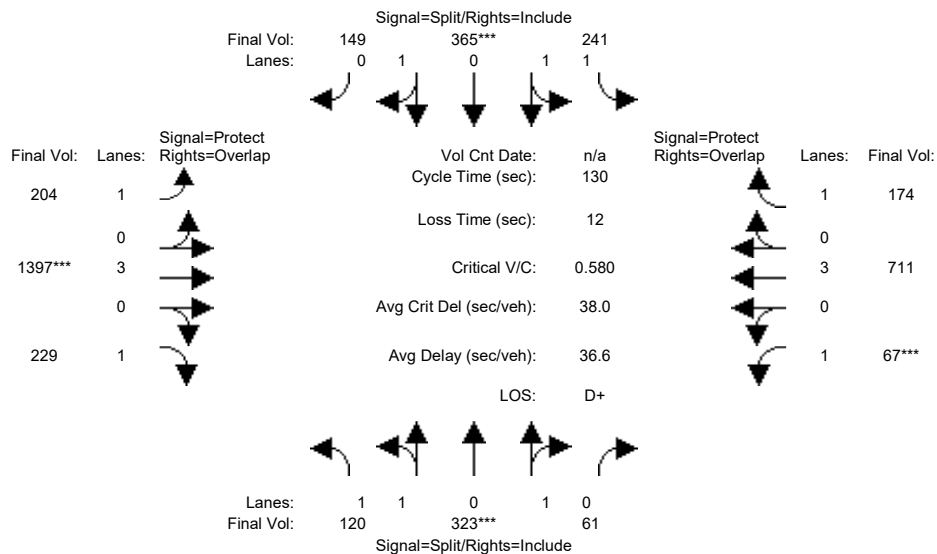
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.31	0.31	0.01	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.36	0.57	0.57	0.11	0.33	0.33
Delay/Veh:	35.3	35.3	35.3	38.0	0.0	38.0	48.5	19.9	19.9	51.4	20.1	20.1
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:	35.3	35.3	35.3	38.0	0.0	38.0	48.5	19.9	19.9	51.4	20.1	20.1
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.

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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:												
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:	7	0	0	0	0	7	13	167	13	0	115	0
PasserByVol:	2	0	0	7	0	1	1	30	2	2	75	23
Initial Fut:	120	323	61	241	365	149	204	1397	229	67	711	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:	120	323	61	241	365	149	204	1397	229	67	711	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	323	61	241	365	149	204	1397	229	67	711	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:	120	323	61	241	365	149	204	1397	229	67	711	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	2627	1072	1750	5700	1750	1750	5700	1750

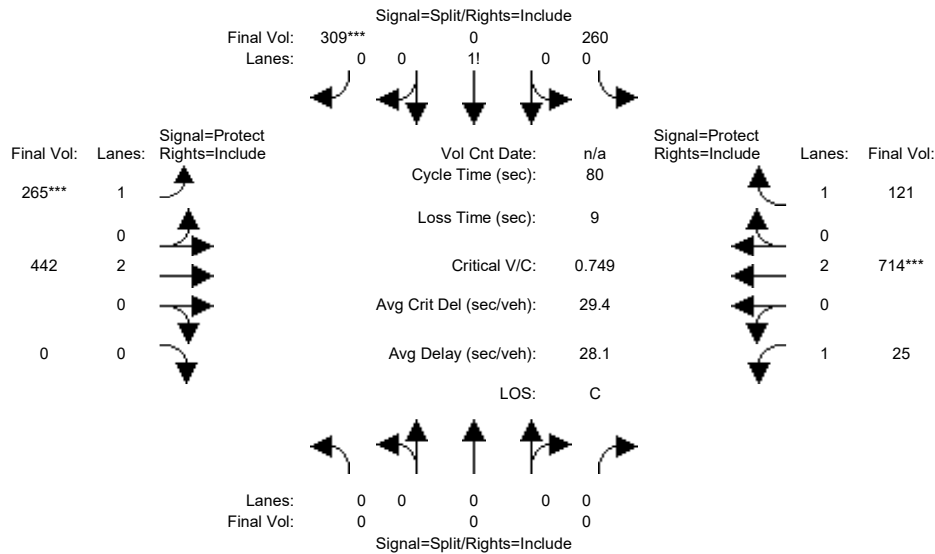
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.12	0.25	0.13	0.04	0.12	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.3	23.3	23.3	31.2	31.2	31.2	30.7	55.0	78.2	8.6	32.9	64.0
Volume/Cap:	0.38	0.58	0.58	0.57	0.58	0.58	0.49	0.58	0.22	0.58	0.49	0.20
Delay/Veh:	47.2	49.9	49.9	44.2	44.3	44.3	43.9	29.0	12.0	66.1	41.7	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:	47.2	49.9	49.9	44.2	44.3	44.3	43.9	29.0	12.0	66.1	41.7	18.7
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.

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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	199	0	226	215	38	0	0	29	91
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	260	0	309	265	442	0	25	714	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	260	0	309	265	442	0	25	714	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	309	265	442	0	25	714	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	260	0	309	265	442	0	25	714	121

Saturation 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

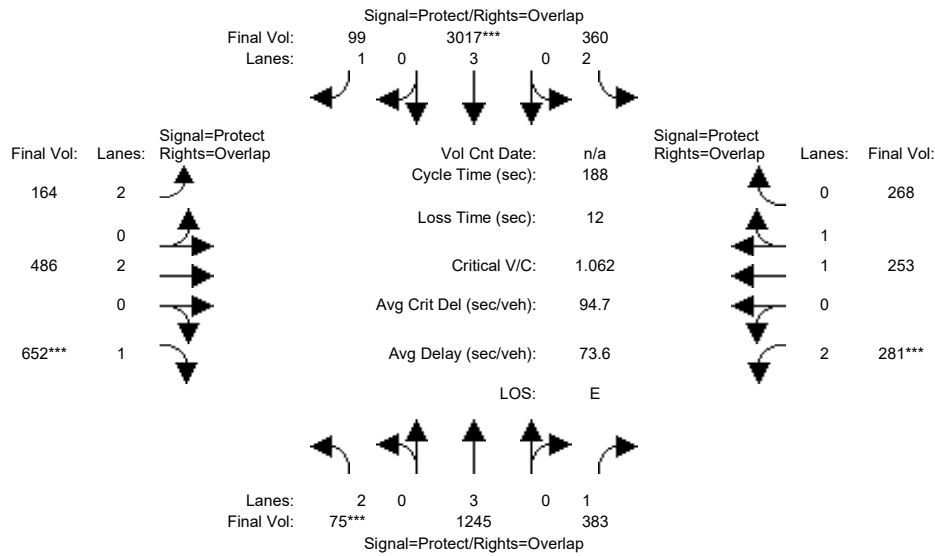
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.15	0.12	0.00	0.01	0.19	0.07
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	34.7	0.0	34.7	16.2	21.3	0.0	14.9	20.1	20.1
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.75	0.44	0.00	0.08	0.75	0.28
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	23.1	38.6	24.6	0.0	26.9	31.0	24.5
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	23.1	0.0	23.1	38.6	24.6	0.0	26.9	31.0	24.5
LOS by Move:	A	A	A	C	A	C	D+	C	A	C	C	C
HCM2kAvgQ:	0	0	0	14	0	14	7	4	0	1	8	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 PP

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:	20	163	20	0	235	0	0	0	9	11	0	0
PasserByVol:	9	173	5	4	155	7	1	0	0	8	0	8
Initial Fut:	75	1556	383	360	3819	99	164	486	652	281	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:	75	1245	383	360	3017	99	164	486	652	281	253	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1245	383	360	3017	99	164	486	652	281	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
Final Volume:	75	1245	383	360	3017	99	164	486	652	281	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

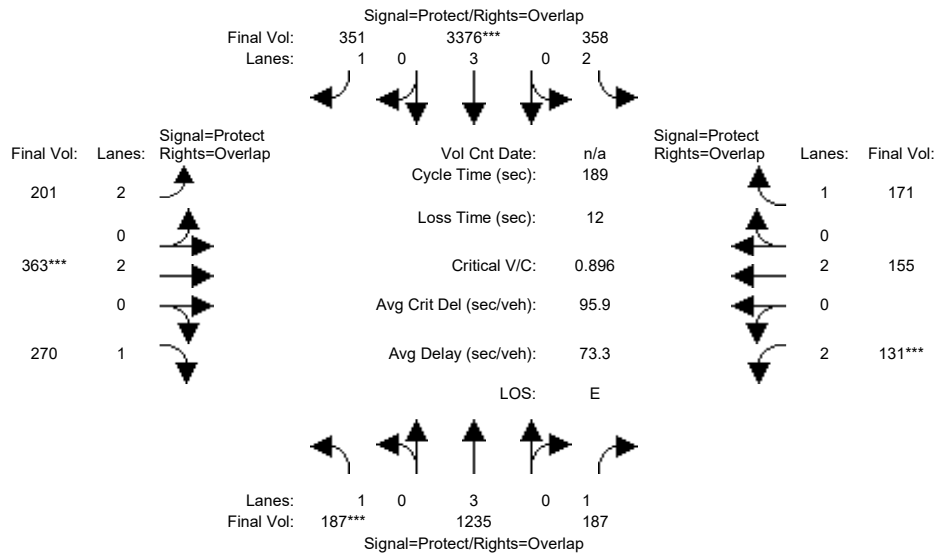
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.11	0.53	0.06	0.05	0.13	0.37	0.09	0.13	0.15
Crit Moves:	***			****			****		****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.36	0.46	0.36	0.78	0.95	0.09	0.65	0.74	1.56	0.64	0.58	0.41
Delay/Veh:	81.4	31.7	17.2	82.8	45.5	12.7	85.9	75.3	331.8	76.5	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:	81.4	31.7	17.2	82.8	45.5	12.7	85.9	75.3	331.8	76.5	62.4	41.6
LOS by Move:	F	C	B	F	D	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	15	11	13	56	2	6	14	70	10	13	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 PM PP

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:	11	203	9	0	255	0	0	0	5	6	0	0
PasserByVol:	9	123	6	5	136	20	4	3	2	0	6	4
Initial Fut:	187	1544	187	358	4273	351	201	363	270	131	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:	187	1235	187	358	3376	351	201	363	270	131	155	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1235	187	358	3376	351	201	363	270	131	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:	187	1235	187	358	3376	351	201	363	270	131	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

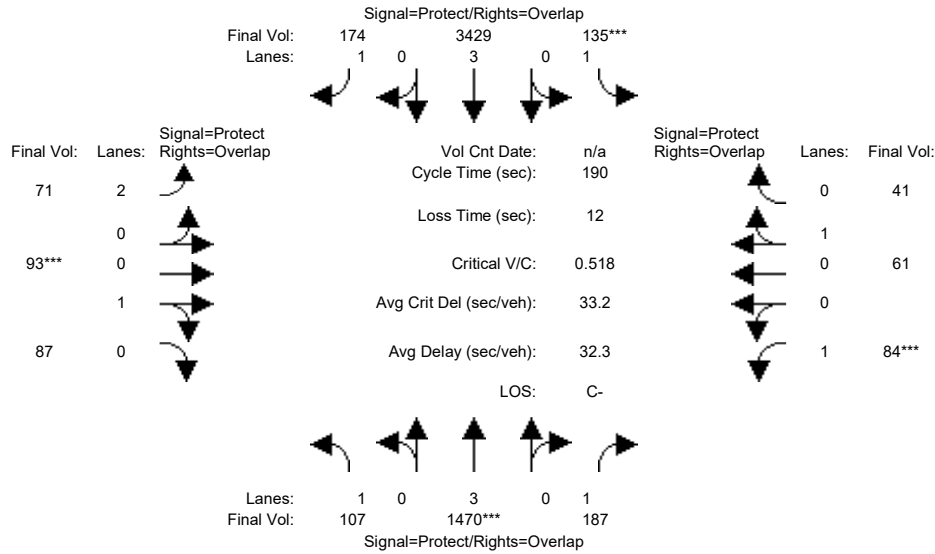
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.11	0.11	0.59	0.20	0.06	0.10	0.15	0.04	0.04	0.10
Crit Moves:	***			****			***			***		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	1.01	0.44	0.18	0.80	1.11	0.32	0.68	0.46	0.50	0.47	0.20	0.29
Delay/Veh:	150.0	29.3	17.4	84.3	97.1	15.8	84.9	63.2	51.2	79.2	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:	150.0	29.3	17.4	84.3	97.1	15.8	84.9	63.2	51.2	79.2	60.2	43.4
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2kAvgQ:	13	14	5	11	72	9	8	9	13	5	3	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 PP

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:	7	223	8	0	266	0	0	0	2	1	0	0
PasserByVol:	9	112	3	8	43	13	0	7	0	9	6	5
Initial Fut:	107	1838	187	135	4341	174	71	93	87	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:	107	1470	187	135	3429	174	71	93	87	84	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1470	187	135	3429	174	71	93	87	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:	107	1470	187	135	3429	174	71	93	87	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	0.52	0.48	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	930	870	1750	1076	724

Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.11	0.08	0.60	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	0.41	0.16	0.66	0.92	0.14	0.30	0.78	0.47	0.72	0.47	0.24
Delay/Veh:	98.0	17.4	9.8	83.9	31.0	7.3	79.6	92.0	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:	98.0	17.4	9.8	83.9	31.0	7.3	79.6	92.0	63.2	101.9	75.5	55.9
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E-	E+
HCM2kAvgQ:	6	13	4	7	51	3	2	12	9	6	6	5

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 GP w/ Max Residential					???				
	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	0.587	+ 0.007	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+	22.8	0.837	+ 0.039	50.2	+ 2.0	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	48.5	0.873	56.8	D	50.8	0.915	+ 0.043	61.2	+ 4.4	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	47.4	0.906	51.6	D	48.6	0.921	+ 0.016	53.6	+ 2.0	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	50.7	0.911	51.9	D-	51.7	0.924	+ 0.013	53.5	+ 1.6	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	A	9.4	0.579	6.8	A	9.4	0.587	+ 0.008	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	0.701	+ 0.008	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	50.9	0.973	+ 0.015	59.5	+ 3.3	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	32.1	0.932	44.7	C-	34.4	0.957	+ 0.024	48.4	+ 3.6	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	20.9	0.840	45.2	C+	21.6	0.851	+ 0.012	46.2	+ 1.0	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	46.2	0.922	48.5	E+	58.2	1.003	+ 0.081	67.2	+ 18.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	71.4	1.019	85.8	E	74.9	1.040	+ 0.021	91.0	+ 5.3	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.6	0.704	36.1	C	24.3	0.718	+ 0.014	36.1	- 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.7	0.858	20.3	B	17.4	0.899	+ 0.041	22.4	+ 2.1	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.3	0.641	26.8	B	15.9	0.679	+ 0.039	27.6	+ 0.9	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.7	0.749	28.6	C	27.6	0.758	+ 0.009	28.6	- 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	22.1	0.578	22.7	C+	21.3	0.626	+ 0.048	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	26.1	0.839	+ 0.012	33.1	+ 0.5	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.2	0.762	33.8	C-	33.9	0.824	+ 0.062	35.8	+ 2.0	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.4	0.448	7.2	B+	11.7	0.497	+ 0.049	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	29.3	0.706	+ 0.149	26.8	+ 12.2	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	52.0	0.828	60.9	D-	53.6	0.863	+ 0.035	63.7	+ 2.8	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.0	0.800	44.3	D-	53.8	0.832	+ 0.031	46.1	+ 1.8	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.2	0.593	30.7	B-	18.1	0.635	+ 0.042	30.3	- 0.4	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.2	0.621	20.3	C+	22.0	0.660	+ 0.039	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	49.7	0.868	+ 0.045	58.3	+ 0.3	?	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 GP w/ Max Residential					???				
	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	0.643	+ 0.036	34.5	+ 0.1	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C+	20.2	0.743	21.1	C+	20.4	0.781	+ 0.037	22.1	+ 1.0	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.934	23.7	C	28.9	0.992	+ 0.057	33.7	+ 9.9	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	9.8	0.654	11.1	B	12.5	0.849	+ 0.195	16.4	+ 5.3	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.6	0.625	33.1	D-	54.2	0.917	+ 0.291	65.0	+ 31.9	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D-	52.3	0.963	64.5	E	64.1	1.046	+ 0.083	87.6	+ 23.0	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.414	3.5	A	2.8	0.437	+ 0.023	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	0.420	+ 0.021	3.4	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	45.2	0.813	50.6	D	46.0	0.831	+ 0.018	52.0	+ 1.4	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	21.9	0.513	19.0	C+	21.8	0.532	+ 0.019	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	0.719	+ 0.053	23.5	+ 0.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	52.2	0.910	61.6	D-	53.9	0.931	+ 0.020	65.1	+ 3.5	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.8	0.539	+ 0.023	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	28.1	0.788	+ 0.039	38.6	+ 3.0	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	33.7	0.695	+ 0.139	41.3	+ 7.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.9	0.745	48.4	D	48.1	0.826	+ 0.081	52.3	+ 3.8	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	81.9	0.806	113.4	F	113.5	0.857	+ 0.051	162.6	+ 49.2	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	82.6	0.956	89.1	F	105.8	1.032	+ 0.076	116.8	+ 27.7	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	25.6	0.436	25.8	C	26.5	0.460	+ 0.024	26.6	+ 0.8	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.6	0.707	27.8	C	26.3	0.750	+ 0.043	28.9	+ 1.2	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C-	33.3	0.863	36.8	D+	37.2	0.911	+ 0.047	42.3	+ 5.5	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	83.6	0.876	101.0	F	87.6	0.899	+ 0.023	107.9	+ 7.0	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E+	56.5	0.644	54.2	E+	57.7	0.848	+ 0.204	62.5	+ 8.3	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.9	0.642	25.1	C	29.3	0.657	+ 0.015	25.3	+ 0.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	79.7	1.049	81.6	E-	79.8	1.068	+ 0.019	81.8	+ 0.2	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	18.4	0.722	9.3	B-	18.6	0.733	+ 0.011	9.6	+ 0.3	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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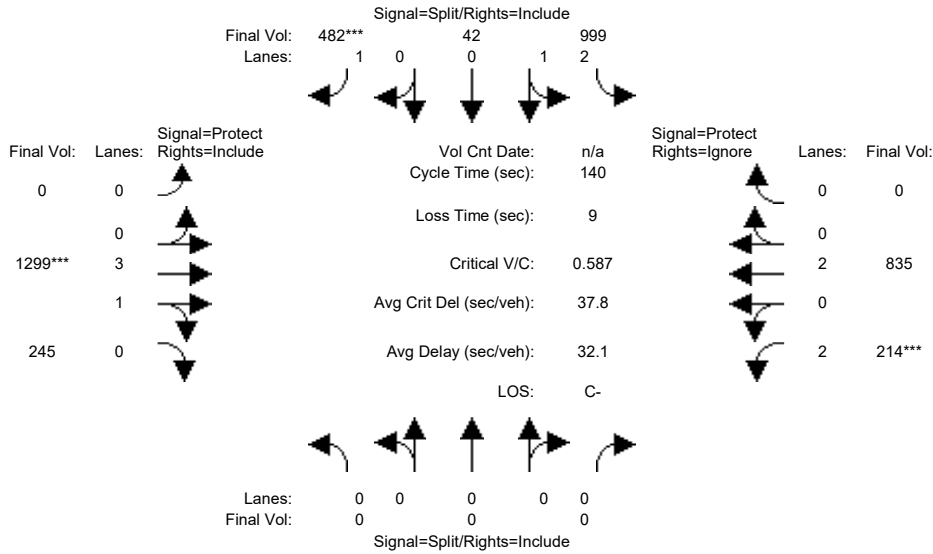
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM GP w/ Max Residential					???				
	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	91.2	1.005	+ 0.019	125.4	+ 6.6	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.9	0.543	5.3	B	15.0	0.563	+ 0.020	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	0.677	0.019	51.6	1.3	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D-	52.1	0.491	51.6	D-	54.4	0.496	+ 0.005	51.5	- 0.1	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.3	0.888	49.6	D	40.1	0.904	+ 0.017	51.2	+ 1.6	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.4	0.702	30.1	C	27.5	0.715	+ 0.013	30.3	+ 0.2	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.5	0.559	28.5	B-	19.7	0.572	+ 0.013	28.7	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	49.7	0.690	53.7	D-	53.3	0.707	+ 0.016	58.7	+ 5.1	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	23.6	0.508	24.0	C	23.8	0.525	+ 0.017	24.5	+ 0.4	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.6	0.305	23.9	C+	22.2	0.324	+ 0.019	24.7	+ 0.8	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.5	0.572	38.1	D+	36.6	0.578	+ 0.006	38.1	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	26.1	0.686	+ 0.331	27.7	11.7	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	72.4	1.05	92.4	E	74.4	1.068	+ 0.018	96.2	3.8	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	71	0.882	91.6	E	73.8	0.897	+ 0.015	96.7	5.1	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	31.7	0.501	33.4	C-	32.6	0.516	+ 0.015	33.3	0	?	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 PM GP w/ Max Residential

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



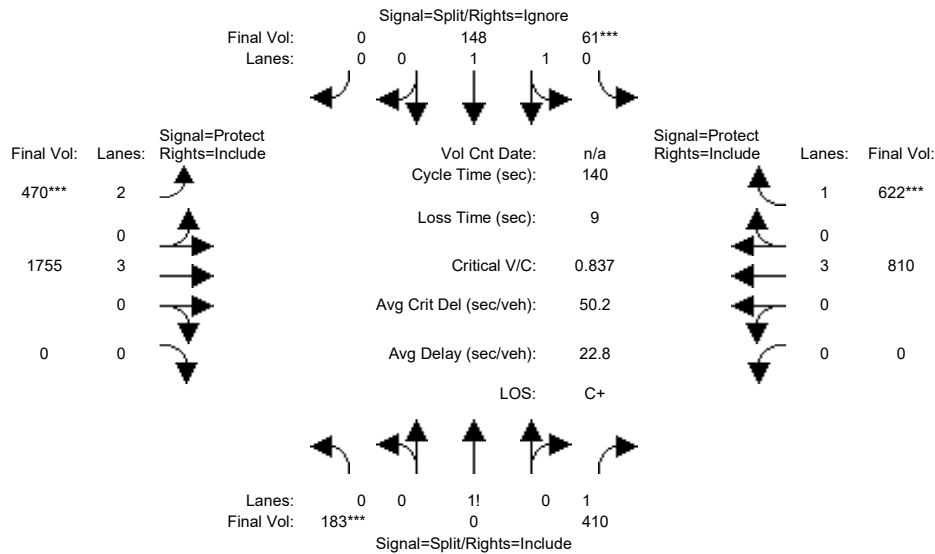
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	960	42	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	36	0	0	0	123	0	13	128	0
PasserByVol:	0	0	0	3	0	14	0	9	0	0	20	0
Initial Fut:	0	0	0	999	42	482	0	1299	245	214	835	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	999	42	482	0	1299	245	214	835	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	999	42	482	0	1299	245	214	835	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	999	42	482	0	1299	245	214	835	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	4749	200	1750	0	6308	1190	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	65.7	65.7	65.7	0.0	49.1	49.1	16.2	65.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.59	0.00	0.59	0.59	0.59	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	25.1	25.1	28.3	0.0	37.5	37.5	61.2	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	25.1	25.1	28.3	0.0	37.5	37.5	61.2	25.7	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2kAvgQ:	0	0	0	11	11	16	0	11	11	5	6	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 GP w/ Max Residential

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	159	0	0	141	49
PasserByVol:	0	0	0	0	0	0	5	8	0	0	20	1
Initial Fut:	183	0	410	61	148	0	470	1755	0	0	810	622
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	1755	0	0	810	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	410	61	148	0	470	1755	0	0	810	622
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	1755	0	0	810	622

Saturation 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

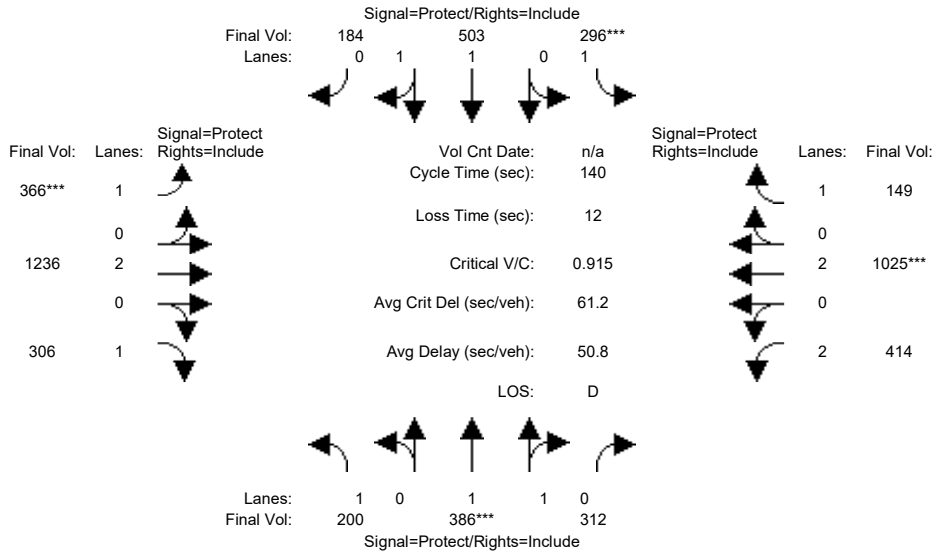
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.31	0.00	0.00	0.14	0.36
Crit Moves:	***			***			***					***
Green Time:	36.9	0.0	36.9	10.0	10.0	0.0	24.9	84.1	0.0	0.0	59.2	59.2
Volume/Cap:	0.84	0.00	0.58	0.79	0.79	0.00	0.84	0.51	0.00	0.00	0.34	0.84
Delay/Veh:	57.6	0.0	45.7	78.8	78.8	0.0	58.6	0.1	0.0	0.0	14.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	0.0	45.7	78.8	78.8	0.0	58.6	0.1	0.0	0.0	14.0	27.0
LOS by Move:	E+	A	D	E-	E-	A	E+	A	A	A	B	C
HCM2kAvgQ:	19	0	11	6	6	0	12	1	0	0	4	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 GP w/ Max Residential

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
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:	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	1	11	0	0	0	164	0	2	190	15
PasserByVol:	0	3	1	0	9	1	3	4	0	3	21	0
Initial Fut:	200	386	312	296	503	184	366	1236	306	414	1025	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	312	296	503	184	366	1236	306	414	1025	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	386	312	296	503	184	366	1236	306	414	1025	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	312	296	503	184	366	1236	306	414	1025	149

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	1.08	0.92	1.00	1.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2045	1653	1750	2708	991	1750	3800	1750	3150	3800	1750

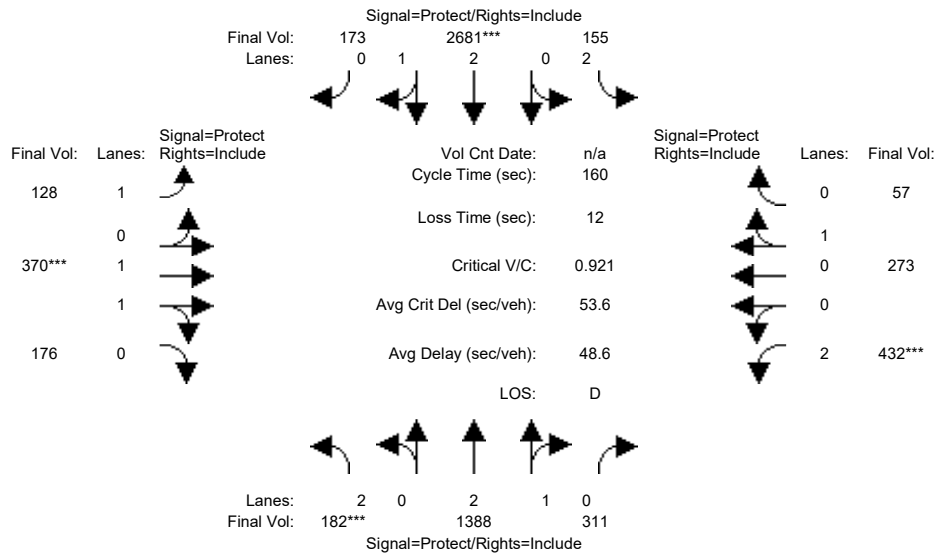
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.19	0.19	0.21	0.33	0.17	0.13	0.27	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.9	28.9	28.9	25.9	33.9	33.9	32.0	52.2	52.2	21.1	41.3	41.3
Volume/Cap:	0.77	0.92	0.92	0.92	0.77	0.77	0.92	0.87	0.47	0.87	0.92	0.29
Delay/Veh:	70.1	70.0	70.0	85.3	53.4	53.4	67.5	30.9	20.7	67.5	45.9	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	70.0	70.0	85.3	53.4	53.4	67.5	30.9	20.7	67.5	45.9	27.8
LOS by Move:	E	E	E	F	D-	D-	E	C	C+	E	D	C
HCM2kAvgQ:	11	19	19	17	16	16	18	23	7	11	22	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 GP w/ Max Residential

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:	9	457	12	0	708	0	0	0	7	12	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	182	1388	311	155	2681	173	128	370	176	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:	182	1388	311	155	2681	173	128	370	176	432	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1388	311	155	2681	173	128	370	176	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:	182	1388	311	155	2681	173	128	370	176	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	2.43	0.57	2.00	2.81	0.19	1.00	1.34	0.66	2.00	0.83	0.17
Final Sat.:	3150	4574	1025	3150	5260	339	1750	2506	1192	3150	1489	311

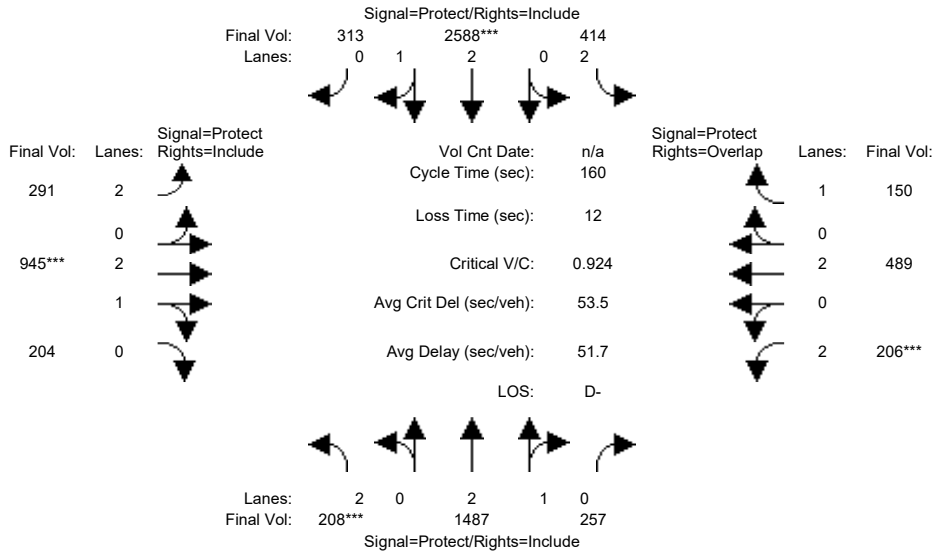
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.05	0.51	0.51	0.07	0.15	0.15	0.14	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	10.0	84.8	84.8	13.7	88.5	88.5	14.1	25.6	25.6	23.8	35.3	35.3
Volume/Cap:	0.92	0.57	0.57	0.57	0.92	0.92	0.83	0.92	0.92	0.92	0.83	0.83
Delay/Veh:	117.0	25.6	25.6	73.3	37.8	37.8	101.6	86.1	86.1	90.8	73.1	73.1
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:	117.0	25.6	25.6	73.3	37.8	37.8	101.6	86.1	86.1	90.8	73.1	73.1
LOS by Move:	F	C	C	E	D+	D+	F	F	F	F	E	E
HCM2kAvgQ:	6	18	18	4	46	46	9	17	17	16	18	18

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

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Background PM GP w/ Max Residential

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:	12	439	12	42	684	0	0	35	6	21	45	38
PasserByVol:	10	50	0	24	37	6	5	3	3	0	7	13
Initial Fut:	208	1487	257	414	2588	313	291	945	204	206	489	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1487	257	414	2588	313	291	945	204	206	489	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1487	257	414	2588	313	291	945	204	206	489	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1487	257	414	2588	313	291	945	204	206	489	150

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	2.66	0.34	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4774	825	3150	4995	604	3150	4604	994	3150	3800	1750

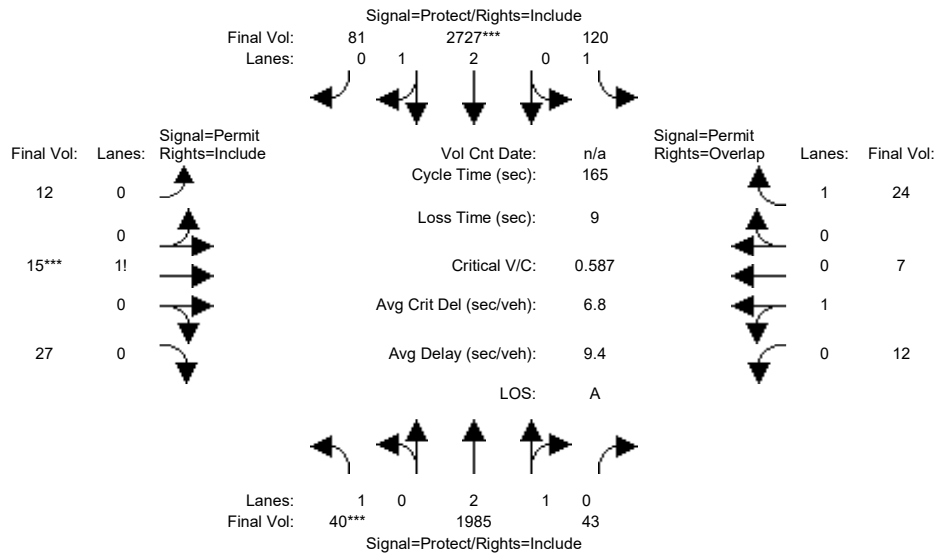
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.13	0.52	0.52	0.09	0.21	0.21	0.07	0.13	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.4	71.1	71.1	30.0	89.7	89.7	19.6	35.5	35.5	11.3	27.3	57.3
Volume/Cap:	0.92	0.70	0.70	0.70	0.92	0.92	0.75	0.92	0.92	0.92	0.75	0.24
Delay/Veh:	113.5	36.8	36.8	64.5	37.3	37.3	76.1	72.5	72.5	113.8	68.2	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:	113.5	36.8	36.8	64.5	37.3	37.3	76.1	72.5	72.5	113.8	68.2	36.3
LOS by Move:	F	D+	D+	E	D+	D+	E-	E	E	F	E	D+
HCM2kAvgQ:	7	23	23	11	43	43	10	22	22	7	12	5

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

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Background PM GP w/ Max Residential

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:	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	463	0	0	712	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	40	1985	43	120	2727	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	1985	43	120	2727	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1985	43	120	2727	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	1985	43	120	2727	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	5481	119	1750	5438	162	389	486	875	1137	663	1750

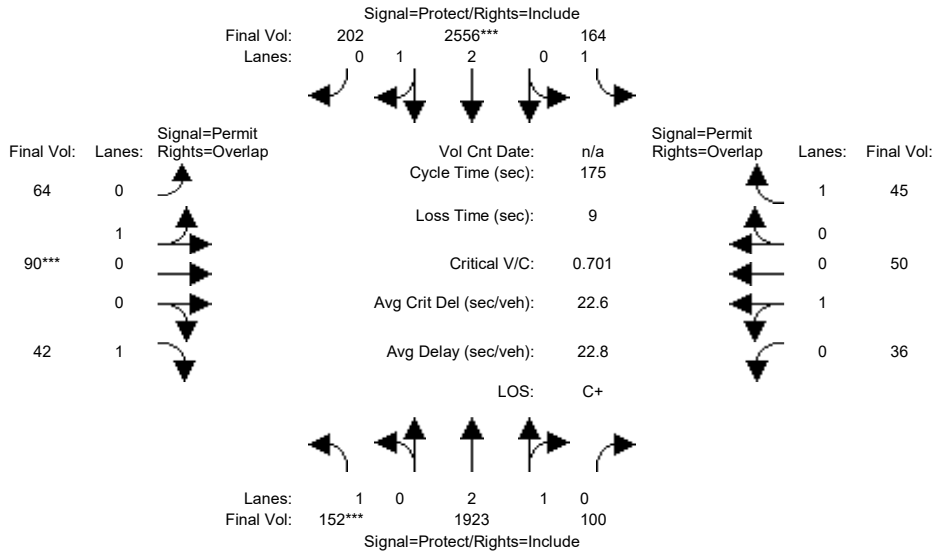
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.50	0.50	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	123	122.8	23.2	139	139.0	10.0	10.0	10.0	10.0	10.0	33.2
Volume/Cap:	0.54	0.49	0.49	0.49	0.60	0.60	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	8.6	8.6	66.9	4.3	4.3	79.2	79.2	79.2	74.3	74.3	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:	85.1	8.6	8.6	66.9	4.3	4.3	79.2	79.2	79.2	74.3	74.3	53.4
LOS by Move:	F	A	A	E	A	A	E-	E-	E-	E	E	D-
HCM2kAvgQ:	2	14	14	6	14	14	4	4	4	1	1	1

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

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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	463	0	0	712	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	152	1923	100	164	2556	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	1923	100	164	2556	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1923	100	164	2556	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	1923	100	164	2556	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	5323	277	1750	5189	410	748	1052	1750	753	1047	1750

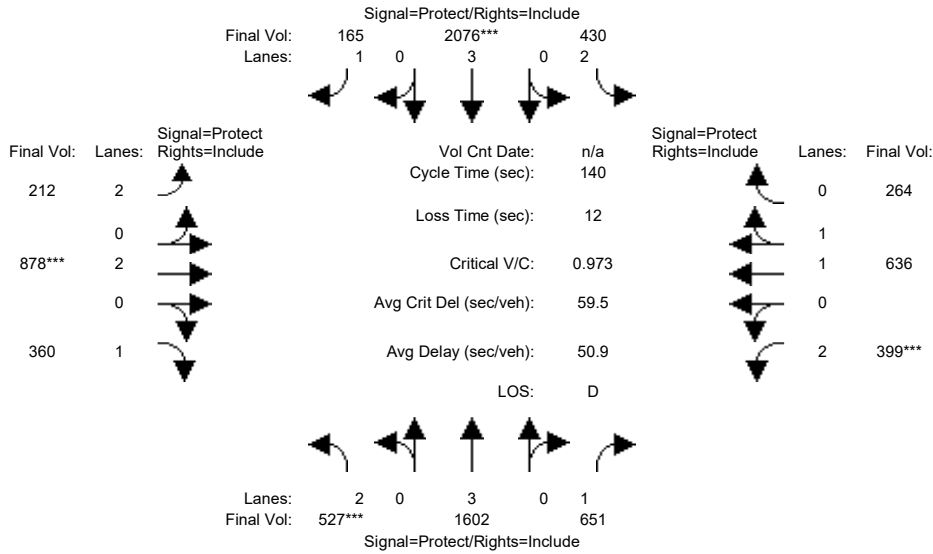
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.09	0.49	0.49	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***					
Green Time:	21.7	115	114.9	29.8	123	123.0	21.4	21.4	43.0	21.4	21.4	51.1
Volume/Cap:	0.70	0.55	0.55	0.55	0.70	0.70	0.70	0.70	0.10	0.39	0.39	0.09
Delay/Veh:	83.4	16.4	16.4	68.7	15.8	15.8	83.5	83.5	51.1	72.0	72.0	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:	83.4	16.4	16.4	68.7	15.8	15.8	83.5	83.5	51.1	72.0	72.0	45.1
LOS by Move:	F	B	B	E	B	B	F	F	D-	E	E	D
HCM2kAvgQ:	8	19	19	8	29	29	10	10	2	5	5	2

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

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Background PM GP w/ Max Residential

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:	20	378	15	70	614	27	21	64	17	41	66	64
PasserByVol:	0	31	1	11	28	0	0	24	0	32	60	35
Initial Fut:	527	1602	651	430	2076	165	212	878	360	399	636	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	527	1602	651	430	2076	165	212	878	360	399	636	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	1602	651	430	2076	165	212	878	360	399	636	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	527	1602	651	430	2076	165	212	878	360	399	636	264

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	1.40	0.60
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2614	1085

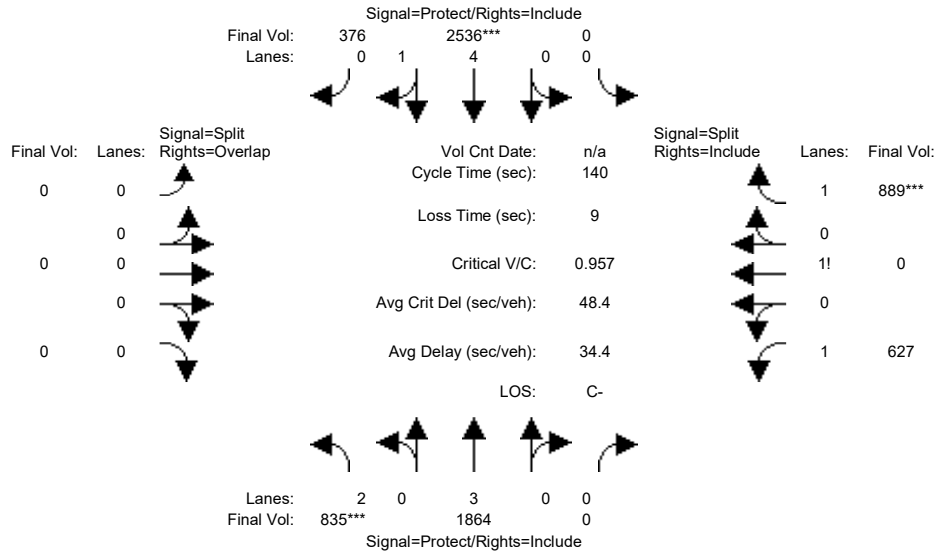
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.37	0.14	0.36	0.09	0.07	0.23	0.21	0.13	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	24.1	56.0	56.0	20.5	52.4	52.4	11.2	33.3	33.3	18.2	40.3	40.3
Volume/Cap:	0.97	0.70	0.93	0.93	0.97	0.25	0.84	0.97	0.87	0.97	0.84	0.84
Delay/Veh:	81.3	20.5	41.4	77.8	39.5	18.4	85.8	76.3	68.3	97.8	53.2	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:	81.3	20.5	41.4	77.8	39.5	18.4	85.8	76.3	68.3	97.8	53.2	53.2
LOS by Move:	F	C+	D	E-	D	B-	F	E-	E	F	D-	D-
HCM2kAvgQ:	18	15	31	12	31	3	6	22	17	12	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 PM GP w/ Max Residential

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



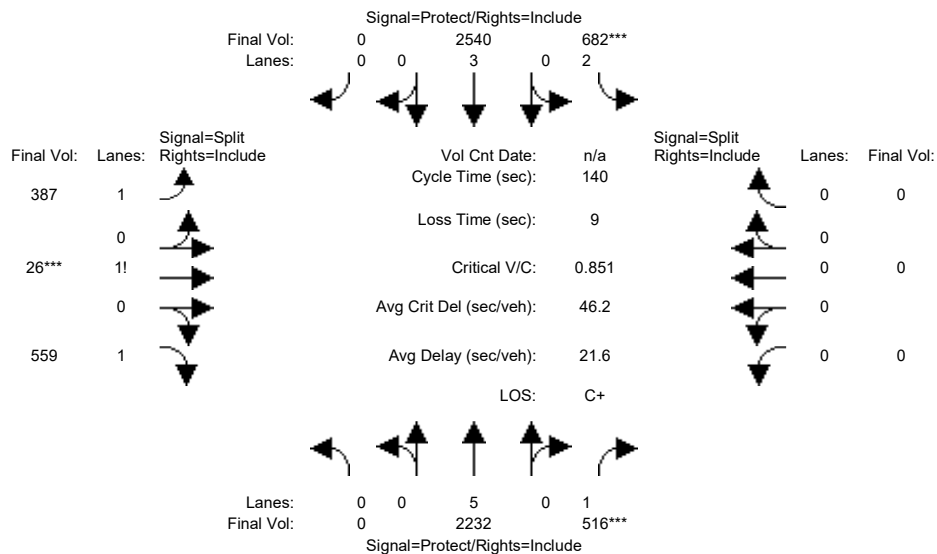
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	762	1616	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:	56	229	0	0	669	4	0	0	0	-3	0	184
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	835	1864	0	0	2536	376	0	0	0	627	0	889
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	835	1864	0	0	2536	376	0	0	0	627	0	889
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	835	1864	0	0	2536	376	0	0	0	627	0	889
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	835	1864	0	0	2536	376	0	0	0	627	0	889
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	4.33	0.67	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	3150	5700	0	0	8184	1213	0	0	0	2474	0	2776
Capacity Analysis Module:												
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:	38.8	84.1	0.0	0.0	45.3	45.3	0.0	0.0	0.0	46.9	0.0	46.9
Volume/Cap:	0.96	0.54	0.00	0.00	0.96	0.96	0.00	0.00	0.00	0.76	0.00	0.96
Delay/Veh:	57.7	0.2	0.0	0.0	40.0	40.0	0.0	0.0	0.0	43.2	0.0	59.3
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:	57.7	0.2	0.0	0.0	40.0	40.0	0.0	0.0	0.0	43.2	0.0	59.3
LOS by Move:	E+	A	A	A	D	D	A	A	A	D	A	E+
HCM2kAvgQ:	23	1	0	0	29	29	0	0	0	19	0	30

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 GP w/ Max Residential

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



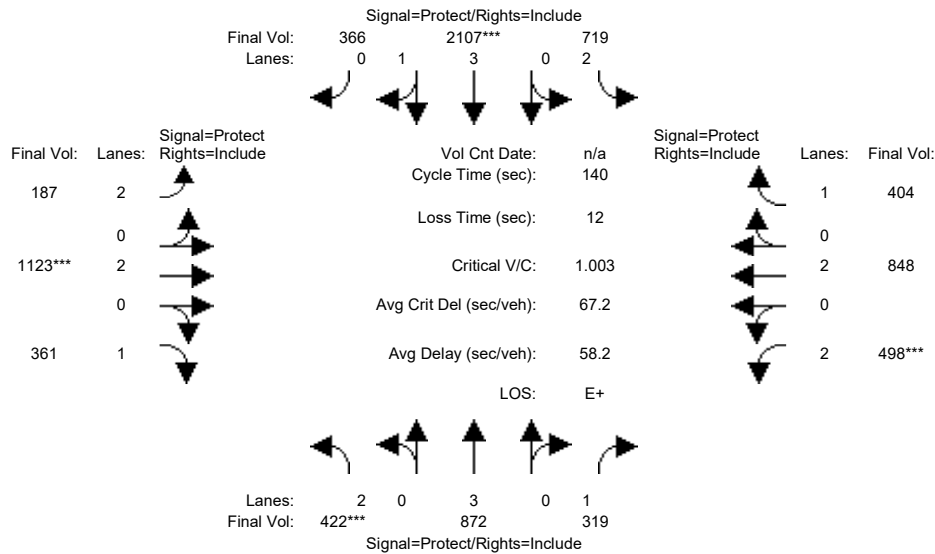
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1929	519	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	279	-5	244	421	0	6	0	35	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2232	516	682	2540	0	387	26	559	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	2232	516	682	2540	0	387	26	559	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2232	516	682	2540	0	387	26	559	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	2232	516	682	2540	0	387	26	559	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	2429	91	2730	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.29	0.22	0.45	0.00	0.16	0.29	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.5	48.5	35.6	84.1	0.0	46.9	46.9	46.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.85	0.85	0.74	0.00	0.48	0.85	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	25.9	38.5	47.1	0.9	0.0	37.0	49.6	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	25.9	38.5	47.1	0.9	0.0	37.0	49.6	39.6	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	D	D	A	A	A
HCM2kAvgQ:	0	13	21	15	1	0	10	24	14	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 GP w/ Max Residential

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	72	130	310	16	-2	176	-13	159	205	137
PasserByVol:	0	4	29	29	10	0	0	5	0	64	25	21
Initial Fut:	422	872	319	719	2107	366	187	1123	361	498	848	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	319	719	2107	366	187	1123	361	498	848	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	872	319	719	2107	366	187	1123	361	498	848	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	319	719	2107	366	187	1123	361	498	848	404

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

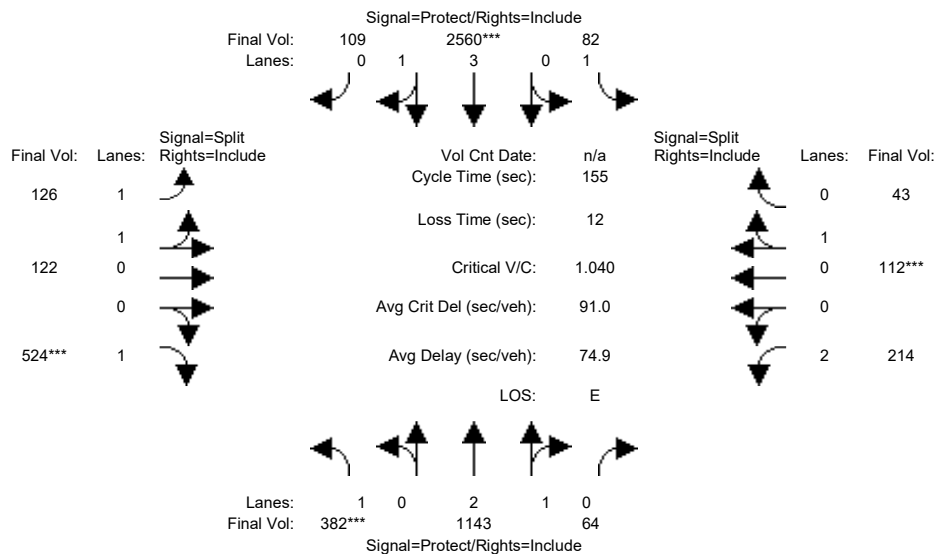
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.18	0.23	0.33	0.33	0.06	0.30	0.21	0.16	0.22	0.23
Crit Moves:	***				***			***			***	
Green Time:	18.7	28.7	28.7	36.0	46.0	46.0	12.9	41.2	41.2	22.1	50.3	50.3
Volume/Cap:	1.00	0.75	0.89	0.89	1.00	1.00	0.64	1.00	0.70	1.00	0.62	0.64
Delay/Veh:	99.2	45.9	67.3	50.3	50.6	50.6	66.1	77.1	48.2	100.2	37.8	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:	99.2	45.9	67.3	50.3	50.6	50.6	66.1	77.1	48.2	100.2	37.8	39.6
LOS by Move:	F	D	E	D	D	D	E	E-	D	F	D+	D
HCM2kAvgQ:	13	11	15	19	32	32	4	26	13	15	13	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 GP w/ Max Residential

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	204	0	0	457	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1143	64	82	2560	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	1143	64	82	2560	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1143	64	82	2560	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	1143	64	82	2560	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	5303	297	1750	7193	306	1803	1746	1750	3150	1301	499

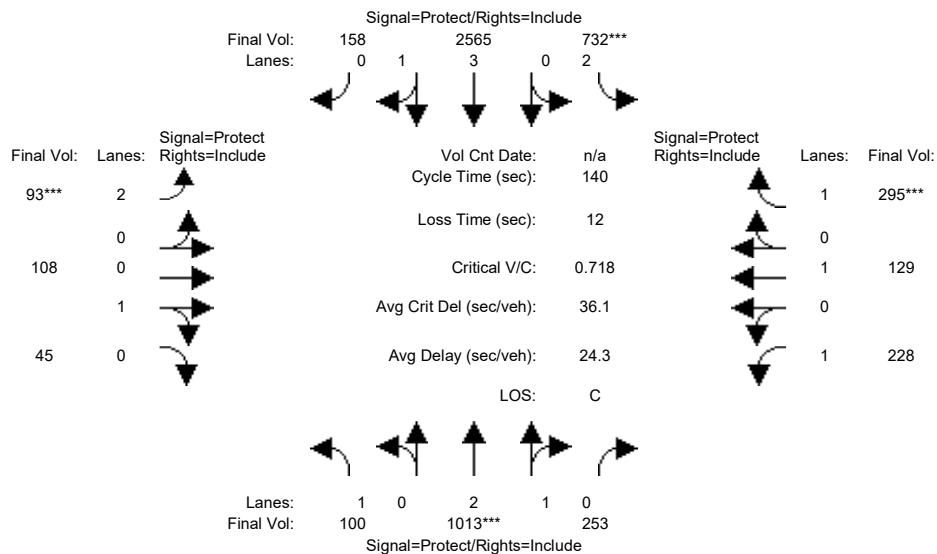
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.36	0.36	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.5	70.3	70.3	15.3	53.0	53.0	44.6	44.6	44.6	12.8	12.8	12.8
Volume/Cap:	1.04	0.48	0.48	0.48	1.04	1.04	0.24	0.24	1.04	0.82	1.04	1.04
Delay/Veh:	119.0	29.7	29.7	68.1	80.3	80.3	42.4	42.4	106.1	88.3	156	155.9
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:	119.0	29.7	29.7	68.1	80.3	80.3	42.4	42.4	106.1	88.3	156	155.9
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2kAvgQ:	23	13	13	4	34	34	5	5	34	8	12	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)
Background PM GP w/ Max Residential

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						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	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	192	1	27	427	3	2	2	0	2	3	10
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1013	253	732	2565	158	93	108	45	228	129	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	1013	253	732	2565	158	93	108	45	228	129	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1013	253	732	2565	158	93	108	45	228	129	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	1013	253	732	2565	158	93	108	45	228	129	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	2.38	0.62	2.00	3.76	0.24	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4479	1119	3150	7064	435	3150	1271	529	1750	1900	1750

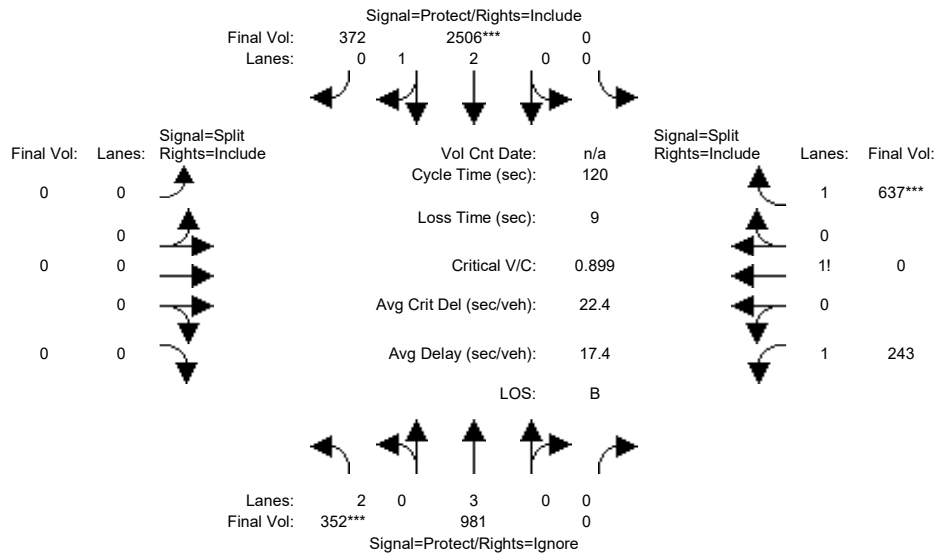
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.36	0.36	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.0	43.6	43.6	44.8	76.4	76.4	7.0	15.6	15.6	23.9	32.5	32.5
Volume/Cap:	0.66	0.73	0.73	0.73	0.66	0.66	0.59	0.76	0.76	0.76	0.29	0.73
Delay/Veh:	68.9	31.5	31.5	31.6	4.9	4.9	70.9	76.2	76.2	66.3	44.6	56.0
User DelAdj:	1.00	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	31.5	31.5	31.6	4.9	4.9	70.9	76.2	76.2	66.3	44.6	56.0
LOS by Move:	E	C	C	C	A	A	E	E-	E-	E	D	E+
HCM2kAvgQ:	5	14	14	13	6	6	3	8	8	10	4	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 GP w/ Max Residential

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	109	0	0	315	114	0	0	0	0	0	84
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	981	0	0	2506	372	0	0	0	243	0	637
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	981	0	0	2506	372	0	0	0	243	0	637
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	981	0	0	2506	372	0	0	0	243	0	637
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	981	0	0	2506	372	0	0	0	243	0	637

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	2.60	0.40	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4875	724	0	0	0	2243	0	3093

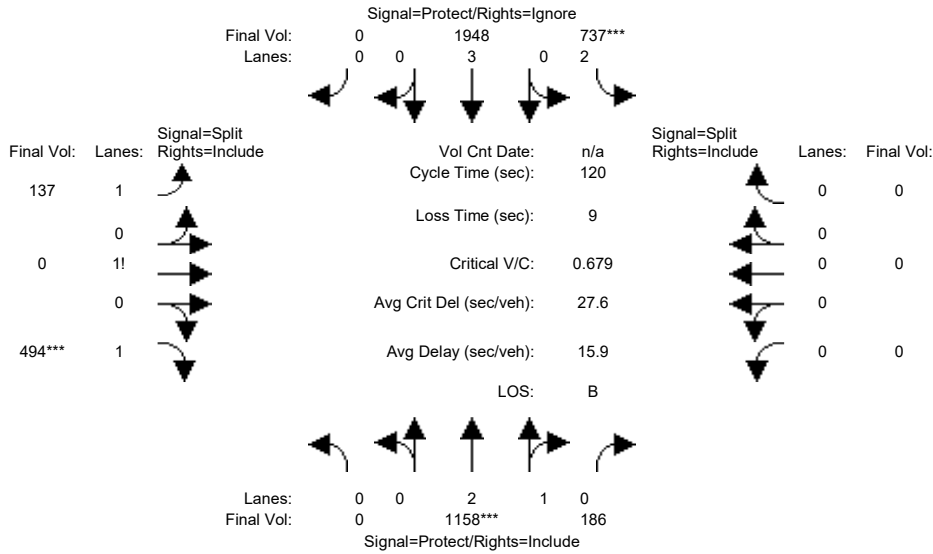
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.9	83.5	0.0	0.0	68.6	68.6	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.90	0.25	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.47	0.00	0.90
Delay/Veh:	69.8	0.0	0.0	0.0	6.4	6.4	0.0	0.0	0.0	40.2	0.0	56.0
User DelAdj:	1.00	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	0.0	0.0	0.0	6.4	6.4	0.0	0.0	0.0	40.2	0.0	56.0
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	E+
HCM2kAvgQ:	8	0	0	0	15	15	0	0	0	7	0	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 GP w/ Max Residential

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	109	0	93	222	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1158	186	737	1948	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	1158	186	737	1948	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	186	737	1948	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	1158	186	737	1948	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	4824	775	3150	5700	0	2138	0	3201	0	0	0

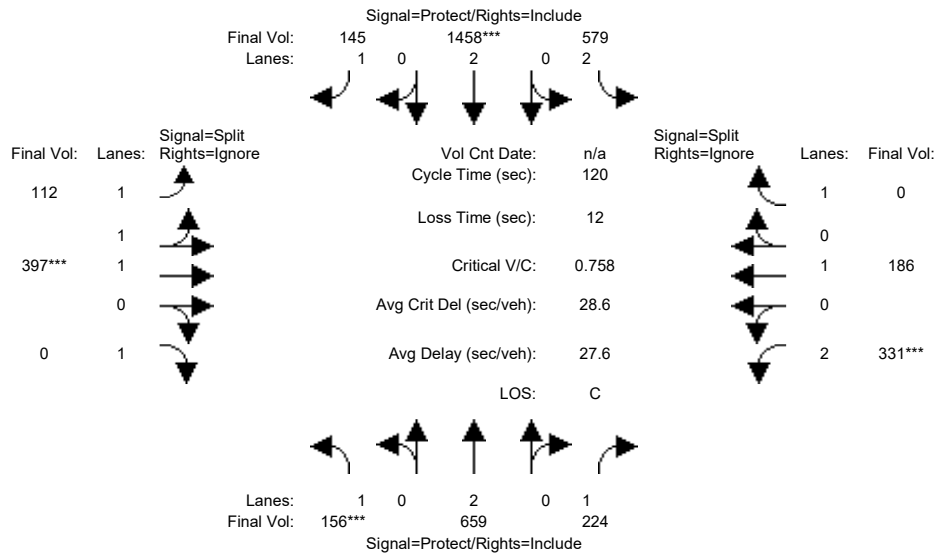
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.23	0.34	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	42.4	42.4	41.3	83.7	0.0	27.3	0.0	27.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.49	0.00	0.28	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	22.0	22.0	23.6	0.1	0.0	38.4	0.0	44.4	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	22.0	22.0	23.6	0.1	0.0	38.4	0.0	44.4	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	11	11	11	0	0	4	0	11	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 GP w/ Max Residential

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	104	0	0	210	12	5	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	659	224	579	1458	145	112	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	659	224	579	1458	145	112	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	659	224	579	1458	145	112	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	659	224	579	1458	145	112	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

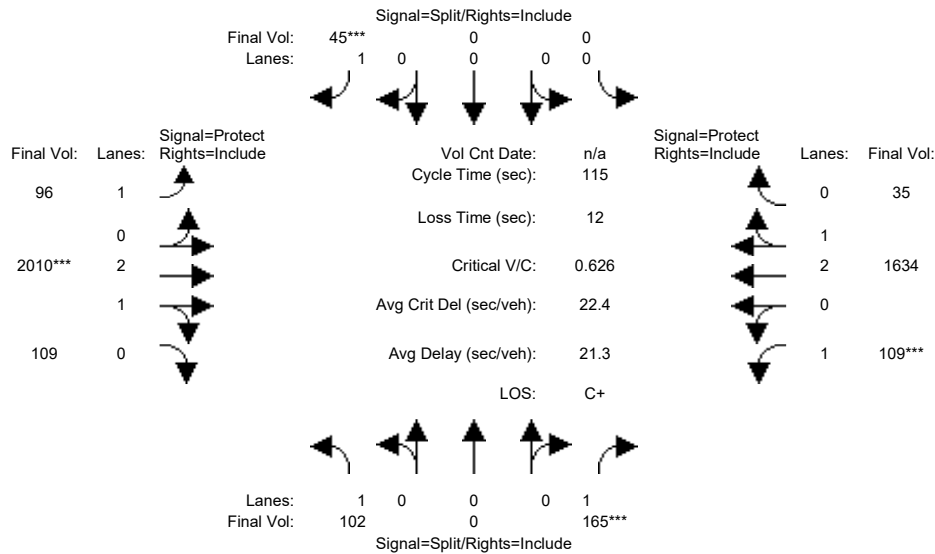
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.38	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	14.1	36.3	36.3	38.5	60.7	60.7	16.5	16.5	0.0	16.6	16.6	0.0
Volume/Cap:	0.76	0.57	0.42	0.57	0.76	0.16	0.46	0.76	0.00	0.76	0.71	0.00
Delay/Veh:	61.7	25.8	24.3	24.0	9.3	5.1	48.0	54.8	0.0	57.3	57.8	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:	61.7	25.8	24.3	24.0	9.3	5.1	48.0	54.8	0.0	57.3	57.8	0.0
LOS by Move:	E	C	C	C	A	A	D	D-	A	E+	E+	A
HCM2kAvgQ:	8	9	6	8	13	1	5	9	0	7	7	0

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

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Background PM GP w/ Max Residential

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	379	0	0	501	0
PasserByVol:	0	0	0	0	0	0	0	87	0	0	110	0
Initial Fut:	102	0	165	0	0	45	96	2010	109	109	1634	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	2010	109	109	1634	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2010	109	109	1634	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	2010	109	109	1634	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	2.93	0.07
Final Sat.:	1750	0	1750	0	0	1750	1750	5312	288	1750	5482	117

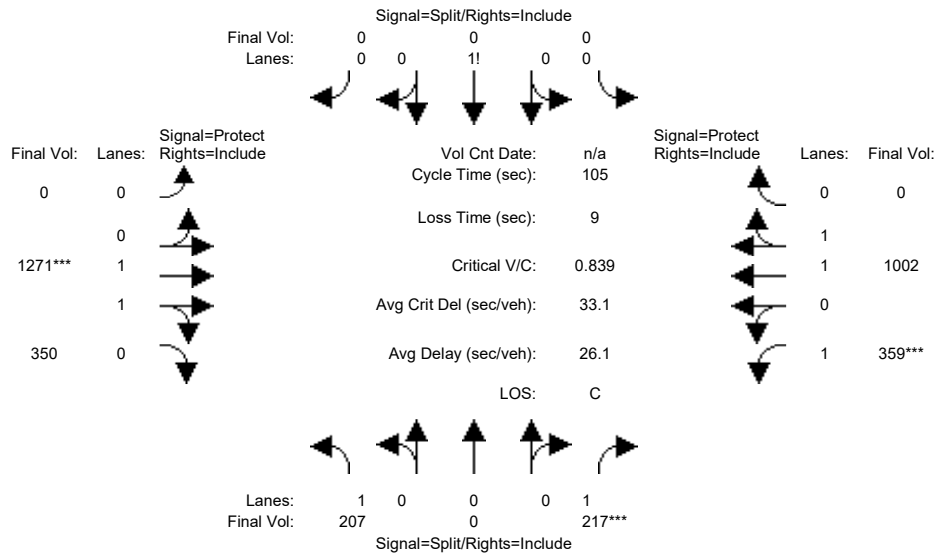
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.38	0.38	0.06	0.30	0.30
Crit Moves:			****			****		****		****		
Green Time:	16.4	0.0	16.4	0.0	0.0	10.0	13.0	65.8	65.8	10.8	63.6	63.6
Volume/Cap:	0.41	0.00	0.66	0.00	0.00	0.30	0.49	0.66	0.66	0.66	0.54	0.54
Delay/Veh:	46.0	0.0	53.2	0.0	0.0	50.3	49.7	17.5	17.5	59.9	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:	46.0	0.0	53.2	0.0	0.0	50.3	49.7	17.5	17.5	59.9	16.5	16.5
LOS by Move:	D	A	D-	A	A	D	D	B	B	E+	B	B
HCM2kAvgQ:	4	0	7	0	0	2	3	16	16	4	12	12

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

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Background PM GP w/ Max Residential

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:	12	0	0	0	0	0	0	137	11	0	159	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	130	0
Initial Fut:	207	0	217	0	0	0	0	1271	350	359	1002	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:	207	0	217	0	0	0	0	1271	350	359	1002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	217	0	0	0	0	1271	350	359	1002	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:	207	0	217	0	0	0	0	1271	350	359	1002	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	2901	799	1750	3700	0

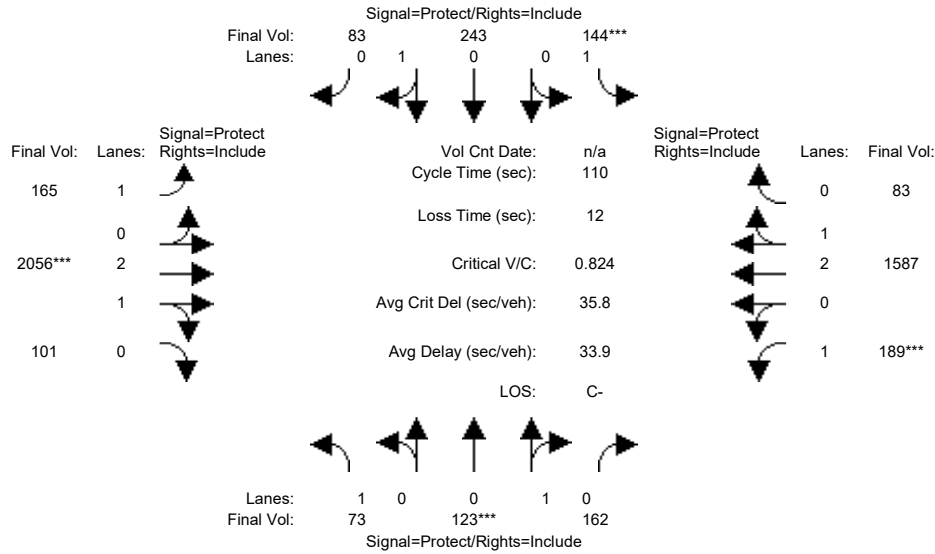
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	54.8	54.8	25.7	80.5	0.0
Volume/Cap:	0.80	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.35	0.00
Delay/Veh:	59.4	0.0	64.5	0.0	0.0	0.0	0.0	24.8	24.8	51.4	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:	59.4	0.0	64.5	0.0	0.0	0.0	0.0	24.8	24.8	51.4	4.0	0.0
LOS by Move:	E+	A	E	A	A	A	A	C	C	D-	A	A
HCM2kAvgQ:	9	0	10	0	0	0	0	24	24	12	5	0

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

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Background PM GP w/ Max Residential

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	3	11	0	0	0	379	0	8	501	12
PasserByVol:	0	0	0	0	0	0	0	86	0	0	109	0
Initial Fut:	73	123	162	144	243	83	165	2056	101	189	1587	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	162	144	243	83	165	2056	101	189	1587	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	162	144	243	83	165	2056	101	189	1587	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	162	144	243	83	165	2056	101	189	1587	83

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	2.85	0.15	1.00	2.85	0.15
Final Sat.:	1750	777	1023	1750	1342	458	1750	5337	262	1750	5321	278

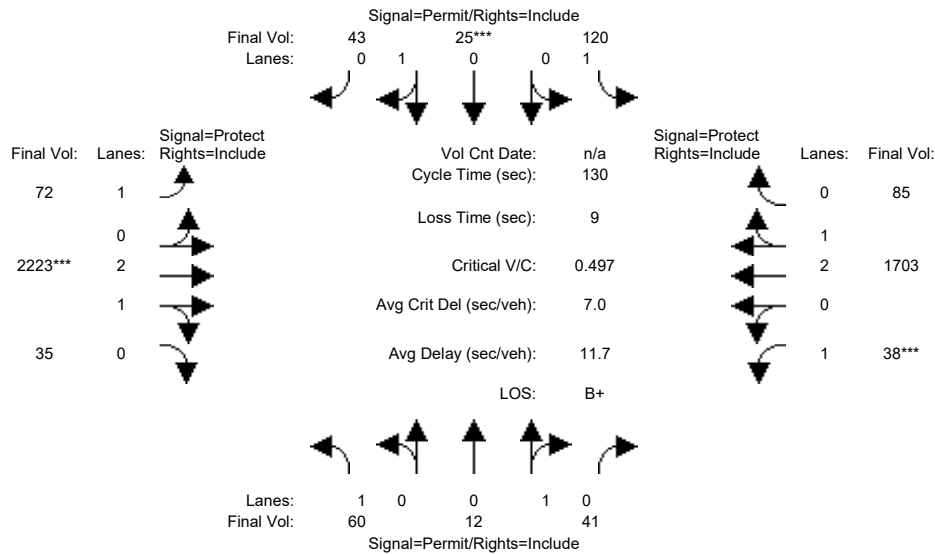
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.39	0.39	0.11	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	8.4	21.1	21.1	11.0	23.8	23.8	15.8	51.4	51.4	14.4	50.0	50.0
Volume/Cap:	0.55	0.82	0.82	0.82	0.84	0.84	0.66	0.82	0.82	0.82	0.66	0.66
Delay/Veh:	53.8	57.4	57.4	74.6	56.0	56.0	50.7	27.6	27.6	67.4	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	57.4	57.4	74.6	56.0	56.0	50.7	27.6	27.6	67.4	23.9	23.9
LOS by Move:	D-	E+	E+	E	E+	E+	D	C	C	E	C	C
HCM2kAvgQ:	3	10	10	7	14	14	6	21	21	7	15	15

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

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Background PM GP w/ Max Residential

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	393	0	0	521	0
PasserByVol:	0	0	0	0	0	0	0	45	0	0	130	0
Initial Fut:	60	12	41	120	25	43	72	2223	35	38	1703	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	2223	35	38	1703	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2223	35	38	1703	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	2223	35	38	1703	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	2.85	0.15
Final Sat.:	1750	408	1392	1750	662	1138	1750	5513	87	1750	5333	266

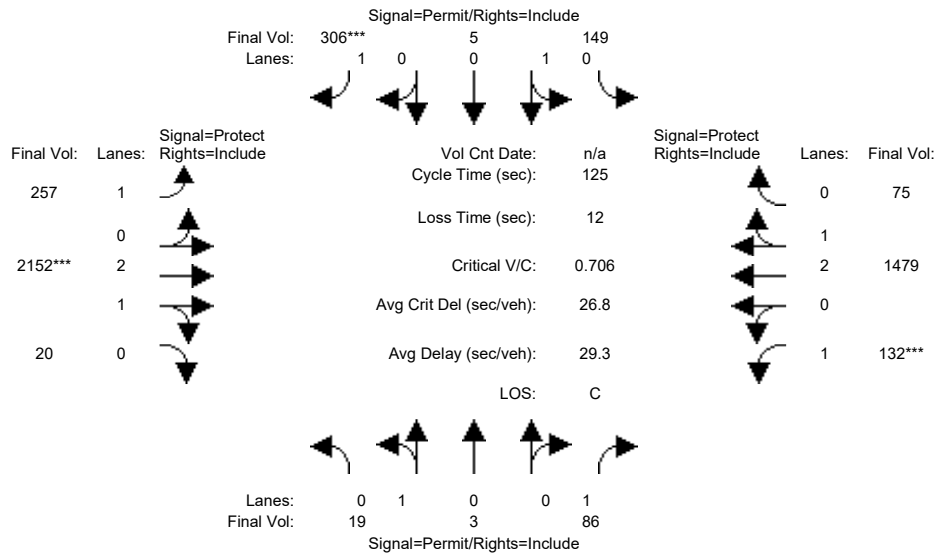
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.40	0.40	0.02	0.32	0.32
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.0	104	104.0	7.0	95.0	95.0
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.33	0.50	0.50	0.40	0.44	0.44
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	53.0	4.4	4.4	62.3	7.0	7.0
User DelAdj:	1.00	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	53.0	4.4	4.4	62.3	7.0	7.0
LOS by Move:	E+	E+	E+	F	E	E	D-	A	A	E	A	A
HCM2kAvgQ:	3	3	3	8	3	3	3	10	10	2	9	9

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

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Background PM GP w/ Max Residential

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:												
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	107	0	279	207	187	0	0	242	52
PasserByVol:	0	0	0	0	0	0	0	84	0	0	107	0
Initial Fut:	19	3	86	149	5	306	257	2152	20	132	1479	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:	19	3	86	149	5	306	257	2152	20	132	1479	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	149	5	306	257	2152	20	132	1479	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:	19	3	86	149	5	306	257	2152	20	132	1479	75

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	1742	58	1750	1750	5548	52	1750	5329	270

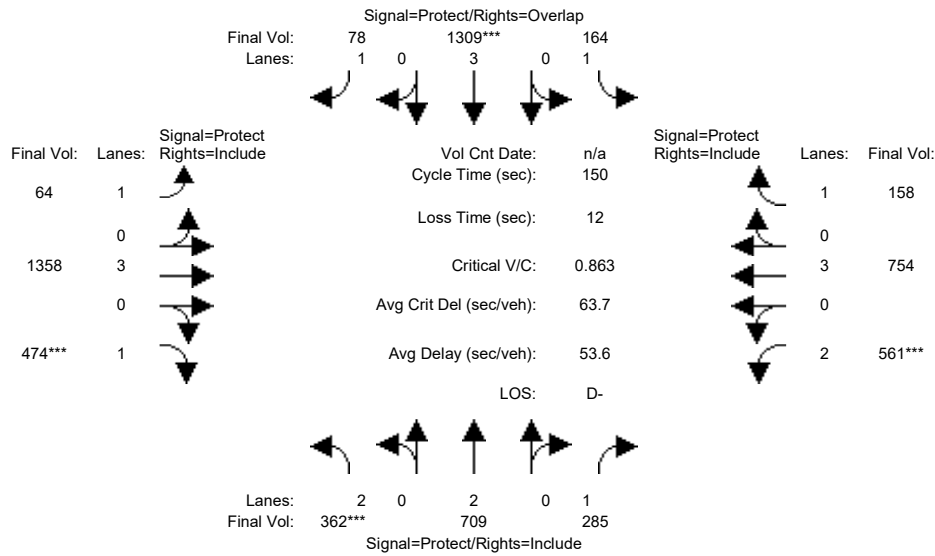
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.09	0.17	0.15	0.39	0.39	0.08	0.28	0.28
Crit Moves:						****		****		****		
Green Time:	31.0	31.0	31.0	31.0	31.0	31.0	28.4	68.7	68.7	13.4	53.6	53.6
Volume/Cap:	0.05	0.05	0.20	0.35	0.35	0.71	0.65	0.71	0.71	0.71	0.65	0.65
Delay/Veh:	35.9	35.9	37.4	39.1	39.1	48.1	47.4	21.5	21.5	65.6	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:	35.9	35.9	37.4	39.1	39.1	48.1	47.4	21.5	21.5	65.6	28.8	28.8
LOS by Move:	D+	D+	D+	D	D	D	D	C+	C+	E	C	C
HCM2kAvgQ:	1	1	3	5	5	13	10	21	21	5	15	15

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

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Background PM GP w/ Max Residential

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:	31	93	111	10	121	0	0	162	38	168	137	7
PasserByVol:	25	23	0	0	9	0	0	0	9	4	8	0
Initial Fut:	362	709	285	164	1309	78	64	1358	474	561	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:	362	709	285	164	1309	78	64	1358	474	561	754	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	709	285	164	1309	78	64	1358	474	561	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:	362	709	285	164	1309	78	64	1358	474	561	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

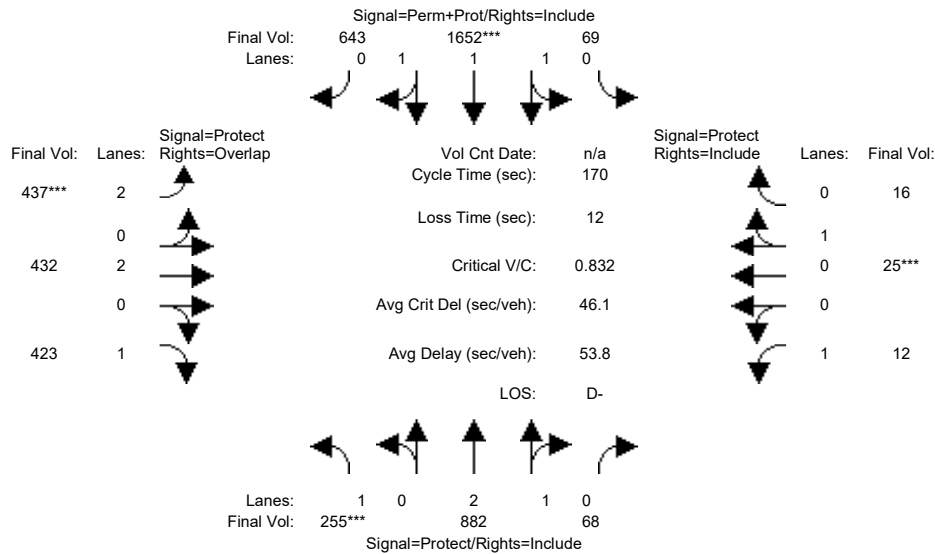
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.16	0.09	0.23	0.04	0.04	0.24	0.27	0.18	0.13	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.0	39.9	39.9	20.0	39.9	60.3	20.4	47.1	47.1	31.0	57.7	57.7
Volume/Cap:	0.86	0.70	0.61	0.70	0.86	0.11	0.27	0.76	0.86	0.86	0.34	0.23
Delay/Veh:	80.2	51.9	50.7	71.3	57.8	28.1	58.8	48.3	61.6	68.9	32.8	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:	80.2	51.9	50.7	71.3	57.8	28.1	58.8	48.3	61.6	68.9	32.8	31.4
LOS by Move:	F	D-	D	E	E+	C	E+	D	E	E	C-	C
HCM2kAvgQ:	10	14	12	9	22	2	3	20	25	16	8	5

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

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Background PM GP w/ Max Residential

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:	North Bound			South Bound			East Bound			West Bound		
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:	42	169	0	0	215	111	67	0	36	0	0	0
PasserByVol:	30	47	7	0	21	2	0	11	21	0	0	0
Initial Fut:	255	882	68	69	1652	643	437	432	423	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:	255	882	68	69	1652	643	437	432	423	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	882	68	69	1652	643	437	432	423	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:	255	882	68	69	1652	643	437	432	423	12	25	16

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	0.99	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	2.08	0.83	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5199	401	161	3843	1496	3150	3800	1750	1750	1098	702

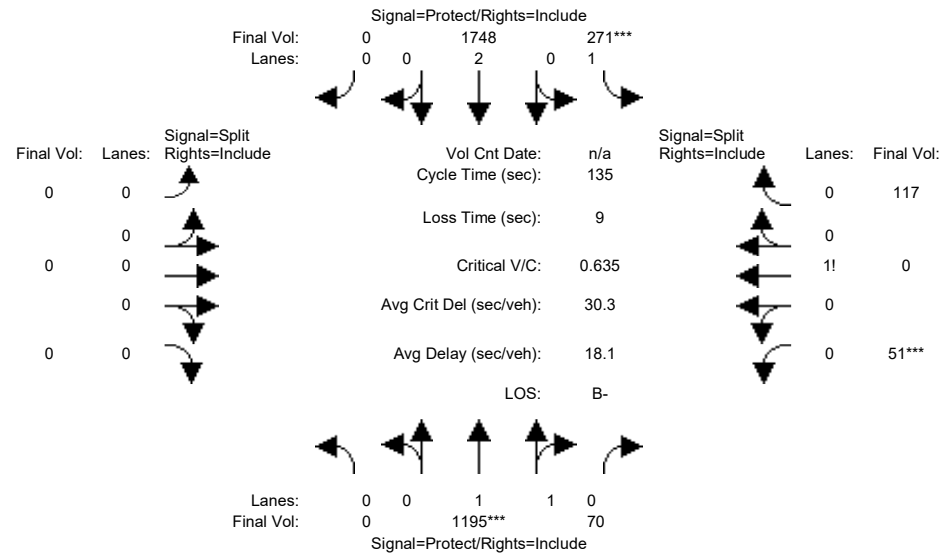
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.17	0.17	0.00	0.43	0.43	0.14	0.11	0.24	0.01	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	30.4	34.0	34.0	89.2	89.8	89.8	27.8	27.8	58.2	10.1	10.0	10.0
Volume/Cap:	0.81	0.85	0.85	0.82	0.81	0.81	0.85	0.70	0.71	0.12	0.39	0.39
Delay/Veh:	82.1	71.7	71.7	35.7	35.1	35.1	81.5	70.6	52.3	76.3	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:	82.1	71.7	71.7	35.7	35.1	35.1	81.5	70.6	52.3	76.3	79.4	79.4
LOS by Move:	F	E	E	D+	D+	D+	F	E	D-	E-	E-	E-
HCM2kAvgQ:	14	17	17	34	34	34	13	10	19	1	3	3

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

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Background PM GP w/ Max Residential

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	211	7	0	252	0	0	0	0	4	0	0
PasserByVol:	0	83	0	0	42	0	0	0	0	0	0	0
Initial Fut:	0	1195	70	271	1748	0	0	0	0	51	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	1195	70	271	1748	0	0	0	0	51	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1195	70	271	1748	0	0	0	0	51	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	1195	70	271	1748	0	0	0	0	51	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	0.30	0.00	0.70
Final Sat.:	0	3495	205	1750	3800	0	0	0	0	531	0	1219

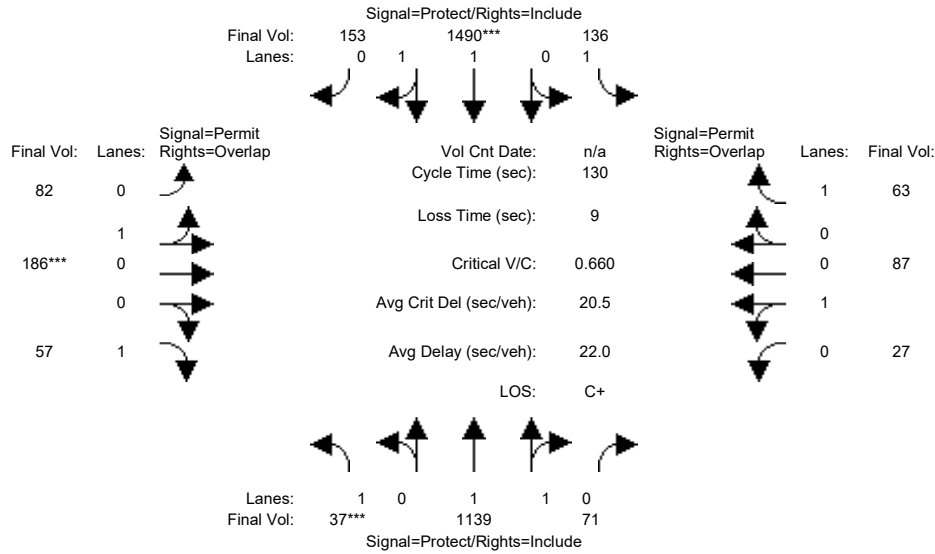
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.15	0.46	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	72.7	72.7	32.9	106	0.0	0.0	0.0	0.0	20.4	0.0	20.4
Volume/Cap:	0.00	0.64	0.64	0.64	0.59	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	22.5	22.5	48.8	6.2	0.0	0.0	0.0	0.0	58.8	0.0	58.8
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	22.5	22.5	48.8	6.2	0.0	0.0	0.0	0.0	58.8	0.0	58.8
LOS by Move:	A	C+	C+	D	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	18	18	10	14	0	0	0	0	8	0	8

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

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Background PM GP w/ Max Residential

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:	7	217	7	0	256	0	0	0	4	4	0	0
PasserByVol:	12	83	2	0	42	0	0	0	4	1	0	0
Initial Fut:	37	1139	71	136	1490	153	82	186	57	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:	37	1139	71	136	1490	153	82	186	57	27	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1139	71	136	1490	153	82	186	57	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:	37	1139	71	136	1490	153	82	186	57	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	1.88	0.12	1.00	1.81	0.19	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3483	217	1750	3355	345	551	1249	1750	426	1374	1750

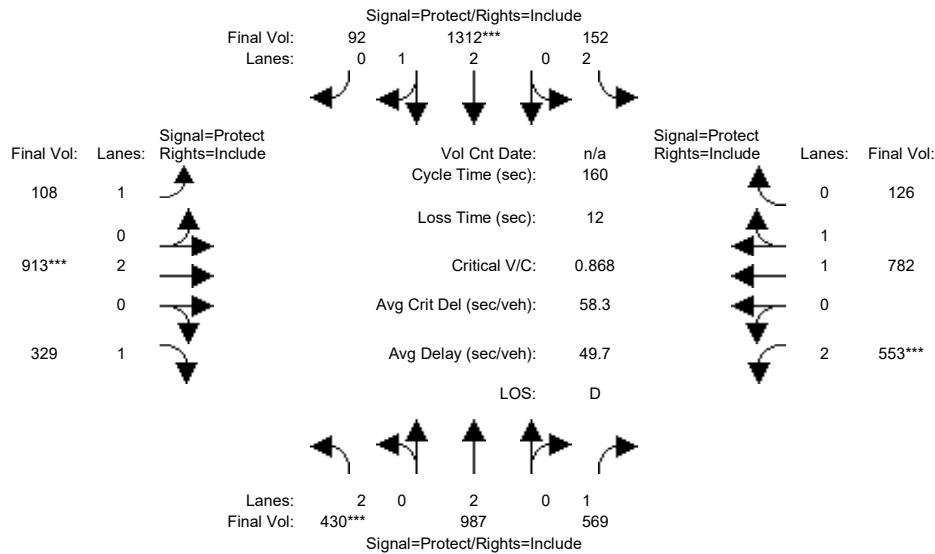
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.08	0.44	0.44	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			****			****					
Green Time:	7.0	74.6	74.6	17.7	85.4	85.4	28.6	28.6	35.6	28.6	28.6	46.4
Volume/Cap:	0.39	0.57	0.57	0.57	0.68	0.68	0.68	0.68	0.12	0.29	0.29	0.10
Delay/Veh:	62.1	17.9	17.9	55.8	14.5	14.5	51.1	51.1	35.5	42.6	42.6	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:	62.1	17.9	17.9	55.8	14.5	14.5	51.1	51.1	35.5	42.6	42.6	28.0
LOS by Move:	E	B	B	E+	B	B	D-	D-	D+	D	D	C
HCM2kAvgQ:	1	15	15	5	20	20	11	11	2	4	4	2

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

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Background PM GP w/ Max Residential

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:												
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:	65	216	50	11	238	14	5	61	75	63	86	10
PasserByVol:	101	71	86	14	39	0	0	59	22	49	73	30
Initial Fut:	430	987	569	152	1312	92	108	913	329	553	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:	430	987	569	152	1312	92	108	913	329	553	782	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	987	569	152	1312	92	108	913	329	553	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:	430	987	569	152	1312	92	108	913	329	553	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	5233	367	1750	3800	1750	3150	3186	513

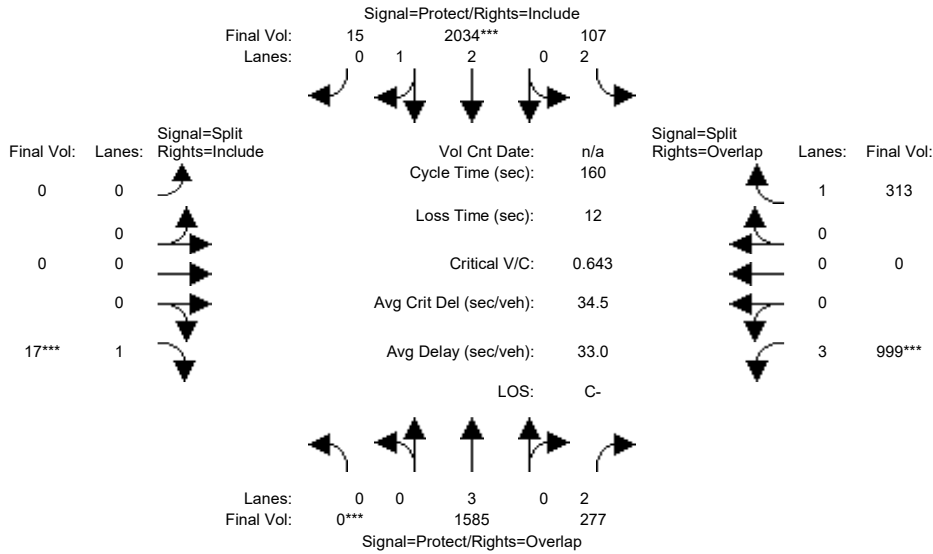
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.33	0.05	0.25	0.25	0.06	0.24	0.19	0.18	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	25.2	62.1	62.1	9.2	46.2	46.2	15.4	44.3	44.3	32.4	61.2	61.2
Volume/Cap:	0.87	0.67	0.84	0.84	0.87	0.87	0.64	0.87	0.68	0.87	0.64	0.64
Delay/Veh:	72.7	24.5	34.5	99.0	44.7	44.7	77.8	62.9	55.4	73.9	41.4	41.4
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:	72.7	24.5	34.5	99.0	44.7	44.7	77.8	62.9	55.4	73.9	41.4	41.4
LOS by Move:	E	C	C-	F	D	D	E-	E	E+	E	D	D
HCM2kAvgQ:	13	15	24	5	21	21	5	20	14	16	16	16

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

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2000 HCM Operations (Future Volume Alternative)
Background PM GP w/ Max Residential

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	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	10	10	10	10
Y+R:	4.0	4.0	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	331	0	0	375	0	0	0	0	0	0	0
PasserByVol:	0	44	265	66	43	0	0	0	0	816	0	212
Initial Fut:	0	1585	277	107	2034	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	1585	277	107	2034	15	0	0	17	999	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	277	107	2034	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	1585	277	107	2034	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	5559	41	0	0	1750	4551	0	1750

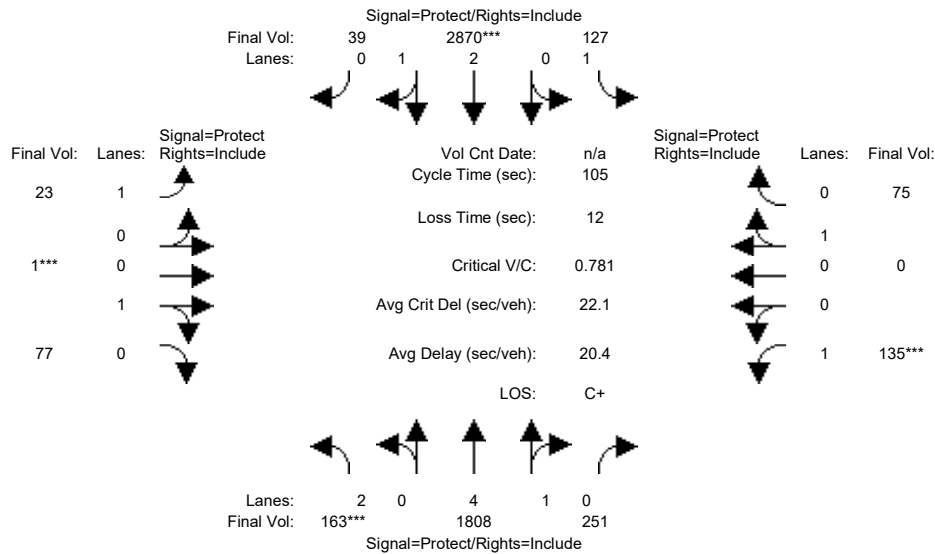
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.03	0.37	0.37	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***				***				***	***		
Green Time:	0.0	74.5	126.3	11.7	86.3	86.3	0.0	0.0	10.0	51.7	0.0	63.5
Volume/Cap:	0.00	0.60	0.11	0.46	0.68	0.68	0.00	0.00	0.16	0.68	0.00	0.45
Delay/Veh:	0.0	32.0	3.9	72.6	27.4	27.4	0.0	0.0	71.7	48.2	0.0	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:	0.0	32.0	3.9	72.6	27.4	27.4	0.0	0.0	71.7	48.2	0.0	35.9
LOS by Move:	A	C	A	E	C	C	A	A	E	D	A	D+
HCM2kAvgQ:	0	19	2	3	23	23	0	0	1	18	0	12

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

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Background PM GP w/ Max Residential

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:												
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	281	181	87	288	0	0	0	0	103	0	50
PasserByVol:	0	310	0	0	865	0	0	0	0	0	0	0
Initial Fut:	163	1808	251	127	2870	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	1808	251	127	2870	39	23	1	77	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1808	251	127	2870	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	1808	251	127	2870	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	4.36	0.64	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8252	1146	1750	5525	75	1750	23	1777	1750	0	1800

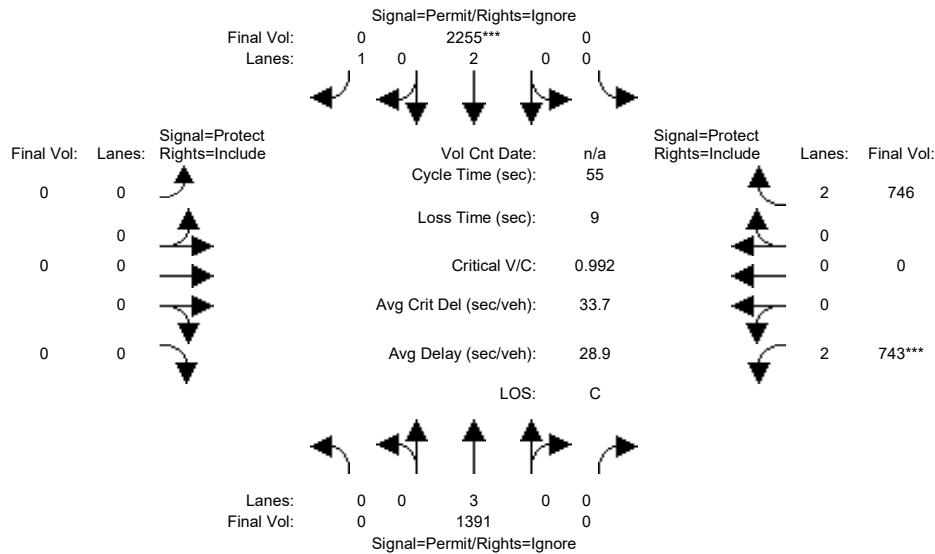
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.07	0.52	0.52	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***				***			***		***		
Green Time:	7.0	55.0	55.0	18.2	66.2	66.2	8.2	10.0	10.0	9.8	0.0	11.7
Volume/Cap:	0.78	0.42	0.42	0.42	0.82	0.82	0.17	0.46	0.46	0.82	0.00	0.38
Delay/Veh:	64.7	15.3	15.3	39.6	16.6	16.6	45.8	46.8	46.8	74.2	0.0	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:	64.7	15.3	15.3	39.6	16.6	16.6	45.8	46.8	46.8	74.2	0.0	44.5
LOS by Move:	E	B	B	D	B	B	D	D	D	E	A	D
HCM2kAvgQ:	3	8	8	4	25	25	1	3	3	7	0	3

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

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



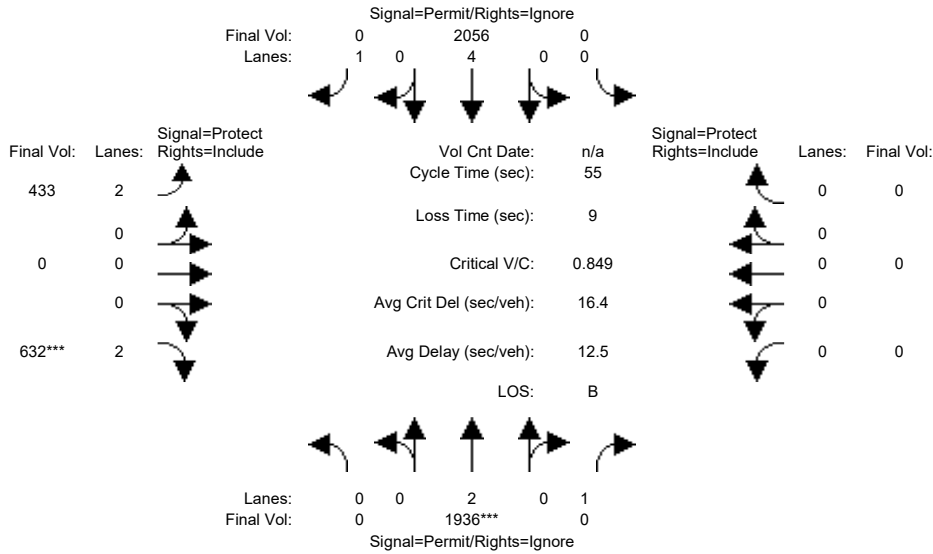
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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	381	230	0	361	31	0	0	0	176	0	81
PasserByVol:	0	228	189	0	477	389	0	0	0	10	0	82
Initial Fut:	0	1391	945	0	2255	982	0	0	0	743	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	1391	0	0	2255	0	0	0	0	743	0	746
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1391	0	0	2255	0	0	0	0	743	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	1391	0	0	2255	0	0	0	0	743	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	0.25	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:					****					****		
Green Time:	0.0	32.9	0.0	0.0	32.9	0.0	0.0	0.0	0.0	13.1	0.0	13.1
Volume/Cap:	0.00	0.42	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.99	0.00	1.00
Delay/Veh:	0.0	6.0	0.0	0.0	27.8	0.0	0.0	0.0	0.0	51.6	0.0	52.6
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	6.0	0.0	0.0	27.8	0.0	0.0	0.0	0.0	51.6	0.0	52.6
LOS by Move:	A	A	A	A	C	A	A	A	A	D-	A	D-
HCM2kAvgQ:	0	0	0	0	9	0	0	0	0	14	0	14

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

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Background PM GP w/ Max Residential

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



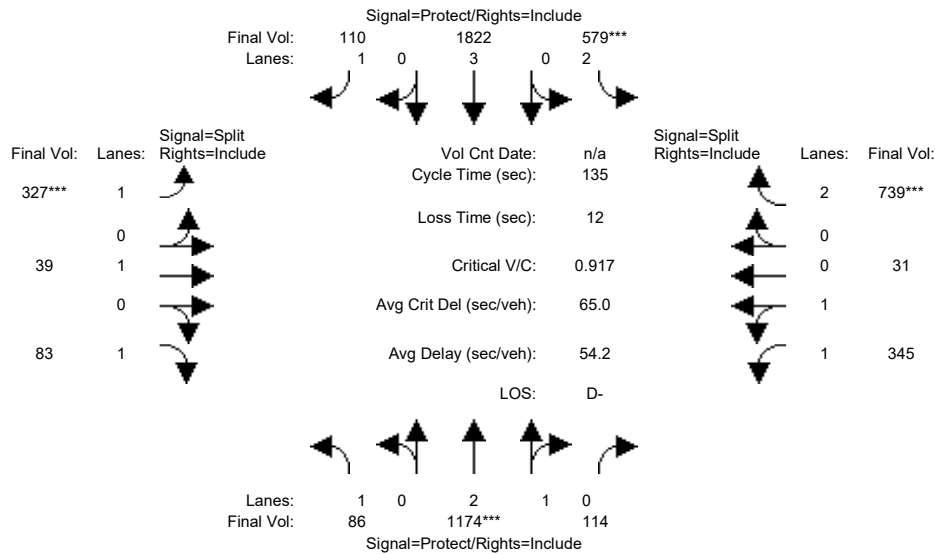
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	558	280	0	490	47	54	0	167	0	0	0
PasserByVol:	0	279	12	0	165	322	148	0	90	0	0	0
Initial Fut:	0	1936	755	0	2056	934	433	0	632	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	1936	0	0	2056	0	433	0	632	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1936	0	0	2056	0	433	0	632	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	1936	0	0	2056	0	433	0	632	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	0.51	0.00	0.00	0.27	0.00	0.14	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	33.0	0.0	0.0	33.0	0.0	13.0	0.0	13.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.00	0.00	0.45	0.00	0.58	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	0.0	0.0	6.1	0.0	19.8	0.0	29.2	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	12.2	0.0	0.0	6.1	0.0	19.8	0.0	29.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	3	0	0	0	0	5	0	9	0	0	0

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

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Background PM GP w/ Max Residential

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:	43	217	38	211	160	53	293	27	65	188	25	70
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	86	1174	114	579	1822	110	327	39	83	345	31	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1174	114	579	1822	110	327	39	83	345	31	739
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1174	114	579	1822	110	327	39	83	345	31	739
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1174	114	579	1822	110	327	39	83	345	31	739

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	2.72	0.28	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5104	496	3150	5700	1750	1750	1900	1750	3257	293	3150

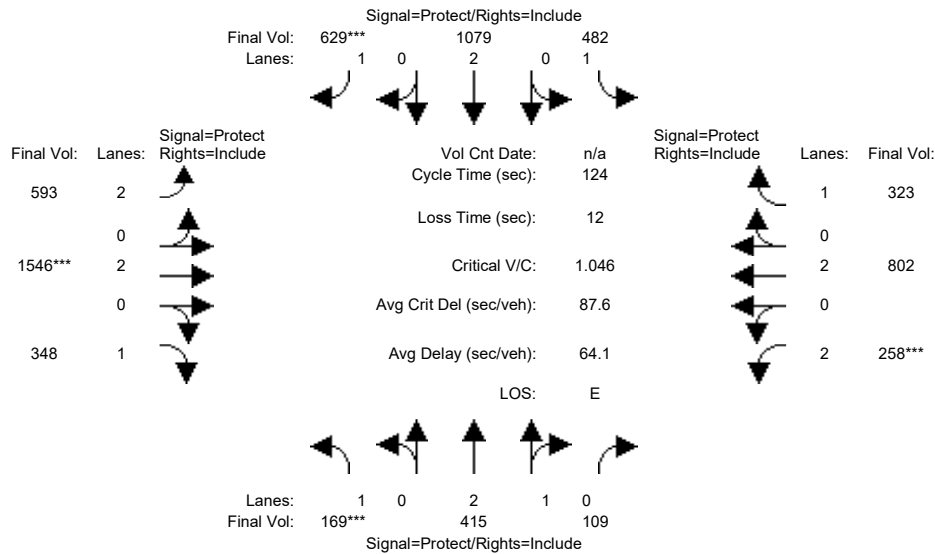
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.18	0.32	0.06	0.19	0.02	0.05	0.11	0.11	0.23
Crit Moves:	****			****			****			****		
Green Time:	8.5	33.9	33.9	27.1	52.4	52.4	27.5	27.5	27.5	34.5	34.5	34.5
Volume/Cap:	0.78	0.92	0.92	0.92	0.82	0.16	0.92	0.10	0.23	0.41	0.41	0.92
Delay/Veh:	91.5	58.9	58.9	71.2	39.7	27.1	80.3	43.8	45.3	42.1	42.1	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:	91.5	58.9	58.9	71.2	39.7	27.1	80.3	43.8	45.3	42.1	42.1	64.0
LOS by Move:	F	E+	E+	E	D	C	F	D	D	D	D	E
HCM2kAvgQ:	4	18	18	16	23	3	18	1	3	7	7	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 GP w/ Max Residential

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



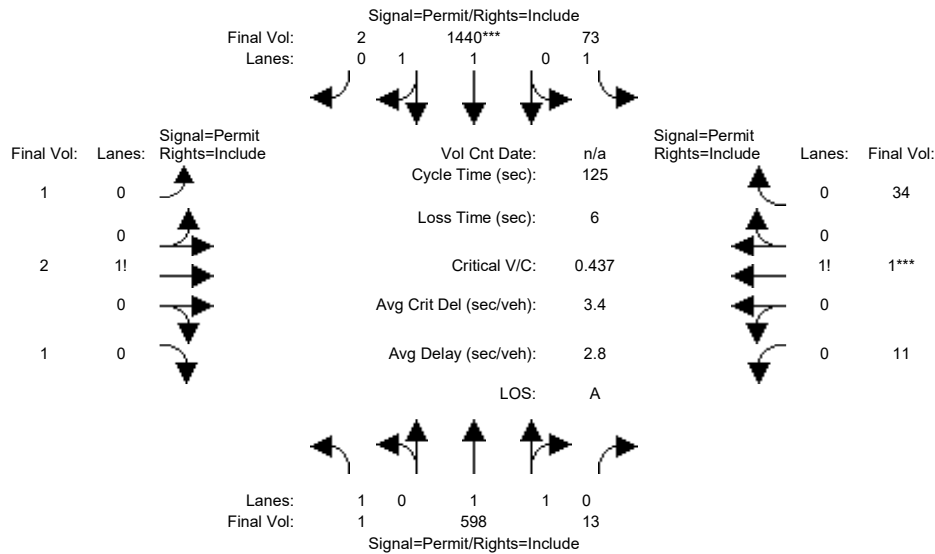
Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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:	17	85	11	139	149	135	143	138	21	30	115	70
PasserByVol:	0	16	10	56	26	65	24	60	0	21	74	52
Initial Fut:	169	415	109	482	1079	629	593	1546	348	258	802	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	415	109	482	1079	629	593	1546	348	258	802	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	415	109	482	1079	629	593	1546	348	258	802	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	415	109	482	1079	629	593	1546	348	258	802	323
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	4434	1164	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.28	0.28	0.36	0.19	0.41	0.20	0.08	0.21	0.18
Crit Moves:	***					***	***	***		***		
Green Time:	11.4	13.7	13.7	40.3	42.6	42.6	27.3	48.2	48.2	9.7	30.6	30.6
Volume/Cap:	1.05	0.85	0.85	0.85	0.83	1.05	0.85	1.05	0.51	1.05	0.85	0.75
Delay/Veh:	139.8	64.6	64.6	50.2	41.8	90.0	56.6	74.3	29.6	127.0	52.3	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:	139.8	64.6	64.6	50.2	41.8	90.0	56.6	74.3	29.6	127.0	52.3	50.1
LOS by Move:	F	E	E	D	D	F	E+	E	C	F	D-	D
HCM2kAvgQ:	9	7	7	18	18	31	13	36	7	8	15	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)
Background PM GP w/ Max Residential

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
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:	Miller Avenue NB			Miller Avenue SB			Calle De Barcelona EB			Calle De Barcelona WB		
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	113	0	0	201	0	0	0	0	0	0	0
PasserByVol:	0	26	0	0	47	0	0	0	0	0	0	0
Initial Fut:	1	598	13	73	1440	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	598	13	73	1440	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	598	13	73	1440	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	598	13	73	1440	2	1	2	1	11	1	34

Saturation Flow Module:	Miller Avenue NB			Miller Avenue SB			Calle De Barcelona EB			Calle De Barcelona WB		
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	3621	79	1750	3695	5	438	875	438	418	38	1293

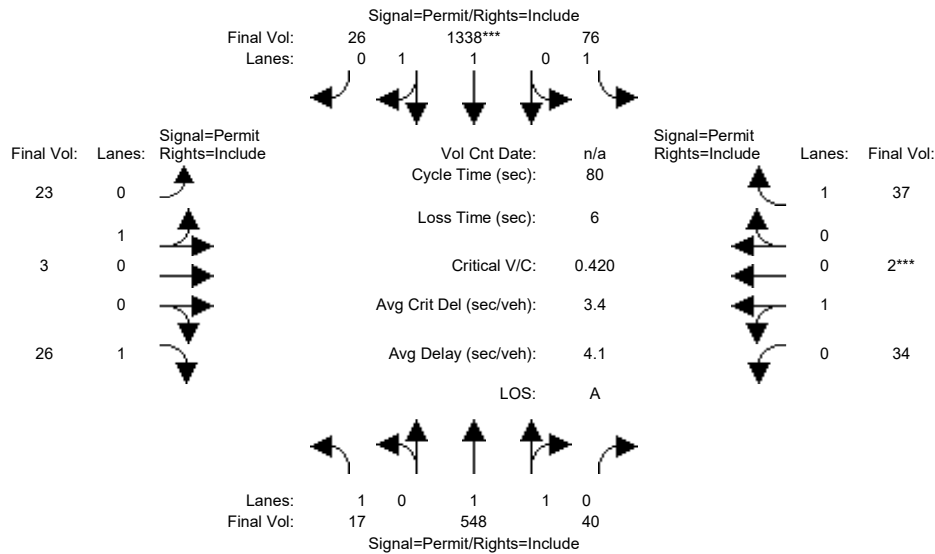
Capacity Analysis Module:	Miller Avenue NB			Miller Avenue SB			Calle De Barcelona EB			Calle De Barcelona WB		
Vol/Sat:	0.00	0.17	0.17	0.04	0.39	0.39	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	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+
HCM2kAvgQ:	0	2	2	0	6	6	0	0	0	2	2	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 GP w/ Max Residential

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	106	0	11	190	0	0	0	0	0	0	7
PasserByVol:	0	19	0	0	37	0	0	0	0	0	0	0
Initial Fut:	17	548	40	76	1338	26	23	3	26	34	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	548	40	76	1338	26	23	3	26	34	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	548	40	76	1338	26	23	3	26	34	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	548	40	76	1338	26	23	3	26	34	2	37

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	3448	252	1750	3629	71	1592	208	1750	1700	100	1750

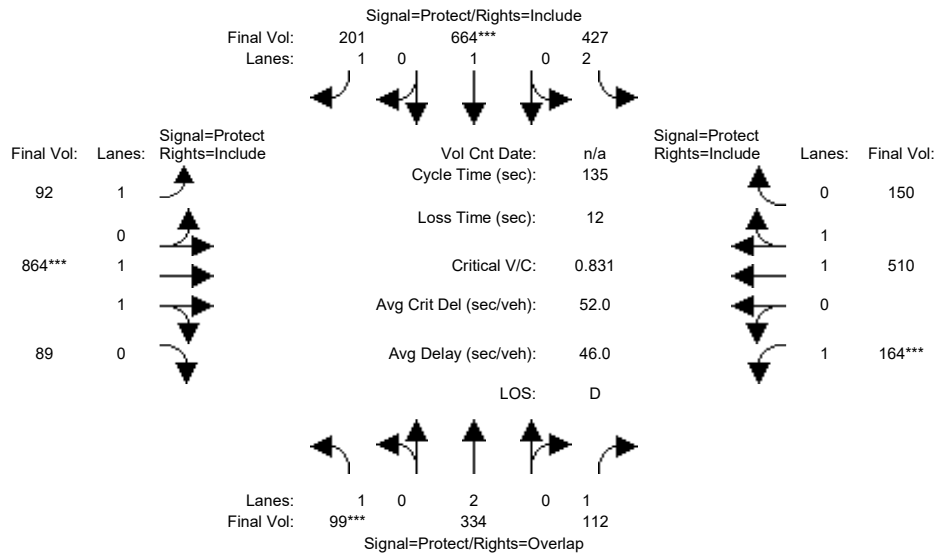
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.04	0.37	0.37	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.20	0.20	0.05	0.46	0.46	0.12	0.12	0.12	0.16	0.16	0.17
Delay/Veh:	1.6	1.9	1.9	1.7	2.6	2.6	31.3	31.3	31.3	31.6	31.6	31.7
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	2.6	2.6	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
HCM2kAvgQ:	0	2	2	0	6	6	1	1	1	1	1	1

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 GP w/ Max Residential

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						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:	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	86	9	32	151	8	4	25	0	26	10	16
PasserByVol:	0	12	0	2	26	9	6	0	0	0	0	1
Initial Fut:	99	334	112	427	664	201	92	864	89	164	510	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	664	201	92	864	89	164	510	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	334	112	427	664	201	92	864	89	164	510	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	427	664	201	92	864	89	164	510	150

Saturation 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	1.53	0.47
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3354	346	1750	2858	841

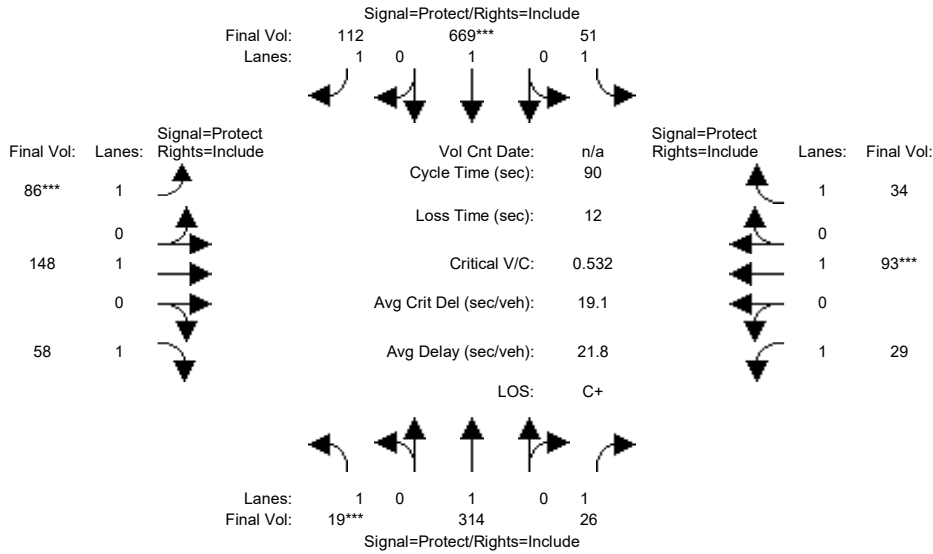
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.14	0.35	0.11	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	9.2	25.9	41.2	40.0	56.8	56.8	13.0	41.8	41.8	15.2	44.1	44.1
Volume/Cap:	0.83	0.46	0.21	0.46	0.83	0.27	0.55	0.83	0.83	0.83	0.55	0.55
Delay/Veh:	98.8	48.8	35.0	39.0	42.2	25.8	61.9	48.6	48.6	83.4	37.8	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:	98.8	48.8	35.0	39.0	42.2	25.8	61.9	48.6	48.6	83.4	37.8	37.8
LOS by Move:	F	D	D+	D	D	C	E	D	D	F	D+	D+
HCM2kAvgQ:	5	6	4	8	25	6	4	20	20	8	11	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)
Background PM GP w/ Max Residential

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:												
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	96	0	0	177	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	23	0	0	0	0	0	0	0
Initial Fut:	19	314	26	51	669	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	314	26	51	669	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	314	26	51	669	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	314	26	51	669	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

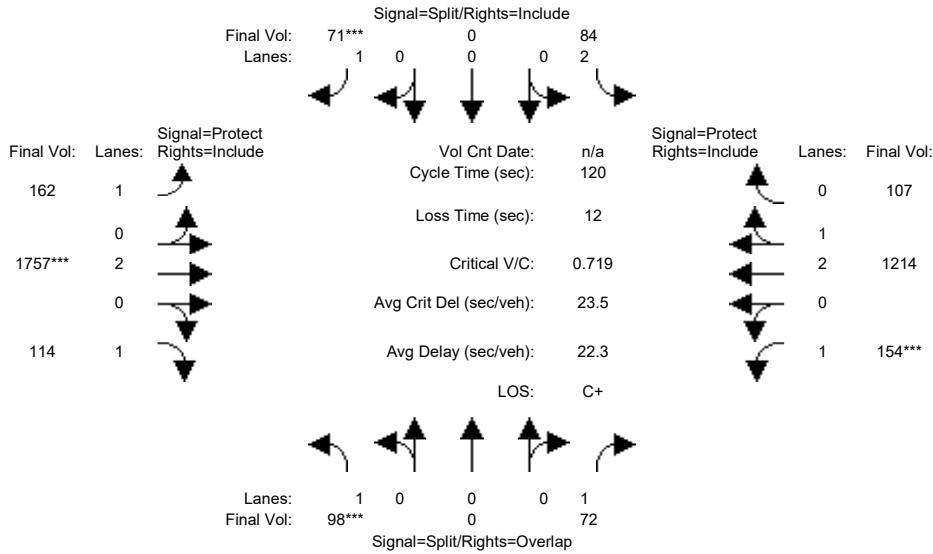
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.01	0.03	0.35	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	41.2	41.2	19.4	53.5	53.5	7.5	10.3	10.3	7.2	10.0	10.0
Volume/Cap:	0.14	0.36	0.03	0.14	0.59	0.11	0.59	0.68	0.29	0.21	0.44	0.17
Delay/Veh:	39.2	16.1	13.5	28.7	12.3	7.9	46.2	46.9	37.3	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	13.5	28.7	12.3	7.9	46.2	46.9	37.3	39.5	38.9	36.7
LOS by Move:	D	B	B	C	B	A	D	D	D+	D	D+	D+
HCM2kAvgQ:	1	5	0	1	11	1	4	5	2	1	3	1

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 GP w/ Max Residential

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch 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	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	288	0	0	215	0
PasserByVol:	0	0	0	24	0	21	28	103	0	10	131	25
Initial Fut:	98	0	72	84	0	71	162	1757	114	154	1214	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	1757	114	154	1214	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1757	114	154	1214	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	1757	114	154	1214	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	5146	454

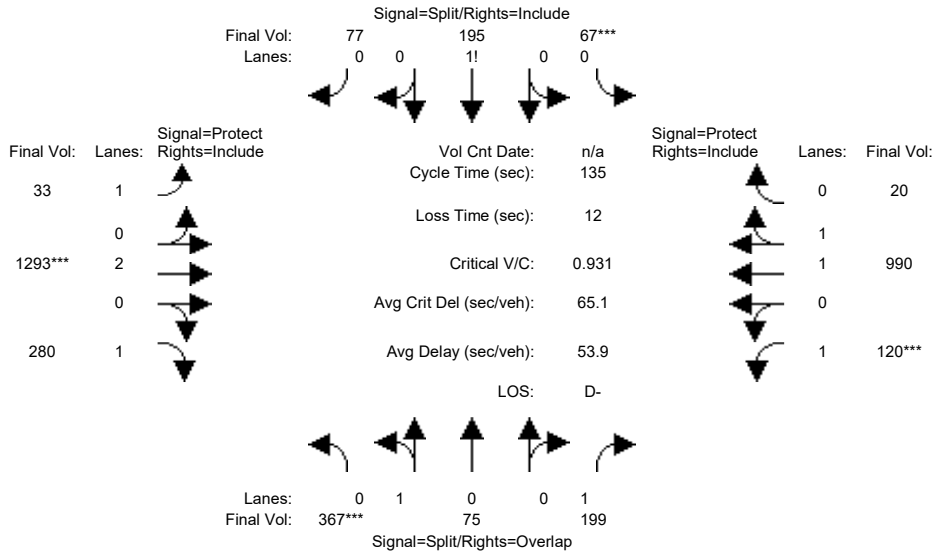
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.46	0.07	0.09	0.24	0.24
Crit Moves:	***					****		***		****		
Green Time:	9.3	0.0	24.0	6.8	0.0	6.8	25.9	77.2	77.2	14.7	66.0	66.0
Volume/Cap:	0.72	0.00	0.21	0.47	0.00	0.72	0.43	0.72	0.10	0.72	0.43	0.43
Delay/Veh:	70.9	0.0	40.3	56.9	0.0	78.1	41.5	15.3	8.2	61.8	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:	70.9	0.0	40.3	56.9	0.0	78.1	41.5	15.3	8.2	61.8	16.0	16.0
LOS by Move:	E	A	D	E+	A	E-	D	B	A	E	B	B
HCM2kAvgQ:	5	0	2	2	0	4	5	20	2	6	9	9

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 GP w/ Max Residential

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:												
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	24	0	0	0	0	121	0	18	158	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	31	1
Initial Fut:	367	75	199	67	195	77	33	1293	280	120	990	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	199	67	195	77	33	1293	280	120	990	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	199	67	195	77	33	1293	280	120	990	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	199	67	195	77	33	1293	280	120	990	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

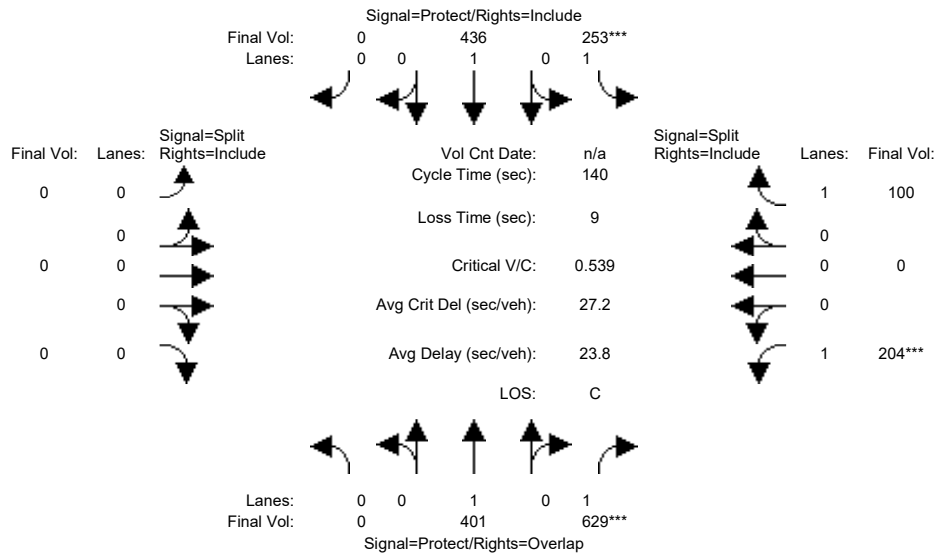
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.11	0.19	0.19	0.19	0.02	0.34	0.16	0.07	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	35.6	35.6	45.6	28.1	28.1	28.1	9.5	49.3	49.3	9.9	49.8	49.8
Volume/Cap:	0.93	0.93	0.34	0.93	0.93	0.93	0.27	0.93	0.44	0.93	0.74	0.74
Delay/Veh:	73.6	73.6	33.8	82.6	82.6	82.6	60.7	52.5	32.8	120.4	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:	73.6	73.6	33.8	82.6	82.6	82.6	60.7	52.5	32.8	120.4	39.1	39.1
LOS by Move:	E	E	C-	F	F	F	E	D-	C-	F	D	D
HCM2kAvgQ:	21	21	6	19	19	19	1	26	9	6	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 PM GP w/ Max Residential

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	24	40	0	18	0	0	0	0	31	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	401	629	253	436	0	0	0	0	204	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	401	629	253	436	0	0	0	0	204	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	401	629	253	436	0	0	0	0	204	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	401	629	253	436	0	0	0	0	204	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

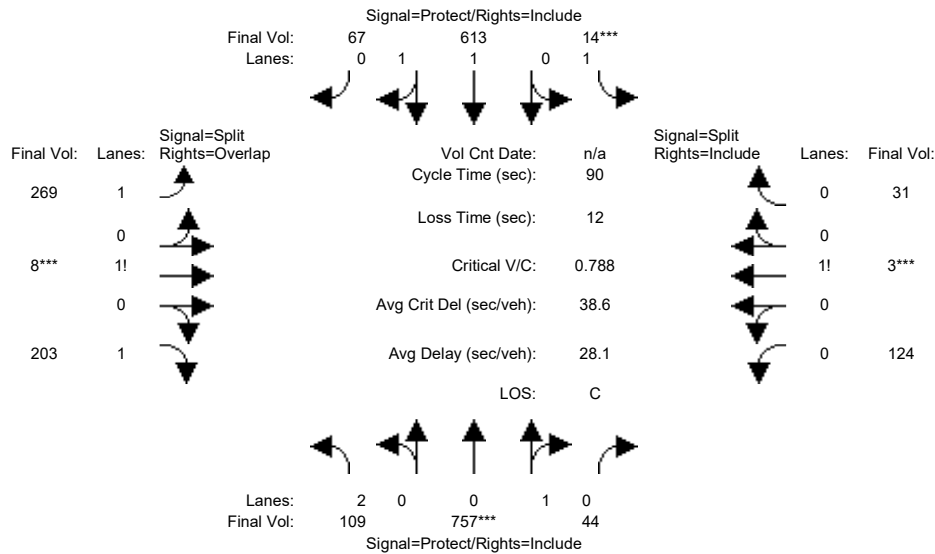
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.36	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	63.1	93.4	37.6	101	0.0	0.0	0.0	0.0	30.3	0.0	30.3
Volume/Cap:	0.00	0.47	0.54	0.54	0.32	0.00	0.00	0.00	0.00	0.54	0.00	0.26
Delay/Veh:	0.0	27.2	12.6	45.1	7.3	0.0	0.0	0.0	0.0	50.2	0.0	46.0
User DelAdj:	1.00	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	27.2	12.6	45.1	7.3	0.0	0.0	0.0	0.0	50.2	0.0	46.0
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	14	9	6	0	0	0	0	8	0	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 GP w/ Max Residential

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	64	0	0	48	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	757	44	14	613	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	757	44	14	613	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	757	44	14	613	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	757	44	14	613	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	1701	99	1750	3335	365	2715	57	2478	1373	33	343

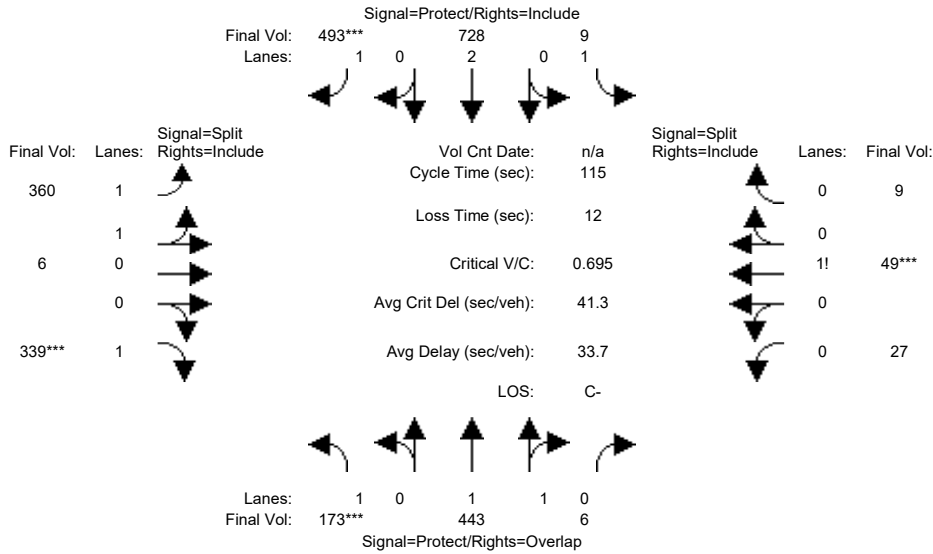
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.01	0.18	0.18	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.9	46.4	46.4	7.0	37.6	37.6	14.6	14.6	30.4	10.0	10.0	10.0
Volume/Cap:	0.20	0.86	0.86	0.10	0.44	0.44	0.61	0.86	0.24	0.81	0.81	0.81
Delay/Veh:	31.8	27.3	27.3	38.9	18.9	18.9	36.5	49.8	21.5	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:	31.8	27.3	27.3	38.9	18.9	18.9	36.5	49.8	21.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2kAvgQ:	1	22	22	0	7	7	6	10	3	7	7	7

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 GP w/ Max Residential

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:	78	1	0	0	0	48	63	0	105	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	173	443	6	9	728	493	360	6	339	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:	173	443	6	9	728	493	360	6	339	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	443	6	9	728	493	360	6	339	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:	173	443	6	9	728	493	360	6	339	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	3492	58	1750	556	1009	185

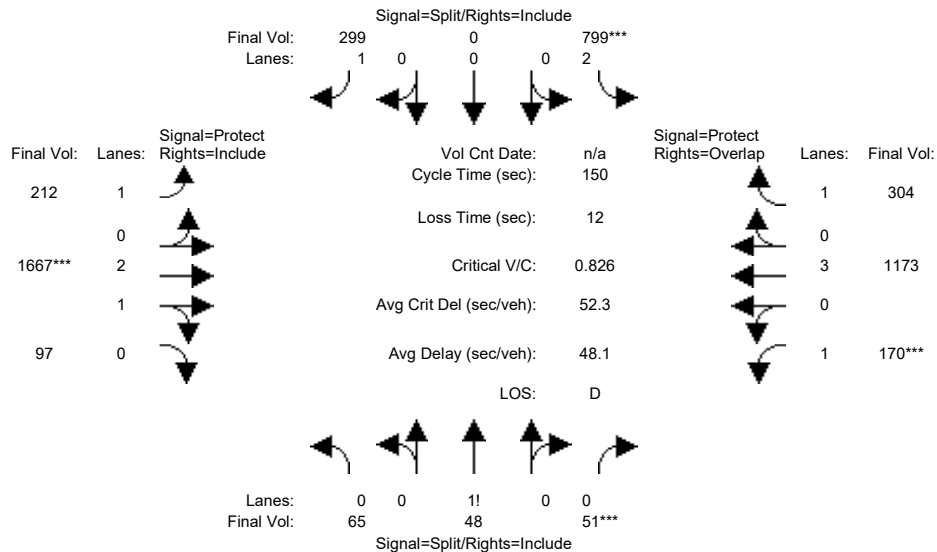
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.01	0.19	0.28	0.10	0.10	0.19	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	16.0	41.0	51.0	20.6	45.6	45.6	31.4	31.4	31.4	10.0	10.0	10.0
Volume/Cap:	0.71	0.34	0.27	0.03	0.48	0.71	0.38	0.38	0.71	0.56	0.56	0.56
Delay/Veh:	56.6	27.2	20.3	39.0	26.1	32.6	34.2	34.2	42.6	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:	56.6	27.2	20.3	39.0	26.1	32.6	34.2	34.2	42.6	55.0	55.0	55.0
LOS by Move:	E+	C	C+	D+	C	C-	C-	C-	D	D-	D-	D-
HCM2kAvgQ:	6	6	5	0	9	16	5	5	12	4	4	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 GP w/ Max Residential

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:	7	11	0	105	0	0	1	254	32	0	208	67
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	65	48	51	799	0	299	212	1667	97	170	1173	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	1.00
PHF Adj:	1.00	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	48	51	799	0	299	212	1667	97	170	1173	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	48	51	799	0	299	212	1667	97	170	1173	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	48	51	799	0	299	212	1667	97	170	1173	304

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	0.29	0.31	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	694	512	544	3150	0	1750	1750	5292	308	1750	5700	1750

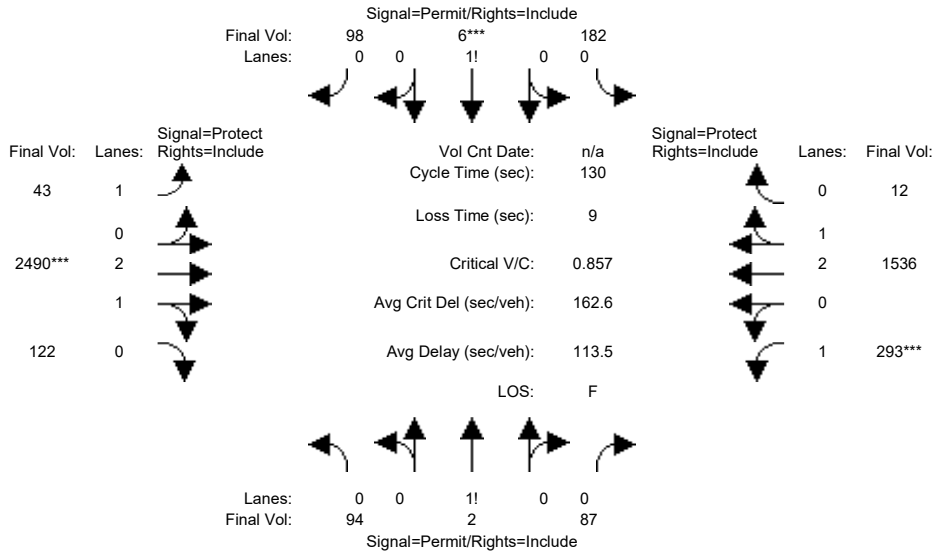
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.25	0.00	0.17	0.12	0.32	0.32	0.10	0.21	0.17
Crit Moves:			****	****				****		****		
Green Time:	17.0	17.0	17.0	46.1	0.0	46.1	27.7	57.2	57.2	17.6	47.1	93.2
Volume/Cap:	0.83	0.83	0.83	0.83	0.00	0.56	0.65	0.83	0.83	0.83	0.65	0.28
Delay/Veh:	88.8	88.8	88.8	54.1	0.0	44.7	61.5	44.7	44.7	87.7	45.3	13.1
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:	88.8	88.8	88.8	54.1	0.0	44.7	61.5	44.7	44.7	87.7	45.3	13.1
LOS by Move:	F	F	F	D-	A	D	E	D	D	F	D	B
HCM2kAvgQ:	9	9	9	21	0	12	9	25	25	9	15	7

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 GP w/ Max Residential

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	359	0	0	275	0
PasserByVol:	0	1	0	39	0	12	5	323	0	88	265	4
Initial Fut:	88	2	82	171	6	92	40	2341	115	275	1444	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	2490	122	293	1536	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2490	122	293	1536	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	2490	122	293	1536	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	5337	262	1750	5558	42

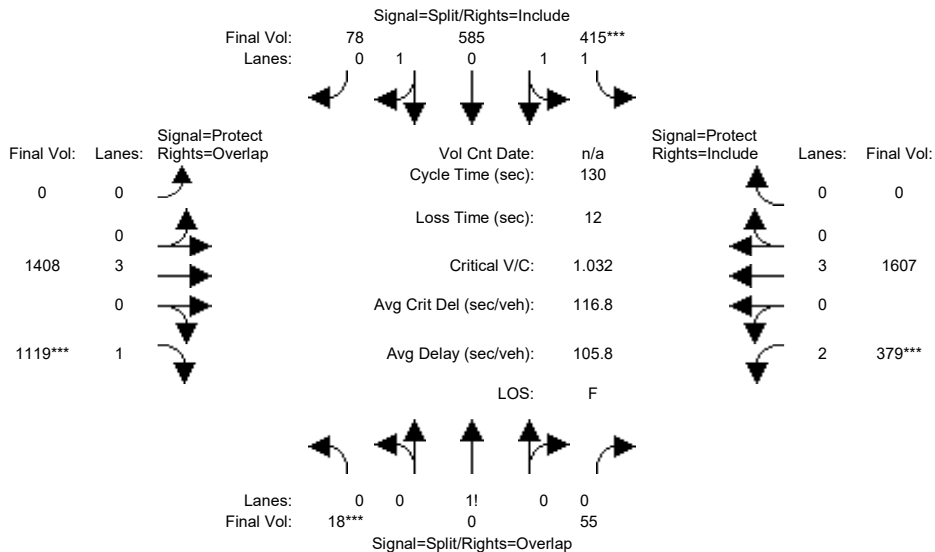
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.47	0.47	0.17	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.32	1.32	0.72	0.56	0.56
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	189	189.1	52.6	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:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	189	189.1	52.6	23.5	23.5
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2kAvgQ:	6	6	6	10	10	10	2	60	60	11	14	14

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

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Background PM GP w/ Max Residential

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	211	148	30	275	0
PasserByVol:	0	0	0	2	18	4	0	101	343	0	262	0
Initial Fut:	18	0	55	415	585	78	0	1408	1119	379	1607	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	1408	1119	379	1607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	585	78	0	1408	1119	379	1607	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	1408	1119	379	1607	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:

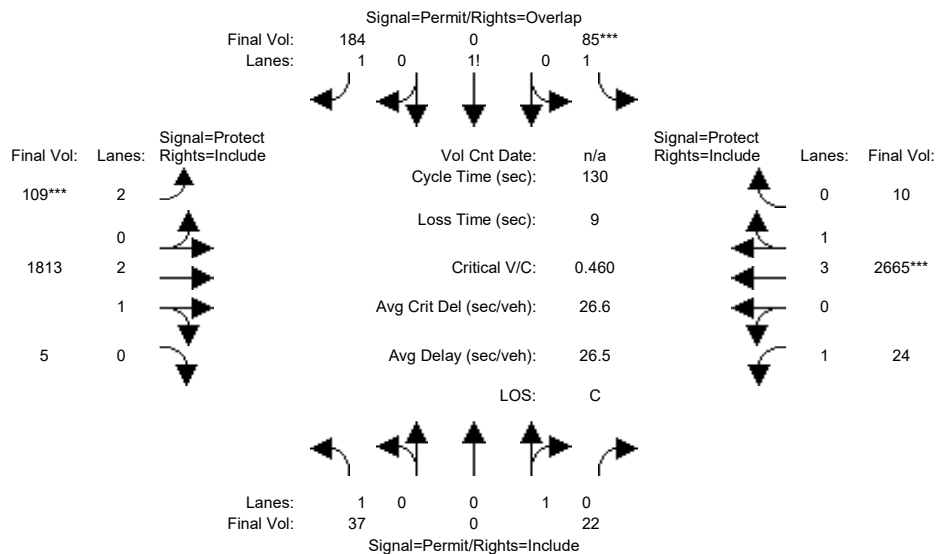
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.25	0.64	0.12	0.28	0.00
Crit Moves:	***			****					****	****		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.16	1.31	0.75	0.75	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	151	191.9	75.7	49.1	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:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	151	191.9	75.7	49.1	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D	A
HCM2kAvgQ:	3	0	2	19	19	19	0	31	95	11	24	0

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

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Background PM GP w/ Max Residential

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	212	0	0	313	0
PasserByVol:	0	0	0	0	0	0	24	72	0	0	264	0
Initial Fut:	35	0	21	80	0	173	102	1704	5	23	2505	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	1813	5	24	2665	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1813	5	24	2665	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	1813	5	24	2665	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	7473	27

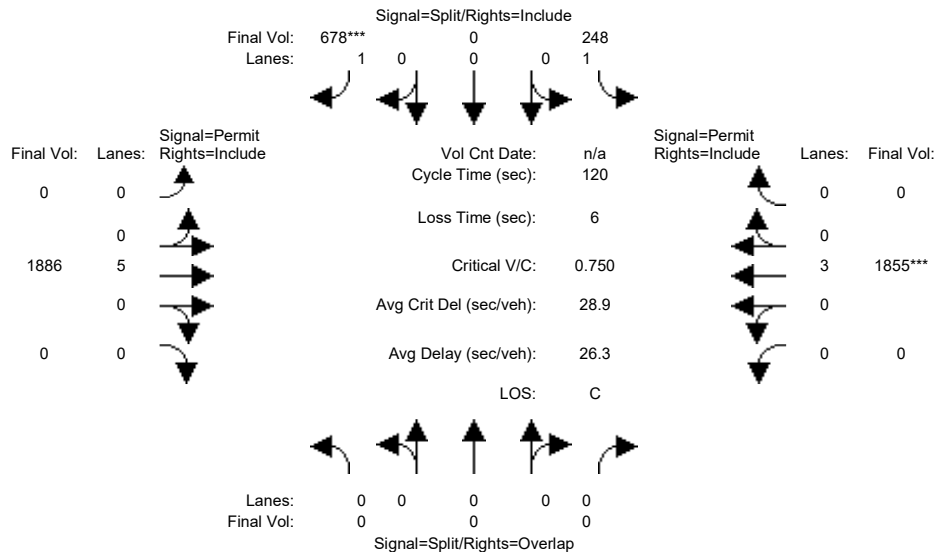
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.32	0.32	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.67	0.67	0.14	0.70	0.70
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.4	26.4	53.6	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.4	26.4	53.6	25.1	25.1
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2kAvgQ:	1	0	1	2	0	3	2	17	17	1	20	20

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

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Background PM GP w/ Max Residential

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:												
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	81	0	212	0	0	231	0
PasserByVol:	0	0	0	0	0	17	0	79	0	0	249	0
Initial Fut:	0	0	0	248	0	678	0	1886	0	0	1855	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	678	0	1886	0	0	1855	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	678	0	1886	0	0	1855	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	678	0	1886	0	0	1855	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

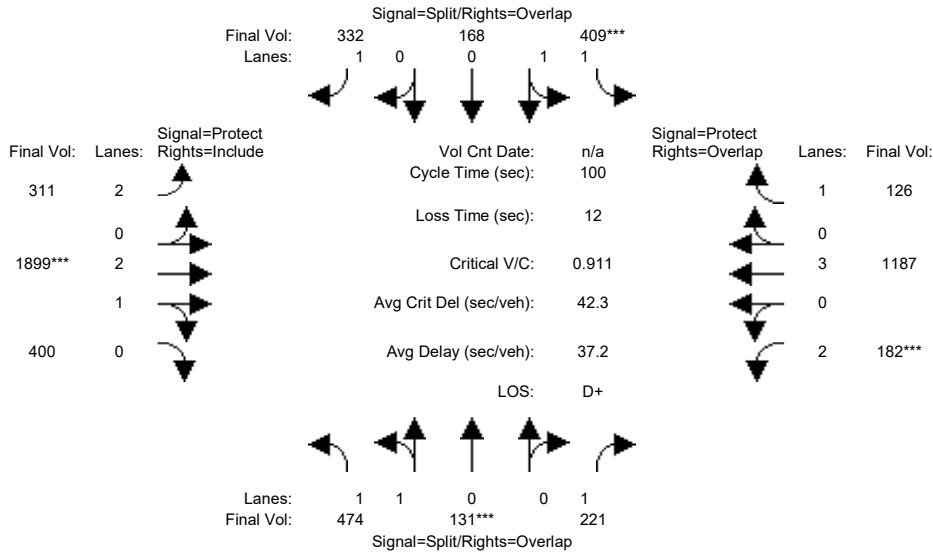
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.39	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.0	0.0	62.0	0.0	52.0	0.0	0.0	52.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.75	0.00	0.46	0.00	0.00	0.75	0.00
Delay/Veh:	0.0	0.0	0.0	16.5	0.0	26.5	0.0	24.1	0.0	0.0	29.8	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	16.5	0.0	26.5	0.0	24.1	0.0	0.0	29.8	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	5	0	22	0	9	0	0	19	0

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

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Background PM GP w/ Max Residential

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	121	24	0	147	145	94	101	131	14	105	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	474	131	221	409	168	332	311	1899	400	182	1187	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	131	221	409	168	332	311	1899	400	182	1187	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	131	221	409	168	332	311	1899	400	182	1187	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	131	221	409	168	332	311	1899	400	182	1187	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	1.43	0.57	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2781	769	1750	2516	1034	1750	3150	4624	974	3150	5700	1750

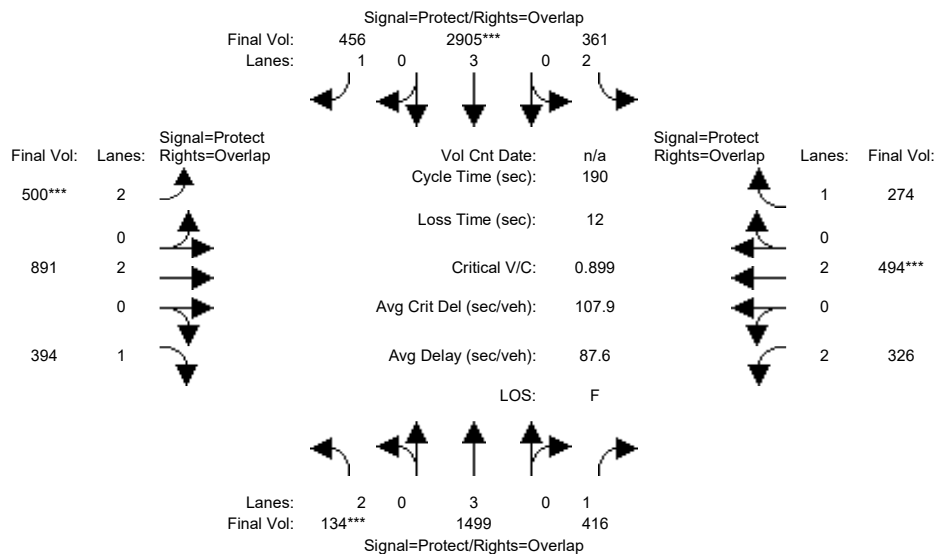
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.13	0.16	0.16	0.19	0.10	0.41	0.41	0.06	0.21	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.6	18.6	25.6	17.7	17.7	34.3	16.6	44.7	44.7	7.0	35.1	52.8
Volume/Cap:	0.92	0.92	0.49	0.92	0.92	0.55	0.59	0.92	0.92	0.83	0.59	0.14
Delay/Veh:	57.9	57.9	32.6	59.0	59.0	27.7	40.4	31.9	31.9	67.7	27.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	32.6	59.0	59.0	27.7	40.4	31.9	31.9	67.7	27.1	12.1
LOS by Move:	E+	E+	C-	E+	E+	C	D	C	C	E	C	B
HCM2kAvgQ:	14	14	7	13	13	9	5	23	23	6	10	2

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

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Background PM GP w/ Max Residential

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	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	342	22	84	615	113	74	71	0	16	63	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1874	416	361	3677	456	500	891	394	326	494	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	1499	416	361	2905	456	500	891	394	326	494	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1499	416	361	2905	456	500	891	394	326	494	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	1499	416	361	2905	456	500	891	394	326	494	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

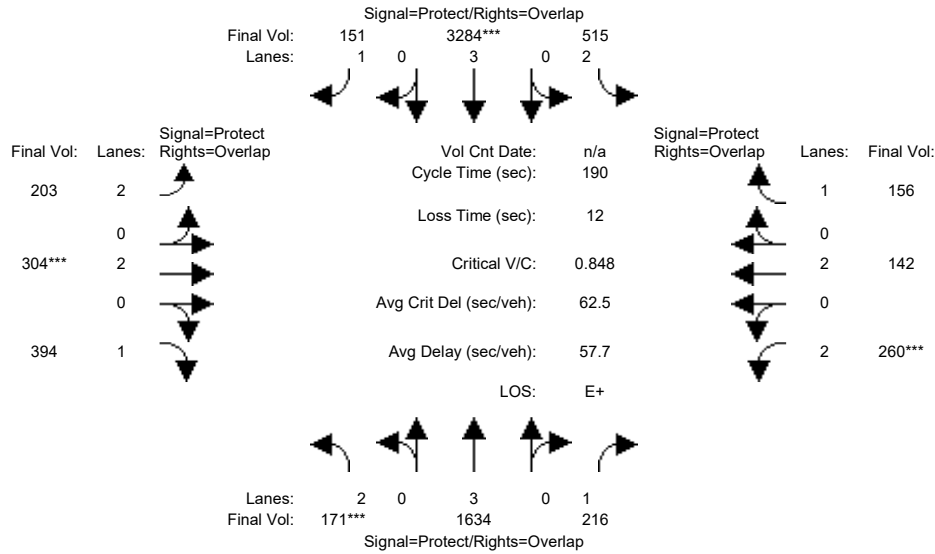
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.24	0.11	0.51	0.26	0.16	0.23	0.23	0.10	0.13	0.16
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.57	0.41	0.93	1.02	0.41	1.23	0.99	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.7	42.2	116.2	99.4	37.1	204.4	98.6	58.9	109.4	66.1	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	57.7	42.2	116.2	99.4	37.1	204.4	98.6	58.9	109.4	66.1	48.0
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2kAvgQ:	4	25	21	15	62	23	23	26	20	14	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 GP w/ Max Residential

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						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:	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	339	1	0	612	19	25	15	0	1	11	0
PasserByVol:	40	46	14	17	185	12	10	20	195	8	12	1
Initial Fut:	171	2042	216	515	4157	151	203	304	394	260	142	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	1634	216	515	3284	151	203	304	394	260	142	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1634	216	515	3284	151	203	304	394	260	142	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	1634	216	515	3284	151	203	304	394	260	142	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

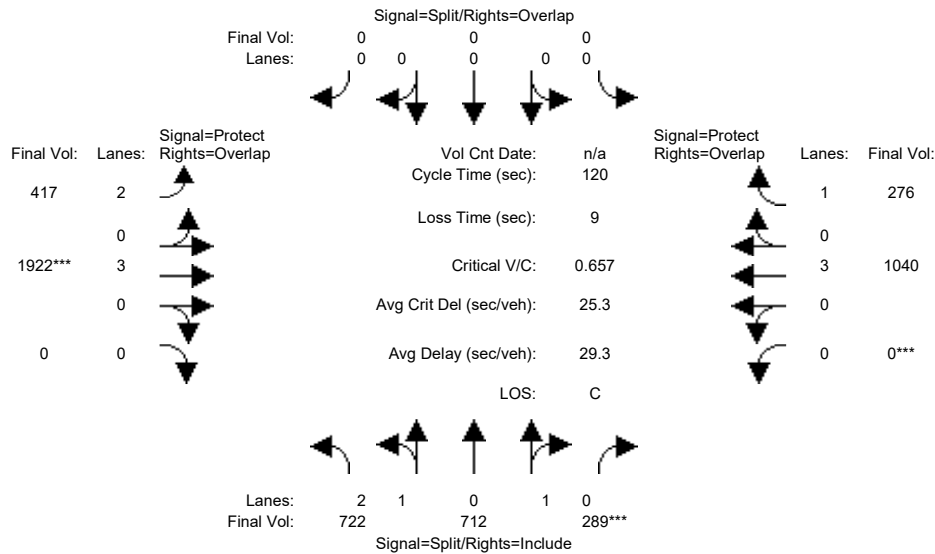
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.12	0.16	0.58	0.09	0.06	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***				****			****		****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.63	0.22	0.76	1.01	0.13	0.75	0.51	0.89	0.73	0.20	0.22
Delay/Veh:	82.6	39.7	20.2	73.5	58.5	12.1	94.0	72.8	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	39.7	20.2	73.5	58.5	12.1	94.0	72.8	86.6	87.3	64.7	37.2
LOS by Move:	F	D	C+	E	E+	B	F	E	F	F	E	D+
HCM2kAvgQ:	6	23	6	15	61	3	7	8	25	10	3	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)
Background PM GP w/ Max Residential

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:	74	85	39	0	0	0	59	197	0	0	157	23
PasserByVol:	194	13	0	0	0	0	33	45	0	0	57	0
Initial Fut:	722	712	289	0	0	0	417	1922	0	0	1040	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:	722	712	289	0	0	0	417	1922	0	0	1040	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	712	289	0	0	0	417	1922	0	0	1040	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:	722	712	289	0	0	0	417	1922	0	0	1040	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:

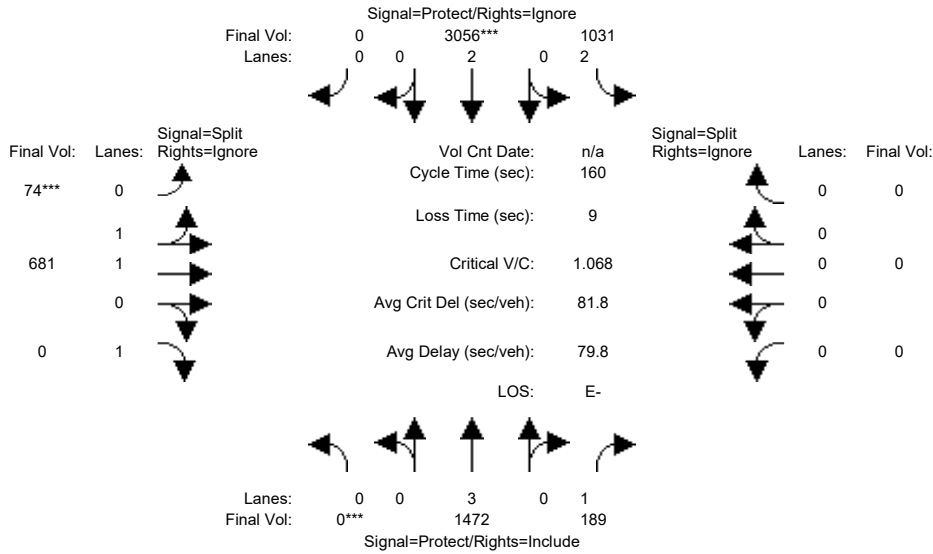
Vol/Sat:	0.23	0.27	0.27	0.00	0.00	0.00	0.13	0.34	0.00	0.00	0.18	0.16
Crit Moves:	****						****			****		
Green Time:	49.4	49.4	49.4	0.0	0.0	0.0	25.9	61.6	0.0	0.0	35.7	35.7
Volume/Cap:	0.56	0.66	0.66	0.00	0.00	0.00	0.61	0.66	0.00	0.00	0.61	0.53
Delay/Veh:	27.2	29.1	29.1	0.0	0.0	0.0	44.2	22.0	0.0	0.0	36.9	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:	27.2	29.1	29.1	0.0	0.0	0.0	44.2	22.0	0.0	0.0	36.9	36.2
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2kAvgQ:	12	16	16	0	0	0	8	17	0	0	11	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 GP w/ Max Residential

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	244	32	171	315	0	0	68	182	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1472	189	1031	3056	0	74	681	1165	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	1472	189	1031	3056	0	74	681	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1472	189	1031	3056	0	74	681	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	1472	189	1031	3056	0	74	681	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	0.20	1.80	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	363	3337	1750	0	0	0

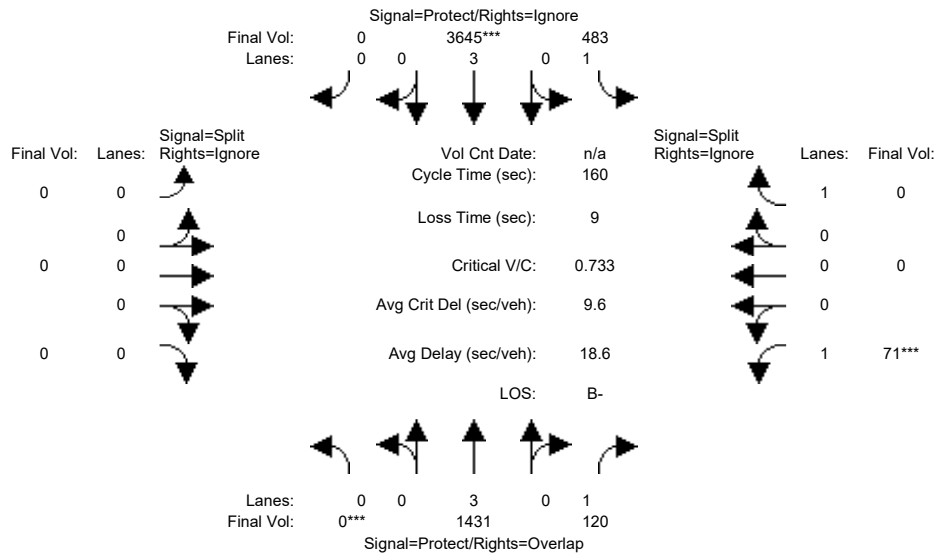
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.33	0.80	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.26	1.17	1.17	0.00	0.80	0.80	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.0	28.0	147.1	86.9	0.0	61.2	61.2	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	34.0	28.0	147.1	86.9	0.0	61.2	61.2	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	C	F	F	A	E	E	A	A	A	A
HCM2kAvgQ:	0	16	5	44	101	0	16	16	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 GP w/ Max Residential

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	275	0	3	494	0	0	0	0	1	0	1
PasserByVol:	0	107	0	13	373	16	0	0	0	0	0	3
Initial Fut:	0	1431	120	483	3645	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	1431	120	483	3645	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1431	120	483	3645	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	1431	120	483	3645	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

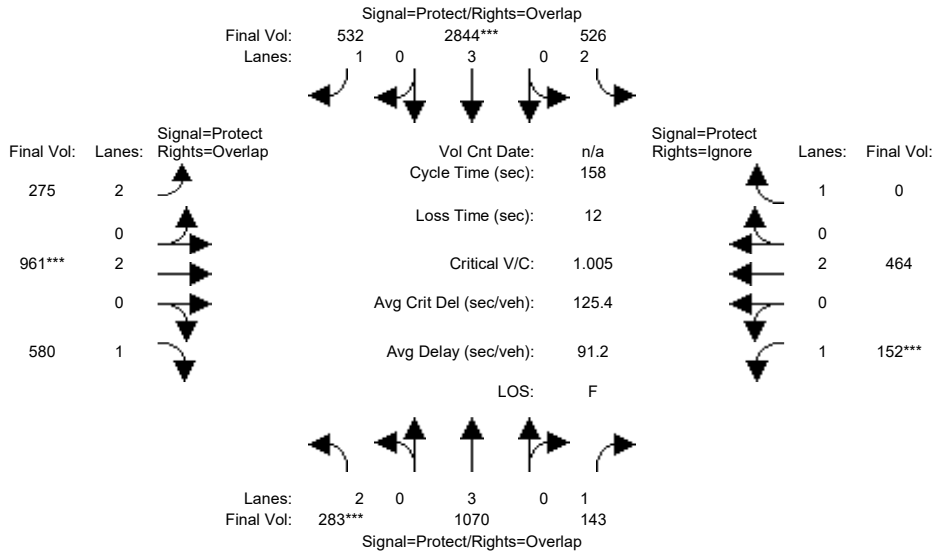
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.28	0.65	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.12	0.77	0.79	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.3	14.8	51.3	8.5	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	31.3	14.8	51.3	8.5	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
HCM2kAvgQ:	0	16	3	21	29	0	0	0	0	4	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 GP w/ Max Residential

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:	35	265	0	3	465	27	9	3	77	0	2	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	283	1070	143	526	2844	532	275	961	580	152	464	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:	283	1070	143	526	2844	532	275	961	580	152	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1070	143	526	2844	532	275	961	580	152	464	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:	283	1070	143	526	2844	532	275	961	580	152	464	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

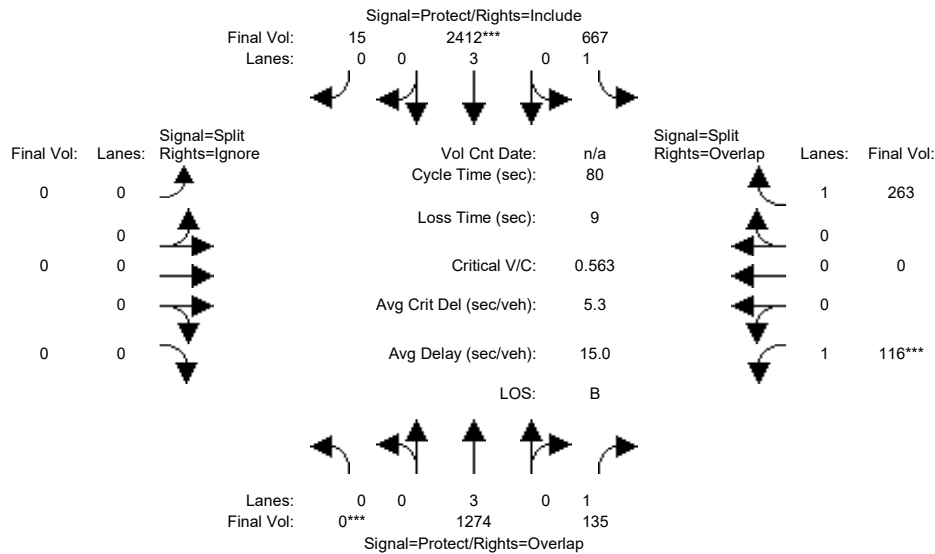
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.08	0.17	0.50	0.30	0.09	0.25	0.33	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.75	0.52	0.18	0.97	1.21	0.58	0.75	0.89	0.82	0.81	0.44	0.00
Delay/Veh:	75.1	37.6	20.0	95.7	153	33.3	76.3	63.2	49.3	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:	75.1	37.6	20.0	95.7	153	33.3	76.3	63.2	49.3	91.0	47.4	0.0
LOS by Move:	E-	D+	C+	F	F	C-	E-	E	D	F	D	A
HCM2kAvgQ:	8	12	3	16	65	21	8	24	28	10	9	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 GP w/ Max Residential

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	297	0	4	538	0	0	0	0	0	0	3
PasserByVol:	0	77	0	22	243	15	0	0	0	0	0	1
Initial Fut:	0	1274	135	667	2412	15	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	1274	135	667	2412	15	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1274	135	667	2412	15	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	1274	135	667	2412	15	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	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	5565	35	0	0	0	1750	0	1750

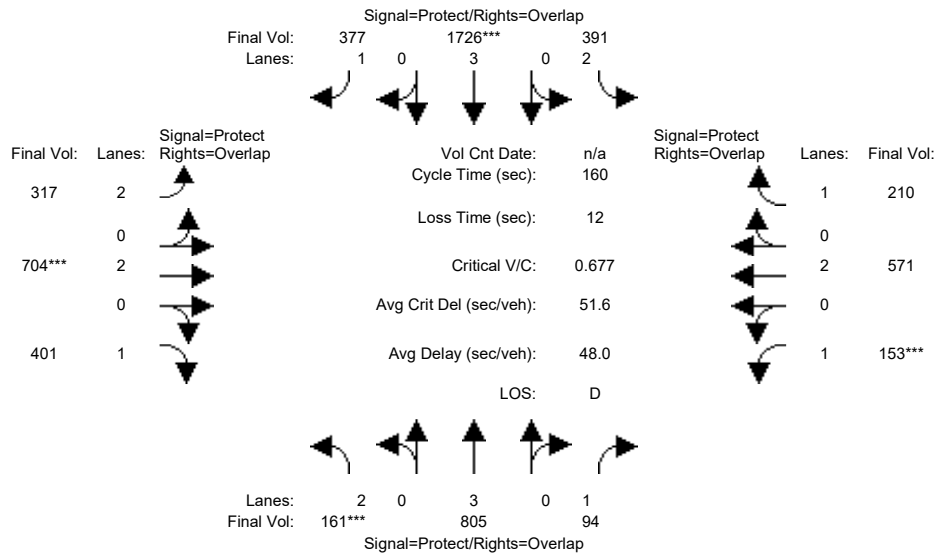
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.08	0.38	0.43	0.43	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.61	0.16	0.94	0.56	0.56	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.1	11.8	42.4	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	21.1	11.8	42.4	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+
HCM2kAvgQ:	0	8	2	16	7	7	0	0	0	4	0	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 GP w/ Max Residential

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:												
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	297	0	0	538	0	0	0	0	0	0	0
PasserByVol:	0	74	0	17	214	18	1	0	0	0	2	1
Initial Fut:	161	805	94	391	1726	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	805	94	391	1726	377	317	704	401	153	571	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	805	94	391	1726	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	805	94	391	1726	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

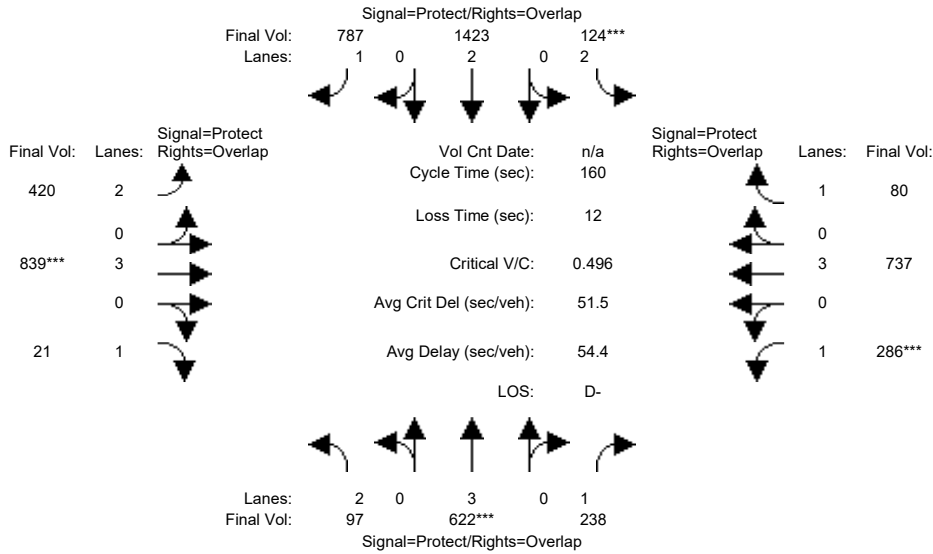
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.05	0.12	0.30	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.51	0.13	0.59	0.84	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	49.0	29.7	58.3	49.8	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	49.0	29.7	58.3	49.8	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	43	20	16	25	27	16	23	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 GP w/ Max Residential

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:	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	279	0	0	482	55	18	0	0	0	0	0
PasserByVol:	16	8	0	1	71	171	97	21	0	20	18	0
Initial Fut:	97	622	238	124	1423	787	420	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	622	238	124	1423	787	420	839	21	286	737	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	622	238	124	1423	787	420	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	622	238	124	1423	787	420	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

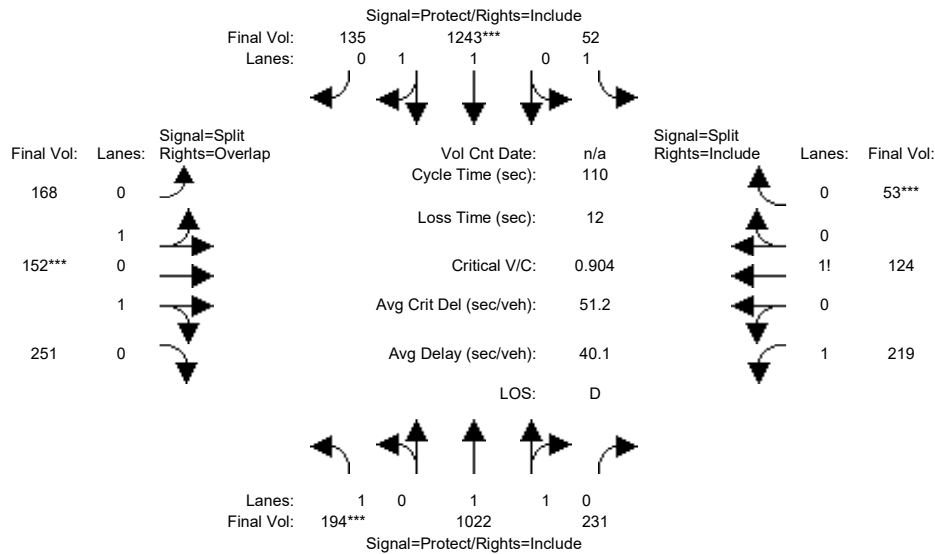
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.14	0.04	0.37	0.45	0.13	0.15	0.01	0.16	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.38	0.32	0.26	0.35	1.02	0.78	0.65	0.52	0.03	0.84	0.48	0.12
Delay/Veh:	70.6	39.5	20.5	66.2	78.5	30.6	60.8	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	39.5	20.5	66.2	78.5	30.6	60.8	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
HCM2kAvgQ:	3	7	7	4	42	33	11	11	1	17	10	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 GP w/ Max Residential

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	18	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	106	0	0	183	0	0	0	0	0	0	0
Initial Fut:	194	1022	231	52	1243	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	1022	231	52	1243	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1022	231	52	1243	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	1022	231	52	1243	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	3017	682	1750	3337	362	1059	958	1582	2419	757	324

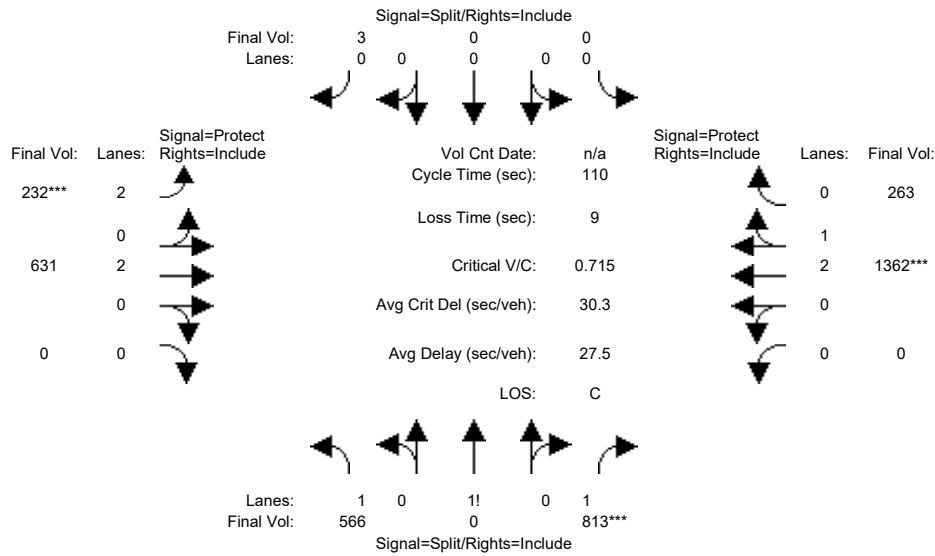
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.03	0.37	0.37	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	13.5	49.5	49.5	9.3	45.3	45.3	19.3	19.3	32.8	19.9	19.9	19.9
Volume/Cap:	0.90	0.75	0.75	0.35	0.90	0.90	0.90	0.90	0.53	0.50	0.90	0.90
Delay/Veh:	84.0	27.2	27.2	48.9	38.3	38.3	60.9	60.9	32.7	41.1	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:	84.0	27.2	27.2	48.9	38.3	38.3	60.9	60.9	32.7	41.1	65.9	65.9
LOS by Move:	F	C	C	D	D+	D+	E	E	C-	D	E	E
HCM2kAvgQ:	8	18	18	2	21	21	13	13	9	6	14	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 GP w/ Max Residential

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:												
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	7	0	0	0	0	11	0	0	55	0
PasserByVol:	0	0	64	0	0	3	0	42	0	0	161	8
Initial Fut:	566	0	813	0	0	3	232	631	0	0	1362	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	813	0	0	3	232	631	0	0	1362	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	813	0	0	3	232	631	0	0	1362	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	813	0	0	3	232	631	0	0	1362	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.:	2468	0	2782	0	0	0	3150	3800	0	0	4692	906

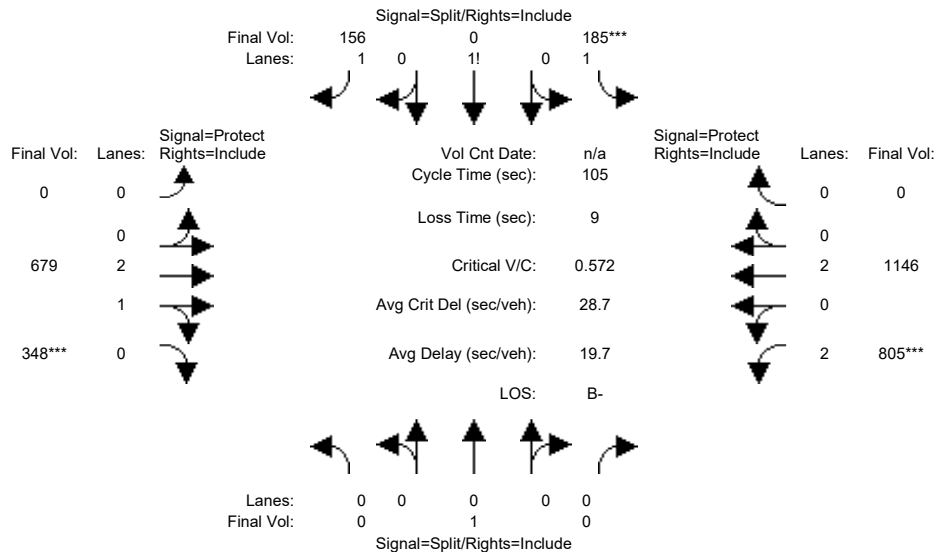
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.29	0.29
Crit Moves:			***				****				****	
Green Time:	45.0	0.0	45.0	0.0	0.0	0.0	11.3	56.0	0.0	0.0	44.7	44.7
Volume/Cap:	0.56	0.00	0.71	0.00	0.00	xxxx	0.71	0.33	0.00	0.00	0.71	0.71
Delay/Veh:	25.2	0.0	28.4	0.0	0.0	0.0	55.1	16.0	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:	25.2	0.0	28.4	0.0	0.0	0.0	55.1	16.0	0.0	0.0	28.4	28.4
LOS by Move:	C	A	C	A	A	A	E+	B	A	A	C	C
HCM2kAvgQ:	11	0	16	0	0	0	5	6	0	0	15	15

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 GP w/ Max Residential

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	11	0	37	18	0
PasserByVol:	0	1	0	17	0	0	0	23	0	149	24	0
Initial Fut:	0	1	0	185	0	156	0	679	348	805	1146	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	679	348	805	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	185	0	156	0	679	348	805	1146	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	679	348	805	1146	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

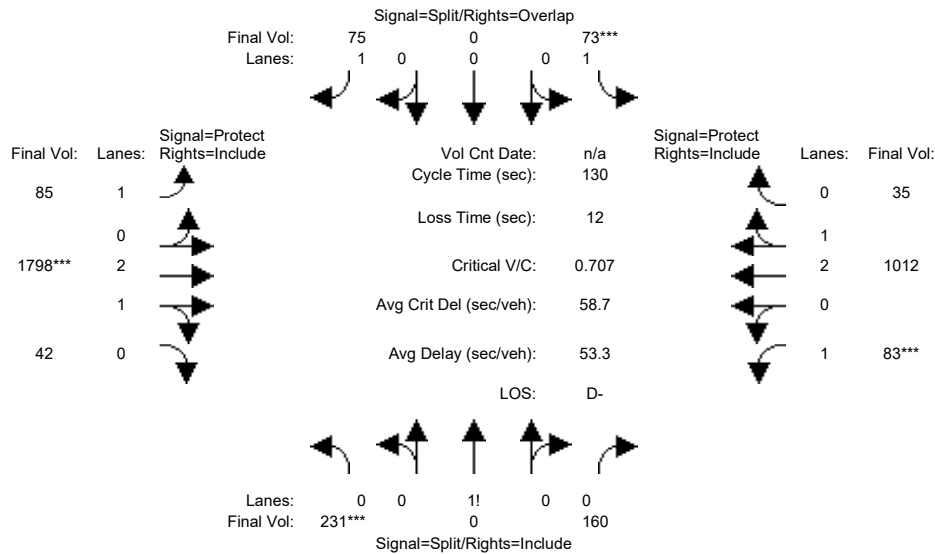
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.26	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.6	0.0	12.6	0.0	36.5	36.5	46.9	83.4	0.0
Volume/Cap:	0.00	xxxx	0.00	0.57	0.00	0.51	0.00	0.51	0.57	0.57	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	45.0	0.0	44.0	0.0	27.4	28.3	22.2	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	45.0	0.0	44.0	0.0	27.4	28.3	22.2	3.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	10	11	5	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 GP w/ Max Residential

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:												
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	3	4	232	0	0	177	0
PasserByVol:	0	0	0	2	0	0	2	42	2	0	57	10
Initial Fut:	215	0	149	68	0	70	79	1672	39	77	941	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	75	85	1798	42	83	1012	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	73	0	75	85	1798	42	83	1012	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	75	85	1798	42	83	1012	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	5472	128	1750	5410	190

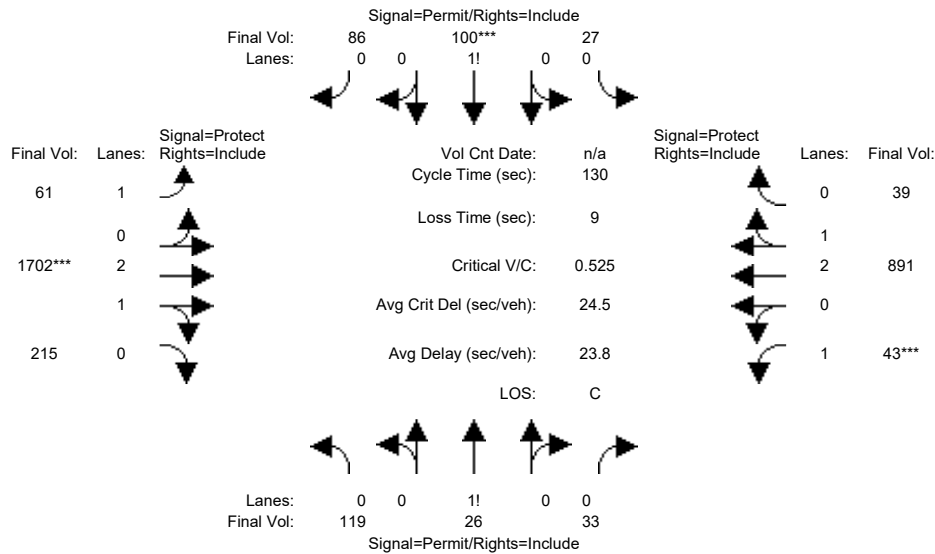
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.33	0.33	0.05	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.35	0.97	0.97	0.62	0.68	0.68
Delay/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	56.7	56.7	66.4	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	56.7	56.7	66.4	43.0	43.0
LOS by Move:	E	A	E	D+	A	C	D-	E+	E+	E	D	D
HCM2kAvgQ:	20	0	20	2	0	2	3	27	27	4	13	13

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

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Background PM GP w/ Max Residential

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:	13	0	0	0	0	14	13	203	17	0	151	0
PasserByVol:	3	0	2	1	0	2	6	33	5	6	52	7
Initial Fut:	115	25	32	26	97	83	59	1651	209	42	864	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	86	61	1702	215	43	891	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	26	33	27	100	86	61	1702	215	43	891	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	86	61	1702	215	43	891	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	0.13	0.47	0.40	1.00	2.65	0.35	1.00	2.87	0.13
Final Sat.:	1170	254	326	221	824	705	1750	4970	629	1750	5364	236

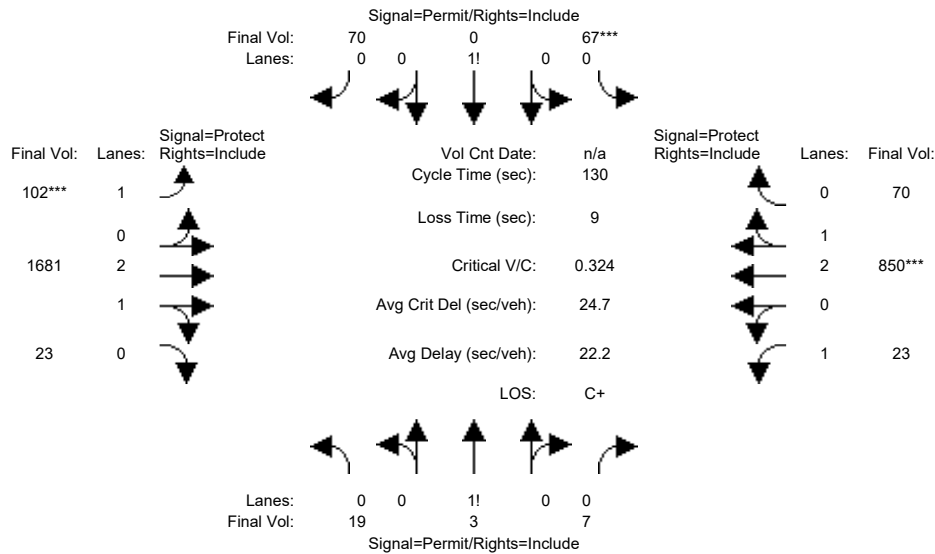
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.34	0.34	0.02	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.28	0.65	0.65	0.21	0.32	0.32
Delay/Veh:	37.5	37.5	37.5	38.4	38.4	38.4	52.1	22.3	22.3	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	38.4	38.4	38.4	52.1	22.3	22.3	52.7	18.0	18.0
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B-	B-
HCM2kAvgQ:	6	6	6	8	8	8	2	17	17	2	7	7

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

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Background PM GP w/ Max Residential

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:												
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:	10	0	0	0	0	9	12	178	12	0	131	0
PasserByVol:	2	0	2	1	0	2	6	28	2	8	60	9
Initial Fut:	19	3	7	66	0	69	100	1647	23	23	833	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:	19	3	7	67	0	70	102	1681	23	23	850	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	7	67	0	70	102	1681	23	23	850	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:	19	3	7	67	0	70	102	1681	23	23	850	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:	0.66	0.10	0.24	0.49	0.00	0.51	1.00	2.96	0.04	1.00	2.76	0.24
Final Sat.:	1147	181	422	856	0	894	1750	5523	77	1750	5171	428

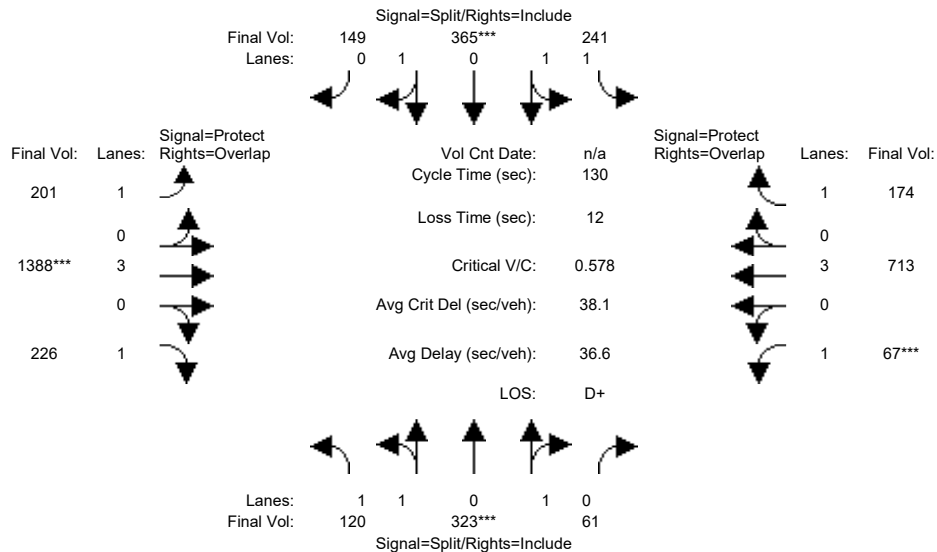
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.30	0.30	0.01	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.34	0.56	0.56	0.11	0.33	0.33
Delay/Veh:	35.4	35.4	35.4	38.0	0.0	38.0	48.3	19.8	19.8	51.4	20.1	20.1
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:	35.4	35.4	35.4	38.0	0.0	38.0	48.3	19.8	19.8	51.4	20.1	20.1
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	C+	C+
HCM2kAvgQ:	1	1	1	5	0	5	4	15	15	1	7	7

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

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Background PM GP w/ Max Residential

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:												
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:	7	0	0	0	0	7	10	158	10	0	117	0
PasserByVol:	2	0	0	7	0	1	1	30	2	2	75	23
Initial Fut:	120	323	61	241	365	149	201	1388	226	67	713	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:	120	323	61	241	365	149	201	1388	226	67	713	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	323	61	241	365	149	201	1388	226	67	713	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:	120	323	61	241	365	149	201	1388	226	67	713	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	2627	1072	1750	5700	1750	1750	5700	1750

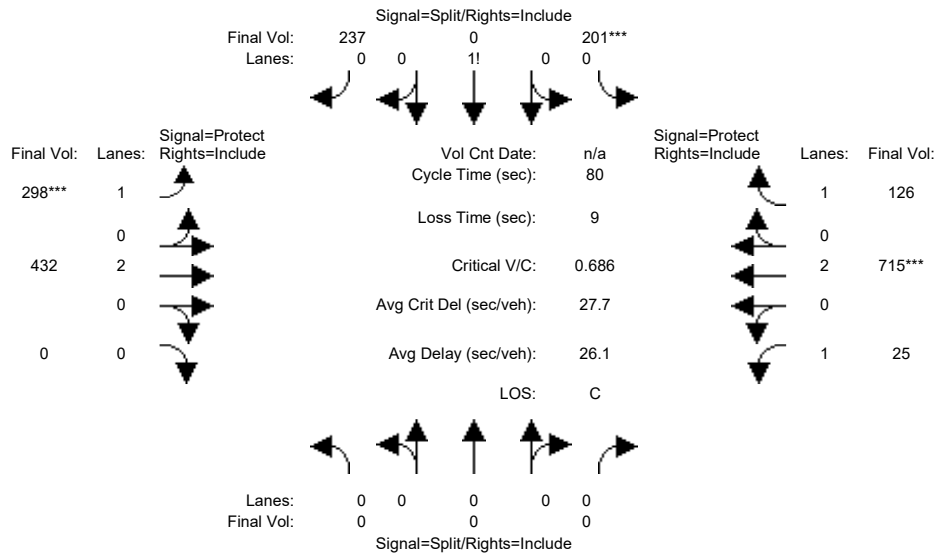
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.11	0.24	0.13	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.3	23.3	23.3	31.3	31.3	31.3	30.3	54.8	78.1	8.6	33.0	64.3
Volume/Cap:	0.38	0.58	0.58	0.57	0.58	0.58	0.49	0.58	0.21	0.58	0.49	0.20
Delay/Veh:	47.2	49.8	49.8	44.1	44.2	44.2	44.1	29.1	12.0	66.0	41.6	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:	47.2	49.8	49.8	44.1	44.2	44.2	44.1	29.1	12.0	66.0	41.6	18.5
LOS by Move:	D	D	D	D	D	D	D	C	B+	E	D	B-
HCM2kAvgQ:	5	8	8	10	10	10	7	14	4	4	8	4

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

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Background PM GP w/ Max Residential

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
Movement:												
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	140	0	154	248	28	0	0	30	96
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	201	0	237	298	432	0	25	715	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:	0	0	0	201	0	237	298	432	0	25	715	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	237	298	432	0	25	715	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:	0	0	0	201	0	237	298	432	0	25	715	126

Saturation 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	803	0	947	1750	3800	0	1750	3800	1750

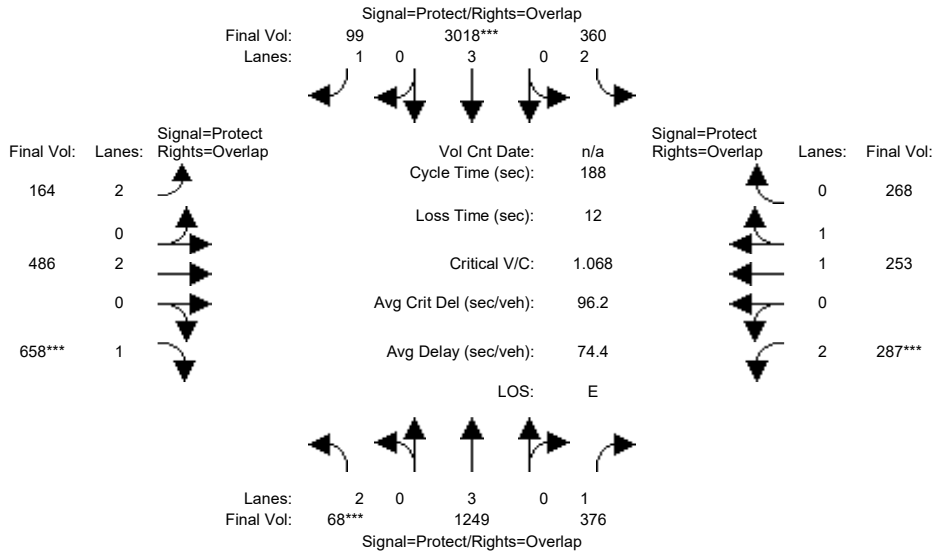
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.11	0.00	0.01	0.19	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.2	0.0	29.2	19.9	24.6	0.0	17.2	21.9	21.9
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.69	0.37	0.00	0.07	0.69	0.26
Delay/Veh:	0.0	0.0	0.0	24.6	0.0	24.6	31.8	21.8	0.0	25.1	27.9	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	0.0	0.0	24.6	0.0	24.6	31.8	21.8	0.0	25.1	27.9	23.0
LOS by Move:	A	A	A	C	A	C	C	C+	A	C	C	C+
HCM2kAvgQ:	0	0	0	11	0	11	7	4	0	1	8	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 PM GP w/ Max Residential

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:	13	168	13	0	236	0	0	0	15	17	0	0
PasserByVol:	9	173	5	4	155	7	1	0	0	8	0	8
Initial Fut:	68	1561	376	360	3820	99	164	486	658	287	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:	68	1249	376	360	3018	99	164	486	658	287	253	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1249	376	360	3018	99	164	486	658	287	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
Final Volume:	68	1249	376	360	3018	99	164	486	658	287	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

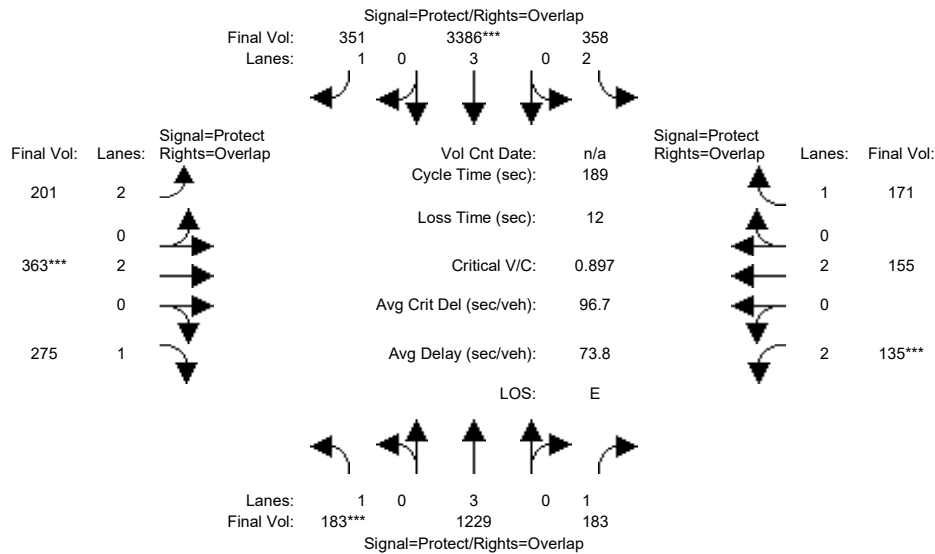
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.21	0.11	0.53	0.06	0.05	0.13	0.38	0.09	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.32	0.46	0.35	0.78	0.95	0.09	0.65	0.74	1.57	0.66	0.58	0.41
Delay/Veh:	81.0	31.7	17.2	82.8	45.6	12.7	85.9	75.3	338.1	77.0	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:	81.0	31.7	17.2	82.8	45.6	12.7	85.9	75.3	338.1	77.0	62.4	41.6
LOS by Move:	F	C	B	F	D	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	15	11	13	56	2	6	14	71	10	13	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 PM GP w/ Max Residential

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:	7	195	5	0	268	0	0	0	10	10	0	0
PasserByVol:	9	123	6	5	136	20	4	3	2	0	6	4
Initial Fut:	183	1536	183	358	4286	351	201	363	275	135	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:	183	1229	183	358	3386	351	201	363	275	135	155	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1229	183	358	3386	351	201	363	275	135	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:	183	1229	183	358	3386	351	201	363	275	135	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

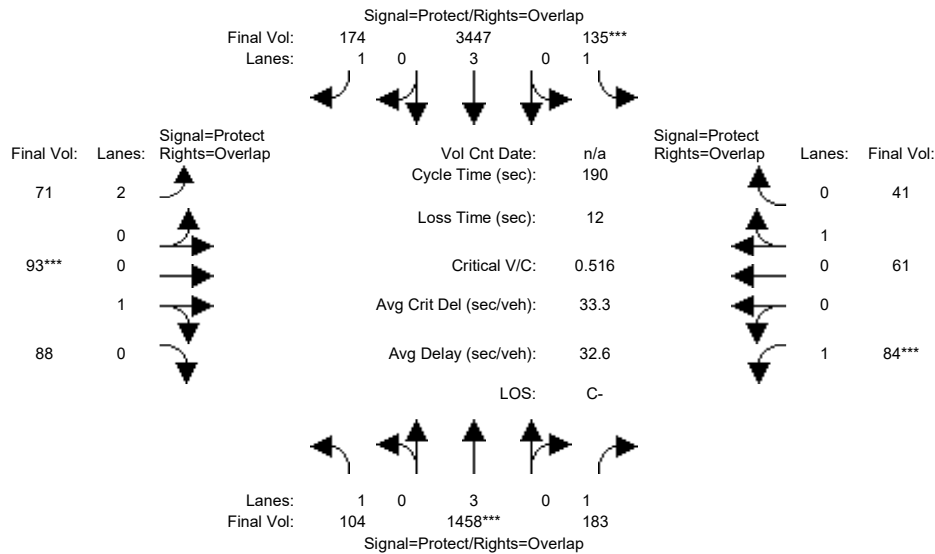
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.10	0.11	0.59	0.20	0.06	0.10	0.16	0.04	0.04	0.10
Crit Moves:	***			****			***			***		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.99	0.43	0.18	0.80	1.11	0.32	0.68	0.46	0.51	0.48	0.20	0.29
Delay/Veh:	143.8	29.2	17.4	84.3	98.5	15.8	84.9	63.2	51.4	79.4	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:	143.8	29.2	17.4	84.3	98.5	15.8	84.9	63.2	51.4	79.4	60.2	43.4
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2kAvgQ:	13	14	5	11	73	9	8	9	13	5	3	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 GP w/ Max Residential

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:	4	207	4	0	288	0	0	0	3	1	0	0
PasserByVol:	9	112	3	8	43	13	0	7	0	9	6	5
Initial Fut:	104	1822	183	135	4363	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:	104	1458	183	135	3447	174	71	93	88	84	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1458	183	135	3447	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:	104	1458	183	135	3447	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	0.10	0.08	0.60	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:	0.71	0.41	0.15	0.66	0.92	0.14	0.30	0.79	0.48	0.72	0.47	0.24
Delay/Veh:	95.7	17.3	9.8	83.9	31.5	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:	95.7	17.3	9.8	83.9	31.5	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+
HCM2kAvgQ:	6	13	4	7	51	3	2	12	9	6	6	5

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 Retail and Residential						???			
	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+	22.6	0.822	+ 0.024	49.3	+ 1.1	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	48.5	0.873	56.8	D	50.8	0.908	+ 0.035	60.4	+ 3.6	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	47.4	0.906	51.6	D	48.7	0.923	+ 0.018	53.8	+ 2.2	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	50.7	0.911	51.9	D-	51.6	0.924	+ 0.012	53.3	+ 1.4	?	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	0.702	+ 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-	51.1	0.974	+ 0.016	59.7	+ 3.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	32.1	0.932	44.7	C-	33.6	0.950	+ 0.018	47.1	+ 2.4	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	20.9	0.840	45.2	C+	21.7	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	D-	53.9	0.980	+ 0.057	60.1	+ 11.6	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	71.4	1.019	85.8	E	72.4	1.027	+ 0.008	87.7	+ 1.9	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.6	0.704	36.1	C	24.6	0.717	+ 0.013	36.1	- 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.7	0.858	20.3	B	16.9	0.881	+ 0.023	21.8	+ 1.6	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.3	0.641	26.8	B	15.5	0.656	+ 0.015	27.0	+ 0.3	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.7	0.749	28.6	C	27.7	0.754	+ 0.005	28.6	- 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	22.1	0.578	22.7	C+	21.4	0.633	+ 0.055	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	26.1	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-	34.0	0.828	+ 0.066	35.7	+ 1.9	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.4	0.448	7.2	B+	11.9	0.504	+ 0.056	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	25.3	0.640	+ 0.083	21.2	+ 6.5	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	52.0	0.828	60.9	D-	53.8	0.868	+ 0.040	64.1	+ 3.1	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.0	0.800	44.3	D-	54.0	0.837	+ 0.037	46.1	+ 1.8	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.2	0.593	30.7	B-	18.1	0.633	+ 0.040	30.3	- 0.4	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.2	0.621	20.3	C+	21.9	0.668	+ 0.047	20.4	+ 0.1	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	48.1	0.824	58.0	D	49.7	0.873	+ 0.049	58.4	+ 0.3	?	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 Retail and Residential					???				
	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-	32.9	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+	20.6	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-	32.1	1.013	+ 0.078	39.0	+ 15.3	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	9.8	0.654	11.1	B	12.3	0.827	+ 0.174	15.9	+ 4.8	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.6	0.625	33.1	D	48.0	0.862	+ 0.236	57.5	+ 24.4	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D-	52.3	0.963	64.5	E+	59.6	1.014	+ 0.051	78.1	+ 13.6	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.414	3.5	A	2.8	0.428	+ 0.014	3.5	- 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	0.412	+ 0.013	3.4	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	45.2	0.813	50.6	D	45.9	0.828	+ 0.015	51.7	+ 1.1	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	21.9	0.513	19.0	C+	21.8	0.528	+ 0.016	19.0	+ 0.1	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.5	0.666	23.3	C+	22.2	0.698	+ 0.033	23.3	+ 0.1	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	52.2	0.910	61.6	D-	54.0	0.930	+ 0.020	65.2	+ 3.6	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	24.1	0.533	+ 0.018	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	27.8	0.778	+ 0.029	37.7	+ 2.2	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	32.9	0.679	+ 0.123	40.3	+ 6.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.9	0.745	48.4	D	47.2	0.798	+ 0.053	50.9	+ 2.4	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	81.9	0.806	113.4	F	100.6	0.838	+ 0.032	144.3	+ 30.9	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	82.6	0.956	89.1	F	96.4	0.995	+ 0.039	102.5	+ 13.5	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	25.6	0.436	25.8	C	26.4	0.462	+ 0.027	26.7	+ 0.9	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.6	0.707	27.8	C	26.5	0.757	+ 0.050	29.2	+ 1.4	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C-	33.3	0.863	36.8	D+	37.3	0.912	+ 0.048	42.4	+ 5.7	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	83.6	0.876	101.0	F	87.2	0.898	+ 0.022	107.3	+ 6.4	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E+	56.5	0.644	54.2	E+	57.7	0.848	+ 0.204	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	29.3	0.653	+ 0.012	25.3	+ 0.2	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	79.7	1.049	81.6	E-	79.7	1.059	+ 0.011	81.7	+ 0.1	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	18.4	0.722	9.3	B-	18.5	0.727	+ 0.005	9.5	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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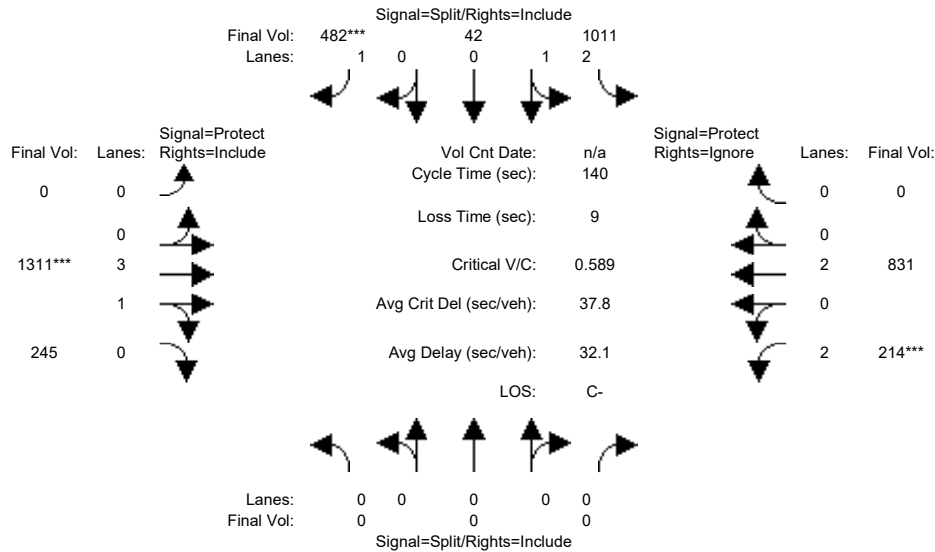
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM Retail and Residential					???				
	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	88.9	0.997	+ 0.011	121.5	+ 2.7	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.9	0.543	5.3	B	15.0	0.551	+ 0.008	5.3	+ 0.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	47.3	0.659	50.3	D	47.6	0.666	0.008	50.8	0.5	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D-	52.1	0.491	51.6	D-	53.6	0.496	+ 0.005	51.5	- 0.1	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.3	0.888	49.6	D	39.5	0.891	+ 0.003	49.9	+ 0.3	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.4	0.702	30.1	C	27.4	0.704	+ 0.002	30.1	+ 0.0	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.5	0.559	28.5	B-	19.5	0.559	+ 0.000	28.5	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	49.7	0.690	53.7	D-	52.3	0.703	+ 0.012	57.3	+ 3.6	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	23.6	0.508	24.0	C	23.8	0.522	+ 0.014	24.4	+ 0.3	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.6	0.305	23.9	C+	22.1	0.324	+ 0.019	24.6	+ 0.7	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.5	0.572	38.1	D+	36.6	0.578	+ 0.006	38.1	+ 0.1	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	24.7	0.648	+ 0.294	26.7	10.7	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	72.4	1.05	92.4	E-	75.4	1.074	+ 0.024	97.9	5.5	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	71	0.882	91.6	E	74.5	0.898	+ 0.016	97.7	6.1	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	31.7	0.501	33.4	C-	32.8	0.514	+ 0.012	33.3	-0.1	?	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 PM With Retail and Residential 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:	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	48	0	0	0	135	0	13	124	0
PasserByVol:	0	0	0	3	0	14	0	9	0	0	20	0
Initial Fut:	0	0	0	1011	42	482	0	1311	245	214	831	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	1011	42	482	0	1311	245	214	831	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1011	42	482	0	1311	245	214	831	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1011	42	482	0	1311	245	214	831	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	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	6317	1181	3150	3800	0

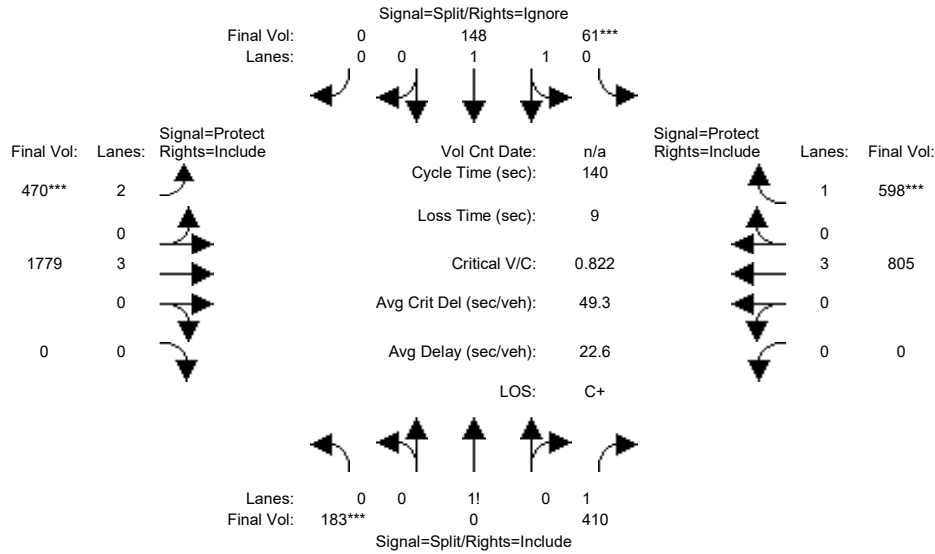
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.28	0.00	0.21	0.21	0.07	0.22	0.00
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	65.5	65.5	65.5	0.0	49.3	49.3	16.2	65.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.59	0.00	0.59	0.59	0.59	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	25.3	25.3	28.5	0.0	37.4	37.4	61.3	25.6	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	25.3	25.3	28.5	0.0	37.4	37.4	61.3	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	28	0	20	20	10	12	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 With Retail and Residential 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	136	25
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	805	598
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	805	598
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	805	598
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	1779	0	0	805	598

Saturation 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

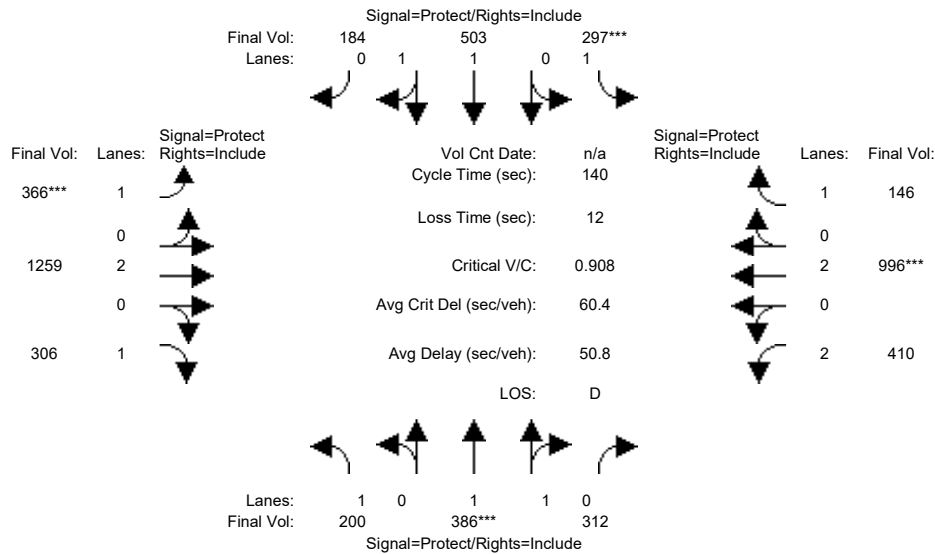
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.31	0.00	0.00	0.14	0.34
Crit Moves:	***			***			***					***
Green Time:	37.6	0.0	37.6	10.0	10.0	0.0	25.3	83.4	0.0	0.0	58.0	58.0
Volume/Cap:	0.82	0.00	0.57	0.79	0.79	0.00	0.82	0.52	0.00	0.00	0.34	0.82
Delay/Veh:	55.8	0.0	44.9	78.8	78.8	0.0	56.6	0.5	0.0	0.0	14.8	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:	55.8	0.0	44.9	78.8	78.8	0.0	56.6	0.5	0.0	0.0	14.8	26.9
LOS by Move:	E+	A	D	E-	E-	A	E+	A	A	A	B	C
HCM2k95thQ:	32	0	20	12	12	0	21	2	0	0	9	33

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 With Retail and Residential 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:	0	0	1	12	0	0	0	187	0	-2	161	12
PasserByVol:	0	3	1	0	9	1	3	4	0	3	21	0
Initial Fut:	200	386	312	297	503	184	366	1259	306	410	996	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	312	297	503	184	366	1259	306	410	996	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	386	312	297	503	184	366	1259	306	410	996	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:	200	386	312	297	503	184	366	1259	306	410	996	146

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	1.08	0.92	1.00	1.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2045	1653	1750	2708	991	1750	3800	1750	3150	3800	1750

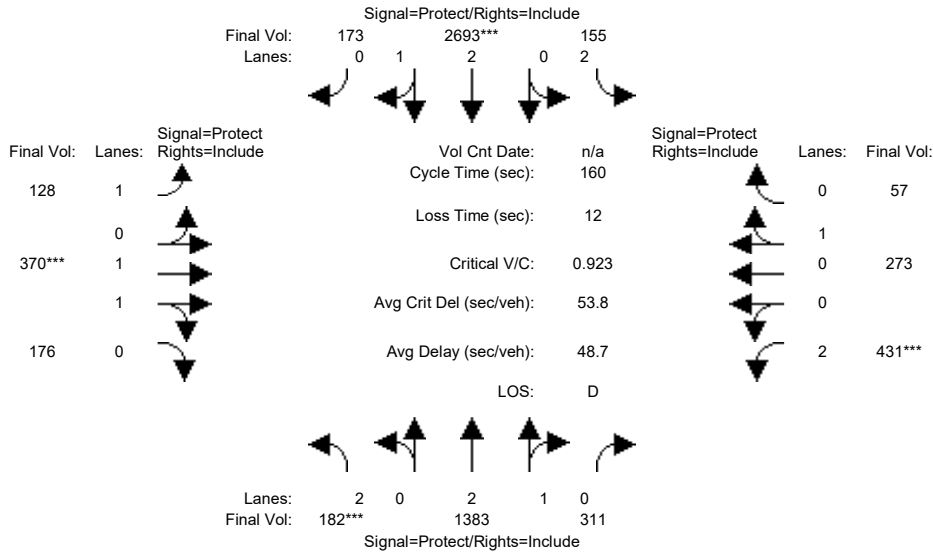
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.19	0.19	0.21	0.33	0.17	0.13	0.26	0.08
Crit Moves:	****			****			****			****		
Green Time:	21.1	29.1	29.1	26.2	34.2	34.2	32.3	52.2	52.2	20.5	40.4	40.4
Volume/Cap:	0.76	0.91	0.91	0.91	0.76	0.76	0.91	0.89	0.47	0.89	0.91	0.29
Delay/Veh:	69.1	68.6	68.6	83.4	52.8	52.8	65.7	32.1	20.7	70.6	45.9	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:	69.1	68.6	68.6	83.4	52.8	52.8	65.7	32.1	20.7	70.6	45.9	28.5
LOS by Move:	E	E	E	F	D-	D-	E	C-	C+	E	D	C
HCM2k95thQ:	19	32	32	29	27	27	30	40	14	20	35	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 With Retail and Residential 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:	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:	9	452	12	0	720	0	0	0	7	11	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	182	1383	311	155	2693	173	128	370	176	431	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:	182	1383	311	155	2693	173	128	370	176	431	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1383	311	155	2693	173	128	370	176	431	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:	182	1383	311	155	2693	173	128	370	176	431	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	1.34	0.66	2.00	0.83	0.17
Final Sat.:	3150	4571	1028	3150	5262	338	1750	2506	1192	3150	1489	311

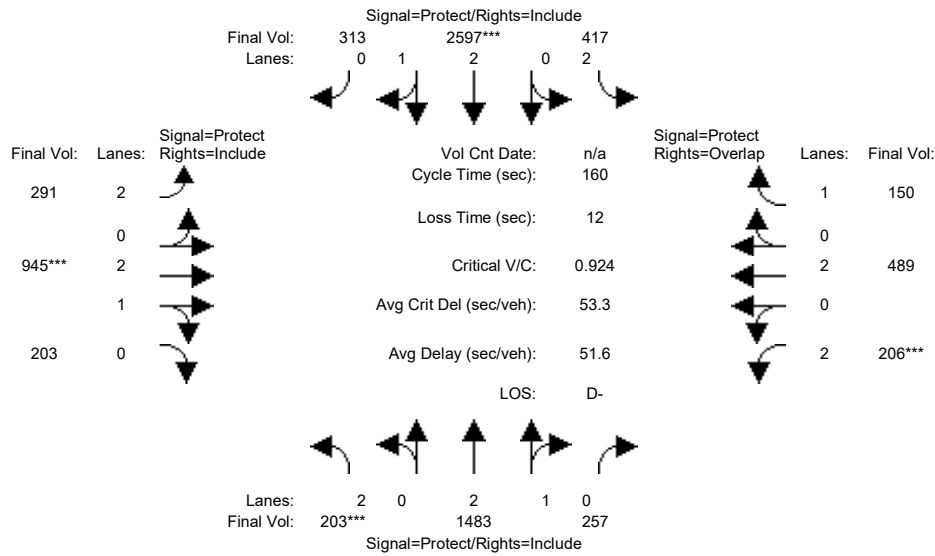
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.05	0.51	0.51	0.07	0.15	0.15	0.14	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	10.0	84.9	84.9	13.8	88.7	88.7	14.1	25.6	25.6	23.7	35.2	35.2
Volume/Cap:	0.92	0.57	0.57	0.57	0.92	0.92	0.83	0.92	0.92	0.92	0.83	0.83
Delay/Veh:	117.6	25.5	25.5	73.1	37.9	37.9	102.2	86.5	86.5	91.3	73.5	73.5
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:	117.6	25.5	25.5	73.1	37.9	37.9	102.2	86.5	86.5	91.3	73.5	73.5
LOS by Move:	F	C	C	E	D+	D+	F	F	F	F	E	E
HCM2k95thQ:	11	31	31	9	71	71	17	29	29	28	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 With Retail and Residential Alternative

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:	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:	7	435	12	45	693	0	0	35	5	21	45	38
PasserByVol:	10	50	0	24	37	6	5	3	3	0	7	13
Initial Fut:	203	1483	257	417	2597	313	291	945	203	206	489	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1483	257	417	2597	313	291	945	203	206	489	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1483	257	417	2597	313	291	945	203	206	489	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	1483	257	417	2597	313	291	945	203	206	489	150

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	4772	827	3150	4997	602	3150	4608	990	3150	3800	1750

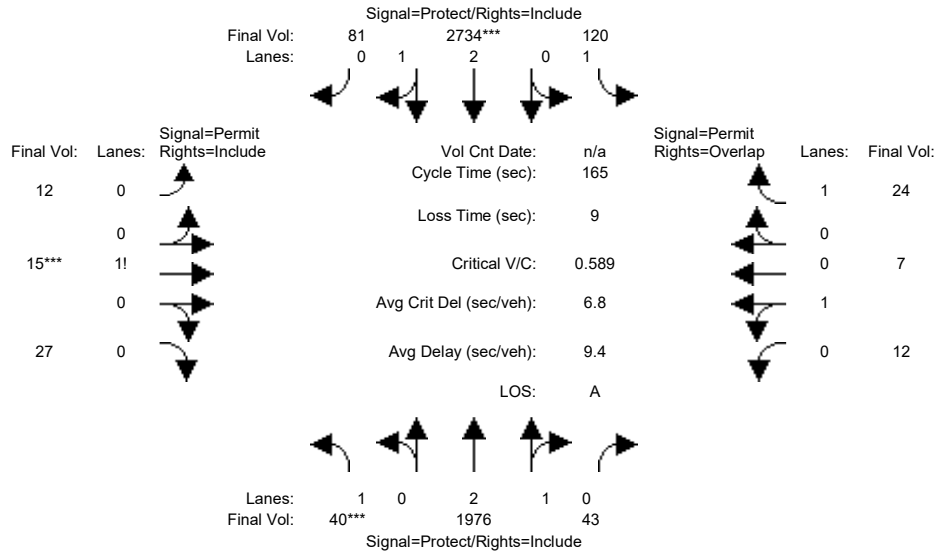
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.13	0.52	0.52	0.09	0.21	0.21	0.07	0.13	0.09
Crit Moves:	***			***			***			***		
Green Time:	11.2	70.9	70.9	30.2	90.0	90.0	19.6	35.5	35.5	11.3	27.3	57.5
Volume/Cap:	0.92	0.70	0.70	0.70	0.92	0.92	0.76	0.92	0.92	0.92	0.76	0.24
Delay/Veh:	114.2	36.9	36.9	64.4	37.2	37.2	76.2	72.5	72.5	113.7	68.3	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:	114.2	36.9	36.9	64.4	37.2	37.2	76.2	72.5	72.5	113.7	68.3	36.1
LOS by Move:	F	D+	D+	E	D+	D+	E-	E	E	F	E	D+
HCM2k95thQ:	13	38	38	20	66	66	18	37	37	13	21	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 With Retail and Residential 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	454	0	0	719	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	40	1976	43	120	2734	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	1976	43	120	2734	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1976	43	120	2734	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	1976	43	120	2734	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	5481	119	1750	5439	161	389	486	875	1137	663	1750

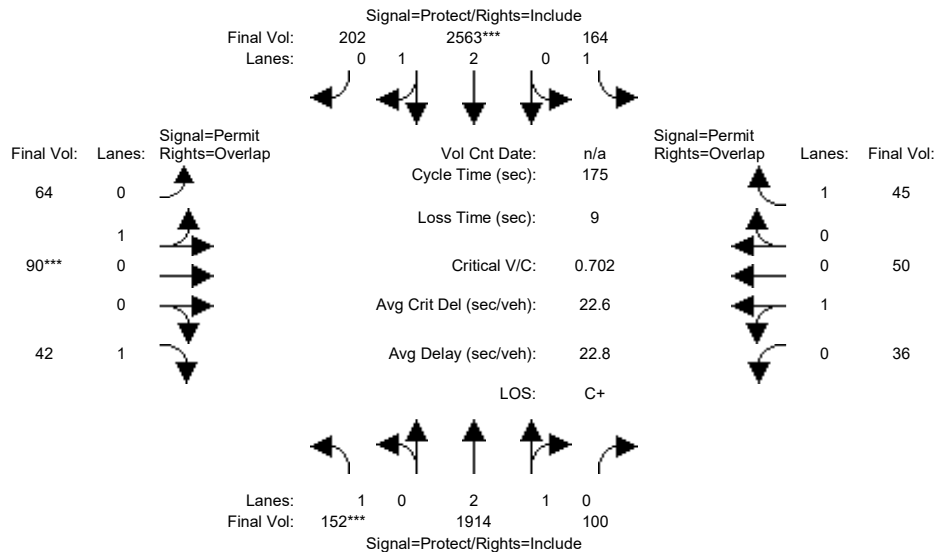
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.50	0.50	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			****			****					
Green Time:	7.0	123	122.7	23.3	139	139.0	10.0	10.0	10.0	10.0	10.0	33.3
Volume/Cap:	0.54	0.48	0.48	0.48	0.60	0.60	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	8.6	8.6	66.8	4.3	4.3	79.2	79.2	79.2	74.3	74.3	53.3
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:	85.1	8.6	8.6	66.8	4.3	4.3	79.2	79.2	79.2	74.3	74.3	53.3
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.

Vallco Special Area Specific Plan
SJ17-1786

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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	454	0	0	719	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	152	1914	100	164	2563	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	1914	100	164	2563	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1914	100	164	2563	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	1914	100	164	2563	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	5322	278	1750	5190	409	748	1052	1750	753	1047	1750

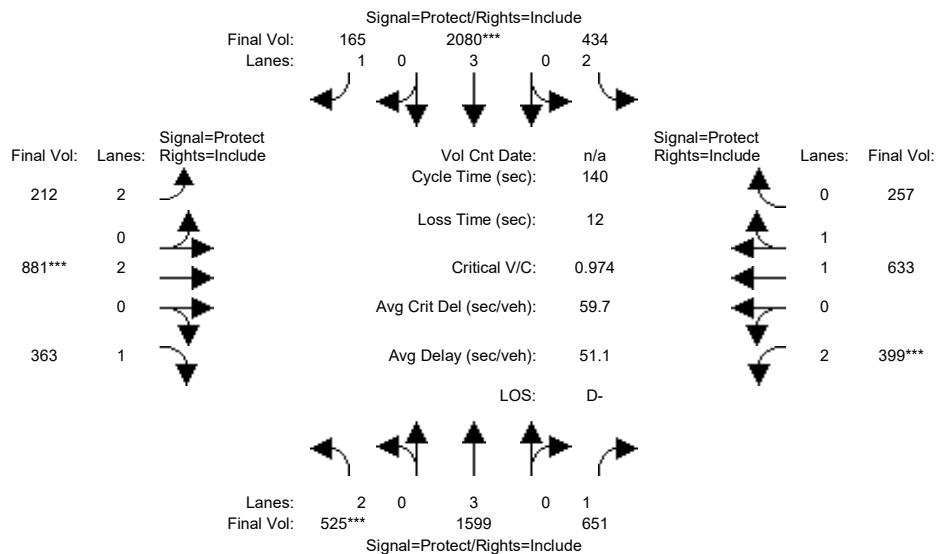
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.09	0.49	0.49	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***					
Green Time:	21.6	115	114.8	29.9	123	123.0	21.3	21.3	43.0	21.3	21.3	51.2
Volume/Cap:	0.70	0.55	0.55	0.55	0.70	0.70	0.70	0.70	0.10	0.39	0.39	0.09
Delay/Veh:	83.5	16.4	16.4	68.5	15.8	15.8	83.6	83.6	51.1	72.0	72.0	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:	83.5	16.4	16.4	68.5	15.8	15.8	83.6	83.6	51.1	72.0	72.0	45.0
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.

Vallco Special Area Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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:	18	375	15	74	618	27	21	67	20	41	63	57
PasserByVol:	0	31	1	11	28	0	0	24	0	32	60	35
Initial Fut:	525	1599	651	434	2080	165	212	881	363	399	633	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:	525	1599	651	434	2080	165	212	881	363	399	633	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	1599	651	434	2080	165	212	881	363	399	633	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:	525	1599	651	434	2080	165	212	881	363	399	633	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	0.83	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	1.41	0.59
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2631	1068

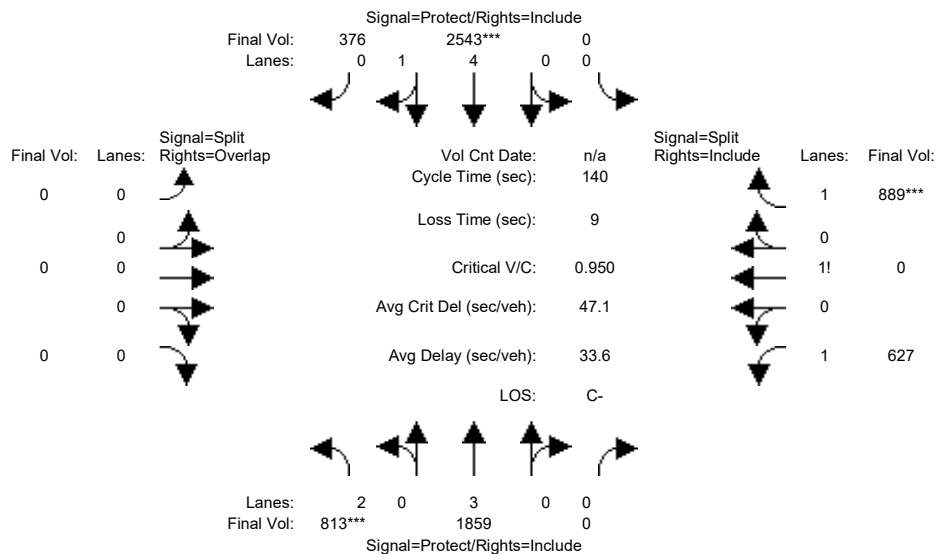
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.37	0.14	0.36	0.09	0.07	0.23	0.21	0.13	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	24.0	55.8	55.8	20.7	52.5	52.5	11.3	33.3	33.3	18.2	40.3	40.3
Volume/Cap:	0.97	0.70	0.93	0.93	0.97	0.25	0.84	0.97	0.87	0.97	0.84	0.84
Delay/Veh:	81.7	20.7	42.1	78.2	39.6	18.3	84.3	76.4	69.0	98.0	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	20.7	42.1	78.2	39.6	18.3	84.3	76.4	69.0	98.0	52.7	52.7
LOS by Move:	F	C+	D	E-	D	B-	F	E-	E	F	D-	D-
HCM2k95thQ:	31	27	50	22	50	7	11	36	29	22	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 With Retail and Residential 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:	34	224	0	0	676	4	0	0	0	-3	0	184
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	813	1859	0	0	2543	376	0	0	0	627	0	889
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	1859	0	0	2543	376	0	0	0	627	0	889
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	1859	0	0	2543	376	0	0	0	627	0	889
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	813	1859	0	0	2543	376	0	0	0	627	0	889

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	2474	0	2776

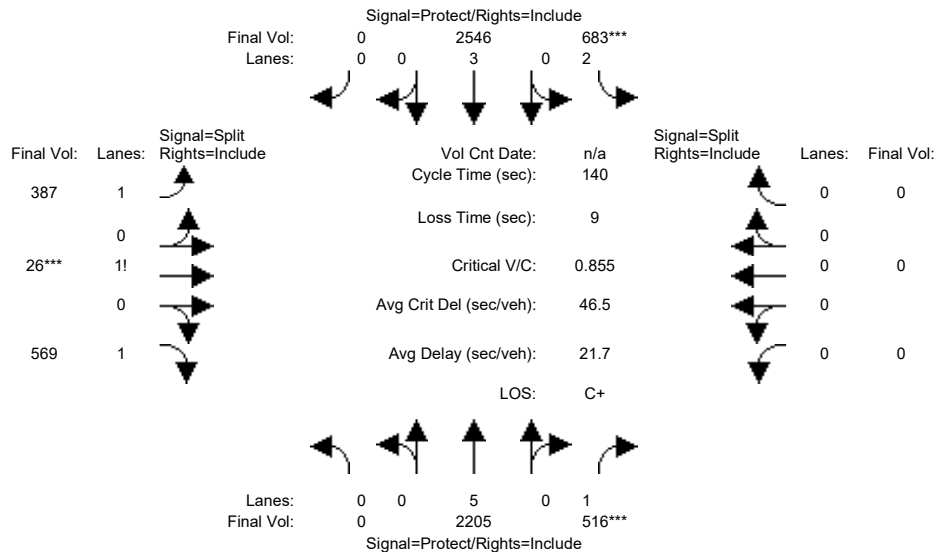
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.26	0.33	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.25	0.00	0.32
Crit Moves:	***			****						****		
Green Time:	38.0	83.8	0.0	0.0	45.8	45.8	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.95	0.54	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.75	0.00	0.95
Delay/Veh:	57.2	0.3	0.0	0.0	38.7	38.7	0.0	0.0	0.0	42.8	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:	57.2	0.3	0.0	0.0	38.7	38.7	0.0	0.0	0.0	42.8	0.0	57.9
LOS by Move:	E+	A	A	A	D+	D+	A	A	A	D	A	E+
HCM2k95thQ:	37	2	0	0	46	46	0	0	0	33	0	48

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 With Retail and Residential 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:												
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	252	-5	245	427	0	6	0	45	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2205	516	683	2546	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	2205	516	683	2546	0	387	26	569	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2205	516	683	2546	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	2205	516	683	2546	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

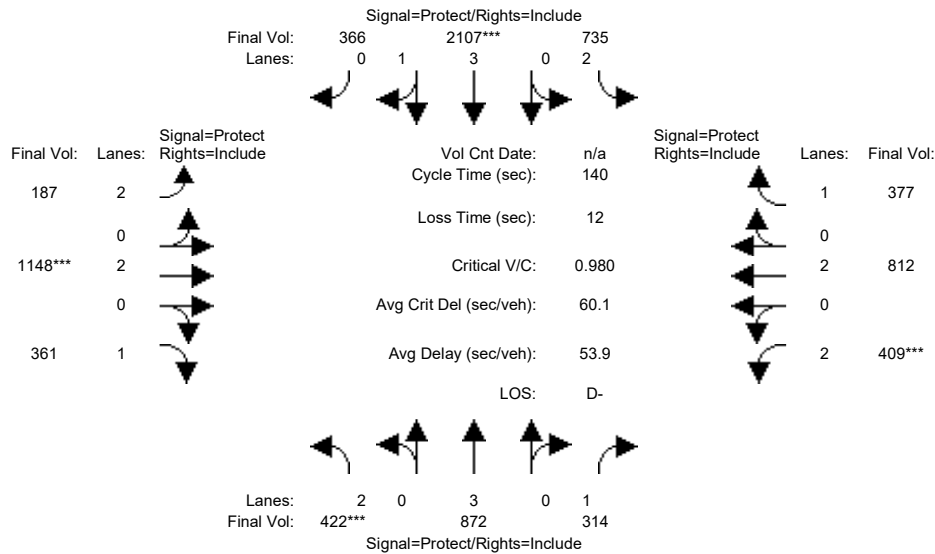
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.29	0.22	0.45	0.00	0.16	0.29	0.21	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.3	48.3	35.5	83.8	0.0	47.2	47.2	47.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.85	0.85	0.75	0.00	0.47	0.85	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	25.9	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	25.9	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	24	36	27	2	0	19	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)
Background PM With Retail and Residential 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	67	146	310	16	-2	201	-13	70	169	110
PasserByVol:	0	4	29	29	10	0	0	5	0	64	25	21
Initial Fut:	422	872	314	735	2107	366	187	1148	361	409	812	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	314	735	2107	366	187	1148	361	409	812	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	872	314	735	2107	366	187	1148	361	409	812	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	314	735	2107	366	187	1148	361	409	812	377

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

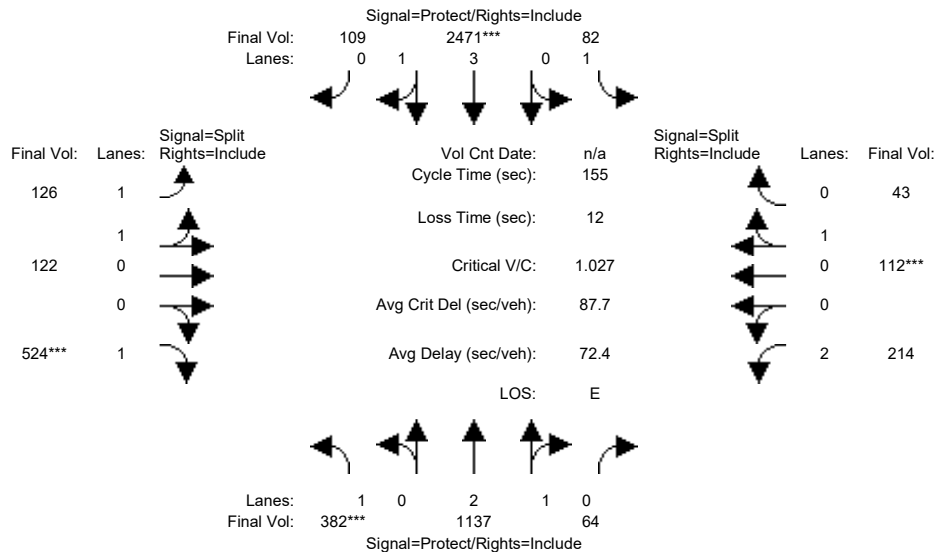
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.18	0.23	0.33	0.33	0.06	0.30	0.21	0.13	0.21	0.22
Crit Moves:	***			****			****			****		
Green Time:	19.1	28.8	28.8	37.5	47.1	47.1	13.3	43.2	43.2	18.6	48.4	48.4
Volume/Cap:	0.98	0.74	0.87	0.87	0.98	0.98	0.62	0.98	0.67	0.98	0.62	0.62
Delay/Veh:	91.8	45.7	64.6	46.9	43.9	43.9	65.0	69.4	45.4	99.1	39.0	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:	91.8	45.7	64.6	46.9	43.9	43.9	65.0	69.4	45.4	99.1	39.0	40.2
LOS by Move:	F	D	E	D	D	D	E	E	D	F	D	D
HCM2k95thQ:	23	20	26	32	49	49	9	42	23	22	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 With Retail and Residential 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	198	0	0	368	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1137	64	82	2471	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	1137	64	82	2471	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1137	64	82	2471	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	1137	64	82	2471	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	5301	298	1750	7183	317	1803	1746	1750	3150	1301	499

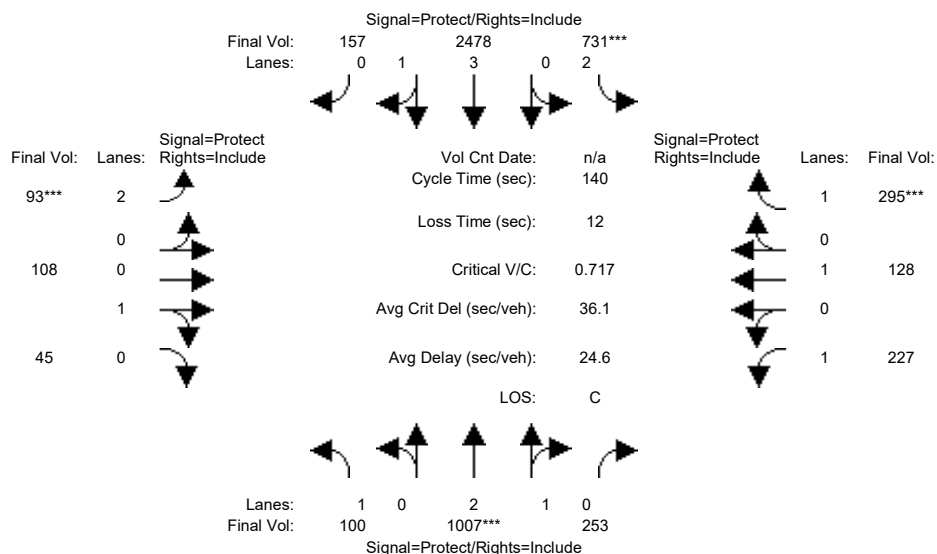
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.05	0.34	0.34	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	32.9	69.6	69.6	15.2	51.9	51.9	45.2	45.2	45.2	13.0	13.0	13.0
Volume/Cap:	1.03	0.48	0.48	0.48	1.03	1.03	0.24	0.24	1.03	0.81	1.03	1.03
Delay/Veh:	114.9	30.1	30.1	68.2	76.9	76.9	42.0	42.0	101.9	86.7	152	151.7
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:	114.9	30.1	30.1	68.2	76.9	76.9	42.0	42.0	101.9	86.7	152	151.7
LOS by Move:	F	C	C	E	E-	E-	D	D	F	F	F	F
HCM2k95thQ:	38	23	23	7	52	52	9	9	54	15	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 With Retail and Residential 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	186	1	26	340	2	2	2	0	1	2	10
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1007	253	731	2478	157	93	108	45	227	128	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	1007	253	731	2478	157	93	108	45	227	128	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1007	253	731	2478	157	93	108	45	227	128	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
FinalVolume:	100	1007	253	731	2478	157	93	108	45	227	128	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	2.38	0.62	2.00	3.75	0.25	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4474	1124	3150	7052	447	3150	1271	529	1750	1900	1750

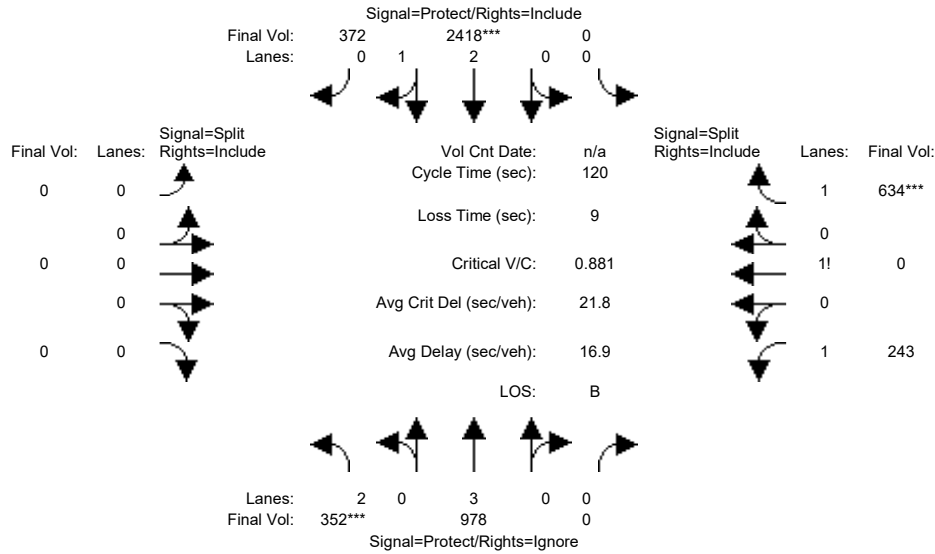
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.35	0.35	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.4	43.5	43.5	44.9	76.0	76.0	7.0	15.7	15.7	23.9	32.6	32.6
Volume/Cap:	0.65	0.72	0.72	0.72	0.65	0.65	0.59	0.76	0.76	0.76	0.29	0.72
Delay/Veh:	66.9	31.5	31.5	31.5	5.0	5.0	70.9	75.7	75.7	66.0	44.5	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:	66.9	31.5	31.5	31.5	5.0	5.0	70.9	75.7	75.7	66.0	44.5	55.9
LOS by Move:	E	C	C	C	A	A	E	E-	E-	E	D	E+
HCM2k95thQ:	9	25	25	24	12	12	7	16	16	19	9	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 With Retail and Residential 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:	North Bound			South Bound			East 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	106	0	0	227	114	0	0	0	0	0	81
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	978	0	0	2418	372	0	0	0	243	0	634
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	978	0	0	2418	372	0	0	0	243	0	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	978	0	0	2418	372	0	0	0	243	0	634
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	978	0	0	2418	372	0	0	0	243	0	634

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	2.59	0.41	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4852	747	0	0	0	2245	0	3091

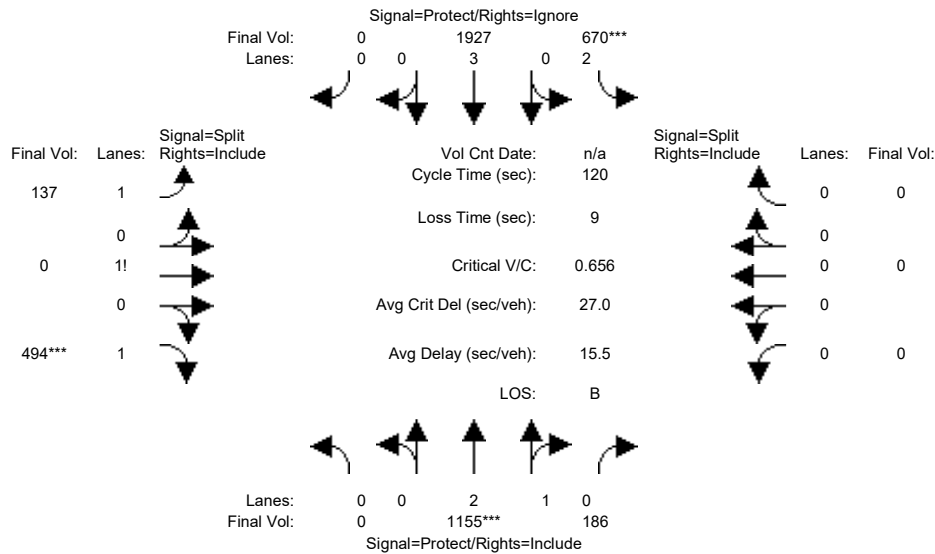
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***				****							****
Green Time:	15.2	83.1	0.0	0.0	67.9	67.9	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.88	0.25	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.47	0.00	0.88
Delay/Veh:	66.3	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	39.8	0.0	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:	66.3	0.0	0.0	0.0	6.2	6.2	0.0	0.0	0.0	39.8	0.0	53.7
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	D-
HCM2k95thQ:	15	0	0	0	25	25	0	0	0	13	0	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 PM With Retail and Residential 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	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	106	0	26	201	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1155	186	670	1927	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	1155	186	670	1927	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1155	186	670	1927	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	1155	186	670	1927	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	4822	777	3150	5700	0	2138	0	3201	0	0	0

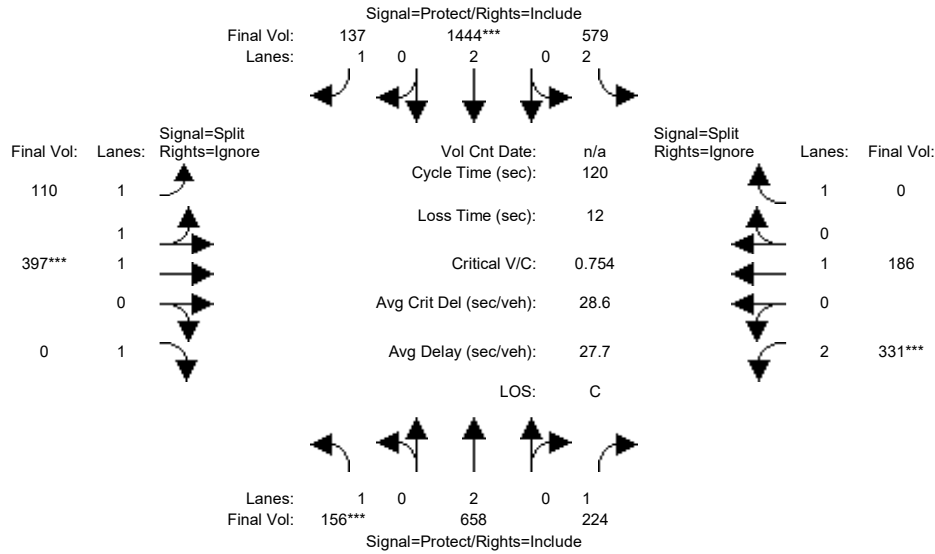
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.21	0.34	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.8	43.8	38.9	82.8	0.0	28.2	0.0	28.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.49	0.00	0.27	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	20.4	25.2	0.1	0.0	37.5	0.0	43.1	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	20.4	20.4	25.2	0.1	0.0	37.5	0.0	43.1	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	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 With Retail and Residential 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	103	0	0	196	4	3	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	658	224	579	1444	137	110	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	658	224	579	1444	137	110	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	658	224	579	1444	137	110	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	658	224	579	1444	137	110	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

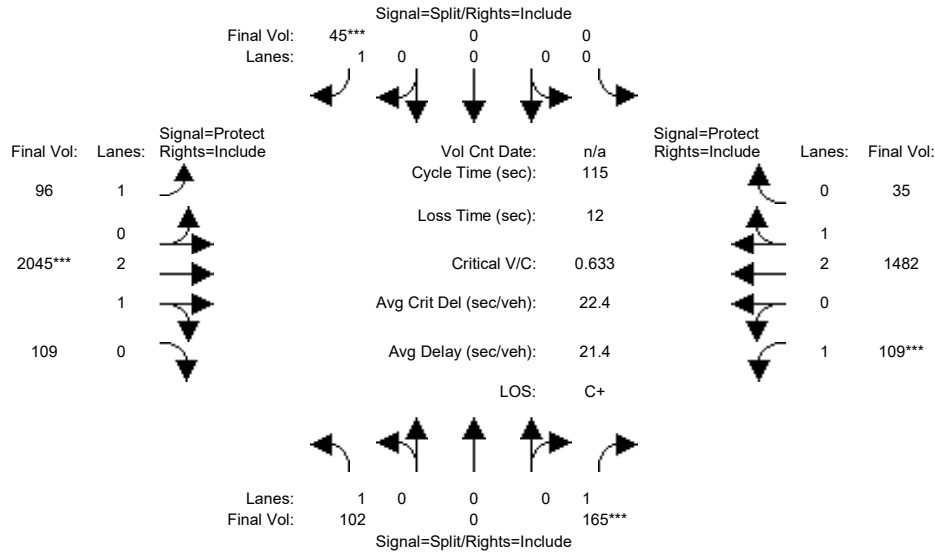
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.38	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				****			****		****		
Green Time:	14.2	36.2	36.2	38.4	60.5	60.5	16.6	16.6	0.0	16.7	16.7	0.0
Volume/Cap:	0.75	0.57	0.42	0.57	0.75	0.16	0.45	0.75	0.00	0.75	0.70	0.00
Delay/Veh:	61.2	25.9	24.4	24.1	9.4	5.3	47.8	54.6	0.0	56.9	57.5	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:	61.2	25.9	24.4	24.1	9.4	5.3	47.8	54.6	0.0	56.9	57.5	0.0
LOS by Move:	E	C	C	C	A	A	D	D-	A	E+	E+	A
HCM2k95thQ:	14	17	11	16	22	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 With Retail and Residential 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:												
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	414	0	0	349	0
PasserByVol:	0	0	0	0	0	0	0	87	0	0	110	0
Initial Fut:	102	0	165	0	0	45	96	2045	109	109	1482	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	2045	109	109	1482	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2045	109	109	1482	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
FinalVolume:	102	0	165	0	0	45	96	2045	109	109	1482	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	2.93	0.07
Final Sat.:	1750	0	1750	0	0	1750	1750	5316	283	1750	5471	129

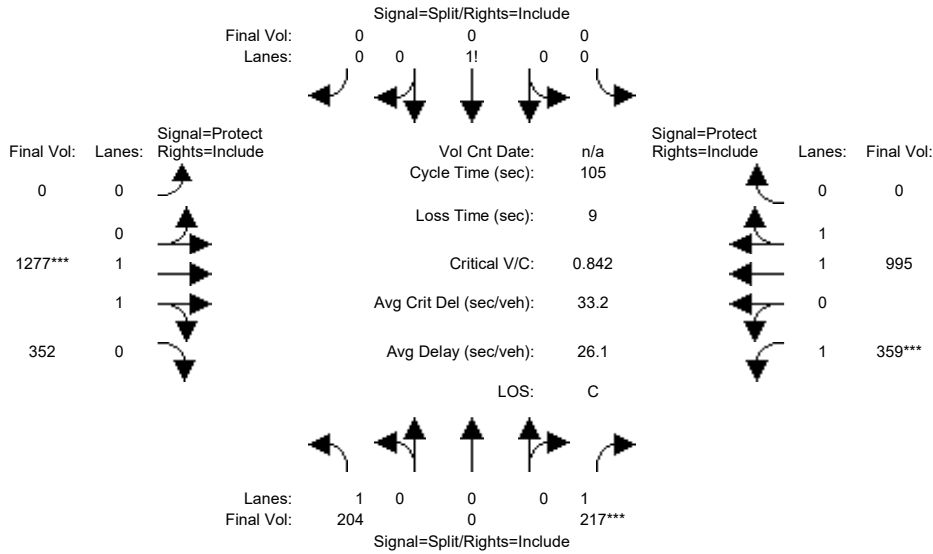
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.38	0.38	0.06	0.27	0.27
Crit Moves:			****			****		****		****		
Green Time:	16.2	0.0	16.2	0.0	0.0	10.0	14.1	66.1	66.1	10.7	62.7	62.7
Volume/Cap:	0.41	0.00	0.67	0.00	0.00	0.30	0.45	0.67	0.67	0.67	0.50	0.50
Delay/Veh:	46.2	0.0	53.8	0.0	0.0	50.3	48.3	17.5	17.5	60.7	16.4	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:	46.2	0.0	53.8	0.0	0.0	50.3	48.3	17.5	17.5	60.7	16.4	16.4
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	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)
Background PM With Retail and Residential 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:	9	0	0	0	0	0	0	143	13	0	152	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	130	0
Initial Fut:	204	0	217	0	0	0	0	1277	352	359	995	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:	204	0	217	0	0	0	0	1277	352	359	995	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	217	0	0	0	0	1277	352	359	995	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:	204	0	217	0	0	0	0	1277	352	359	995	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

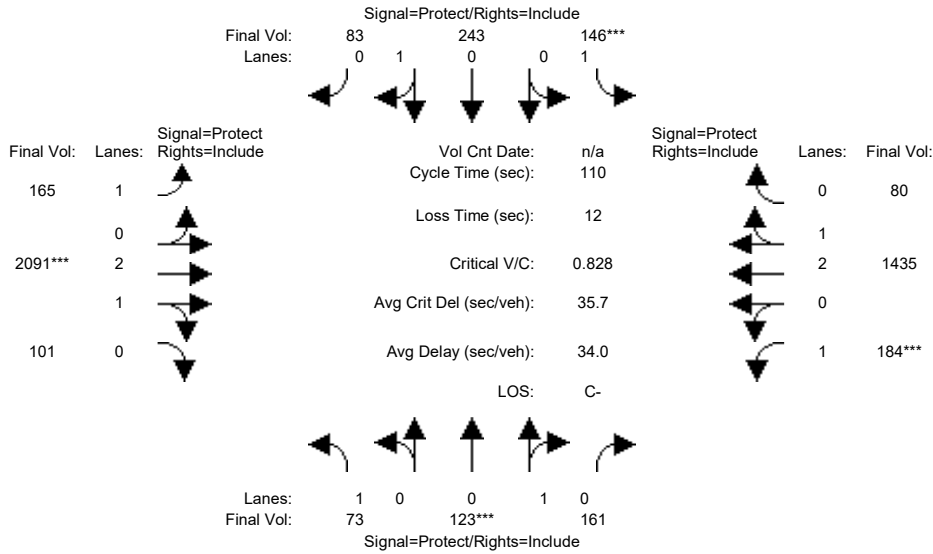
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	54.9	54.9	25.6	80.5	0.0
Volume/Cap:	0.79	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.35	0.00
Delay/Veh:	58.4	0.0	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:	58.4	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:	17	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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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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:												
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	2	13	0	0	0	414	0	3	349	9
PasserByVol:	0	0	0	0	0	0	0	86	0	0	109	0
Initial Fut:	73	123	161	146	243	83	165	2091	101	184	1435	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:	73	123	161	146	243	83	165	2091	101	184	1435	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	161	146	243	83	165	2091	101	184	1435	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:	73	123	161	146	243	83	165	2091	101	184	1435	80

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	2.84	0.16
Final Sat.:	1750	780	1020	1750	1342	458	1750	5342	258	1750	5304	296

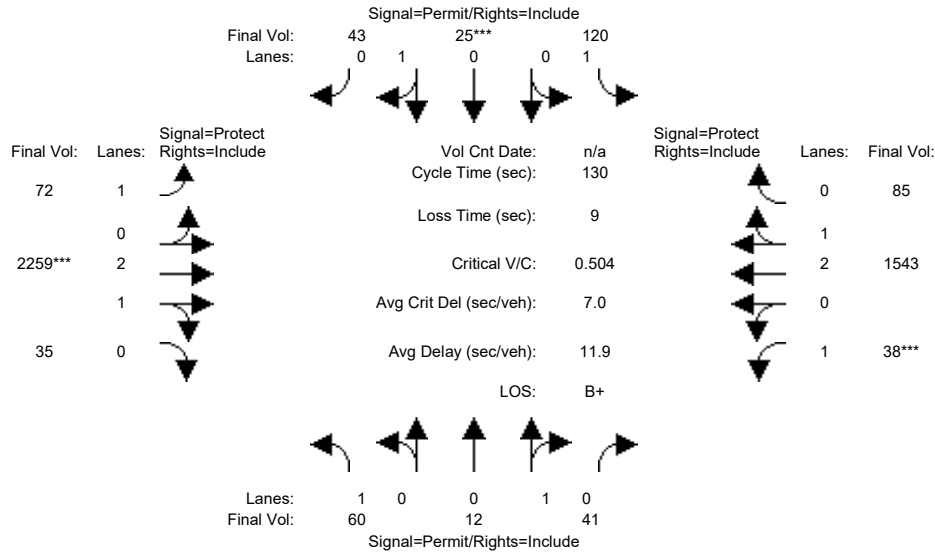
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.39	0.39	0.11	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	8.3	21.0	21.0	11.1	23.7	23.7	17.0	52.0	52.0	14.0	48.9	48.9
Volume/Cap:	0.55	0.83	0.83	0.83	0.84	0.84	0.61	0.83	0.83	0.83	0.61	0.61
Delay/Veh:	53.9	58.1	58.1	75.1	56.4	56.4	47.3	27.4	27.4	68.9	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:	53.9	58.1	58.1	75.1	56.4	56.4	47.3	27.4	27.4	68.9	23.7	23.7
LOS by Move:	D-	E+	E+	E-	E+	E+	D	C	C	E	C	C
HCM2k95thQ:	5	19	19	14	24	24	11	37	37	14	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 With Retail and Residential 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	429	0	0	361	0
PasserByVol:	0	0	0	0	0	0	0	45	0	0	130	0
Initial Fut:	60	12	41	120	25	43	72	2259	35	38	1543	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	2259	35	38	1543	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2259	35	38	1543	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	2259	35	38	1543	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	5514	85	1750	5307	292

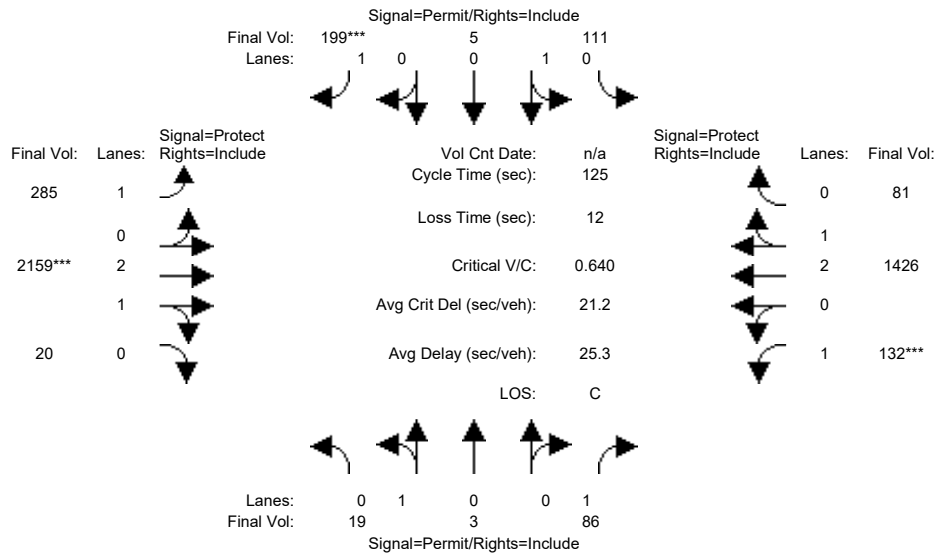
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.41	0.41	0.02	0.29	0.29
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	17.3	104	104.0	7.0	93.7	93.7
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.31	0.51	0.51	0.40	0.40	0.40
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	51.7	4.5	4.5	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:	59.7	58.8	58.8	105.9	60.3	60.3	51.7	4.5	4.5	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	15	7	7	5	19	19	3	16	16

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 With Retail and Residential 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	69	0	172	235	194	0	0	189	58
PasserByVol:	0	0	0	0	0	0	0	84	0	0	107	0
Initial Fut:	19	3	86	111	5	199	285	2159	20	132	1426	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	111	5	199	285	2159	20	132	1426	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	111	5	199	285	2159	20	132	1426	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	111	5	199	285	2159	20	132	1426	81

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	0.96	0.04	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	1555	245	1750	1722	78	1750	1750	5549	51	1750	5299	301

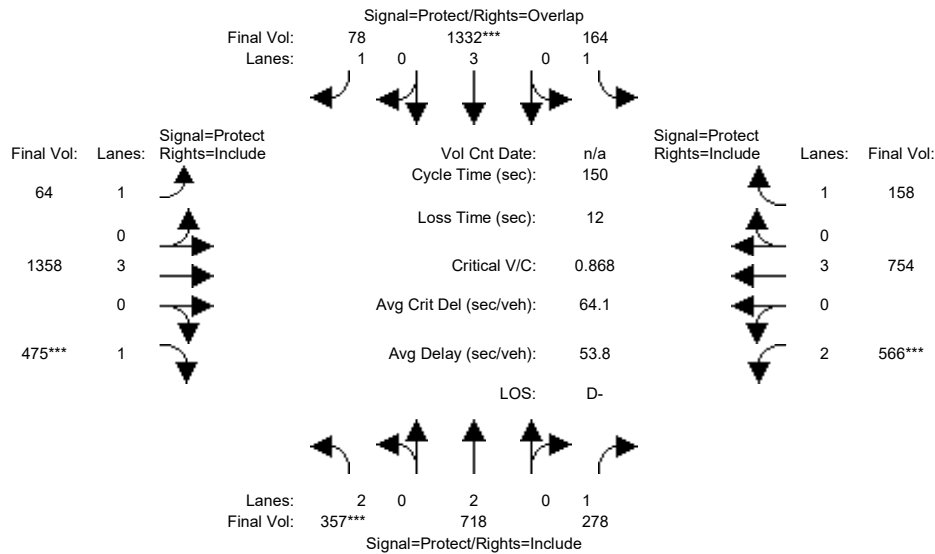
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.06	0.06	0.11	0.16	0.39	0.39	0.08	0.27	0.27
Crit Moves:						****		****		****		
Green Time:	22.2	22.2	22.2	22.2	22.2	22.2	34.2	76.0	76.0	14.7	56.6	56.6
Volume/Cap:	0.07	0.07	0.28	0.36	0.36	0.64	0.59	0.64	0.64	0.64	0.59	0.59
Delay/Veh:	42.9	42.9	44.9	45.9	45.9	52.1	41.4	16.1	16.1	59.2	26.0	26.0
User DelAdj:	1.00	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	42.9	44.9	45.9	45.9	52.1	41.4	16.1	16.1	59.2	26.0	26.0
LOS by Move:	D	D	D	D	D	D-	D	B	B	E+	C	C
HCM2k95thQ:	2	2	6	8	8	16	18	31	31	10	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 PM With Retail and Residential 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:	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:	26	102	104	10	144	0	0	162	39	173	137	7
PasserByVol:	25	23	0	0	9	0	0	0	9	4	8	0
Initial Fut:	357	718	278	164	1332	78	64	1358	475	566	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:	357	718	278	164	1332	78	64	1358	475	566	754	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	718	278	164	1332	78	64	1358	475	566	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:	357	718	278	164	1332	78	64	1358	475	566	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

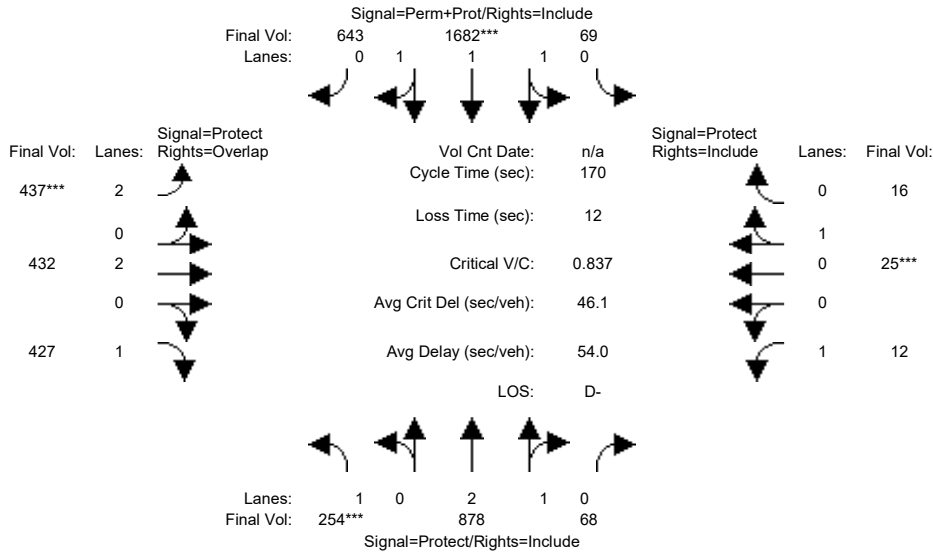
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.16	0.09	0.23	0.04	0.04	0.24	0.27	0.18	0.13	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	19.6	40.1	40.1	19.9	40.4	60.7	20.3	46.9	46.9	31.1	57.7	57.7
Volume/Cap:	0.87	0.71	0.59	0.71	0.87	0.11	0.27	0.76	0.87	0.87	0.34	0.23
Delay/Veh:	81.4	51.9	49.9	71.8	57.8	27.9	58.8	48.5	62.4	69.4	32.9	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:	81.4	51.9	49.9	71.8	57.8	27.9	58.8	48.5	62.4	69.4	32.9	31.4
LOS by Move:	F	D-	D	E	E+	C	E+	D	E	E	C-	C
HCM2k95thQ:	18	25	21	17	37	5	6	34	41	28	15	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 PM With Retail and Residential 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:	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:	41	165	0	0	245	111	67	0	40	0	0	0
PasserByVol:	30	47	7	0	21	2	0	11	21	0	0	0
Initial Fut:	254	878	68	69	1682	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:	254	878	68	69	1682	643	437	432	427	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	878	68	69	1682	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:	254	878	68	69	1682	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	5197	402	158	3864	1477	3150	3800	1750	1750	1098	702

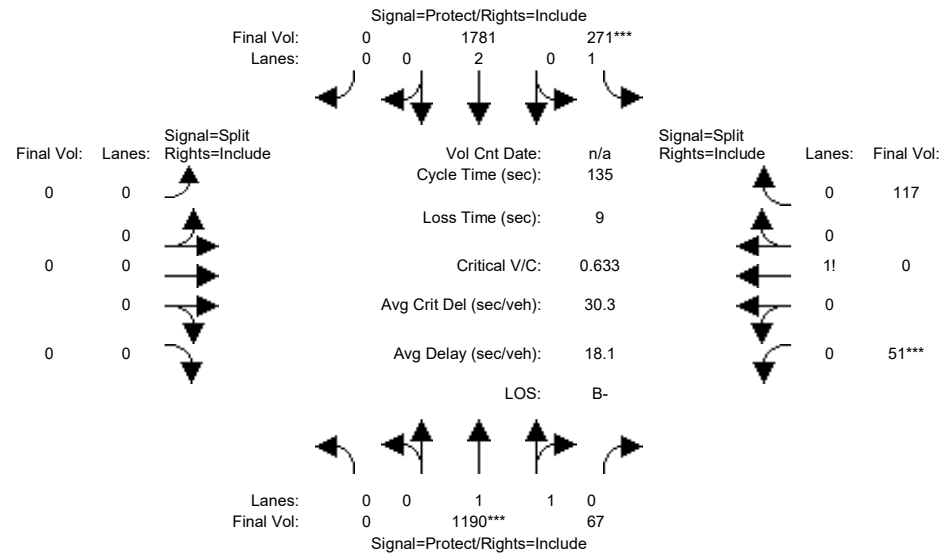
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.00	0.44	0.44	0.14	0.11	0.24	0.01	0.02	0.02
Crit Moves:	***				****		****			****		
Green Time:	30.1	33.7	33.7	89.7	90.3	90.3	27.6	27.6	57.7	10.0	10.0	10.0
Volume/Cap:	0.82	0.85	0.85	0.82	0.82	0.82	0.85	0.70	0.72	0.12	0.39	0.39
Delay/Veh:	83.1	72.4	72.4	35.6	35.1	35.1	82.3	70.8	53.3	76.3	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:	83.1	72.4	72.4	35.6	35.1	35.1	82.3	70.8	53.3	76.3	79.4	79.4
LOS by Move:	F	E	E	D+	D+	D+	F	E	D-	E-	E-	E-
HCM2k95thQ:	25	29	29	55	54	54	23	18	33	1	5	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 With Retail and Residential Alternative

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	206	4	0	285	0	0	0	0	4	0	0
PasserByVol:	0	83	0	0	42	0	0	0	0	0	0	0
Initial Fut:	0	1190	67	271	1781	0	0	0	0	51	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	1190	67	271	1781	0	0	0	0	51	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1190	67	271	1781	0	0	0	0	51	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	1190	67	271	1781	0	0	0	0	51	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	0.30	0.00	0.70
Final Sat.:	0	3503	197	1750	3800	0	0	0	0	531	0	1219

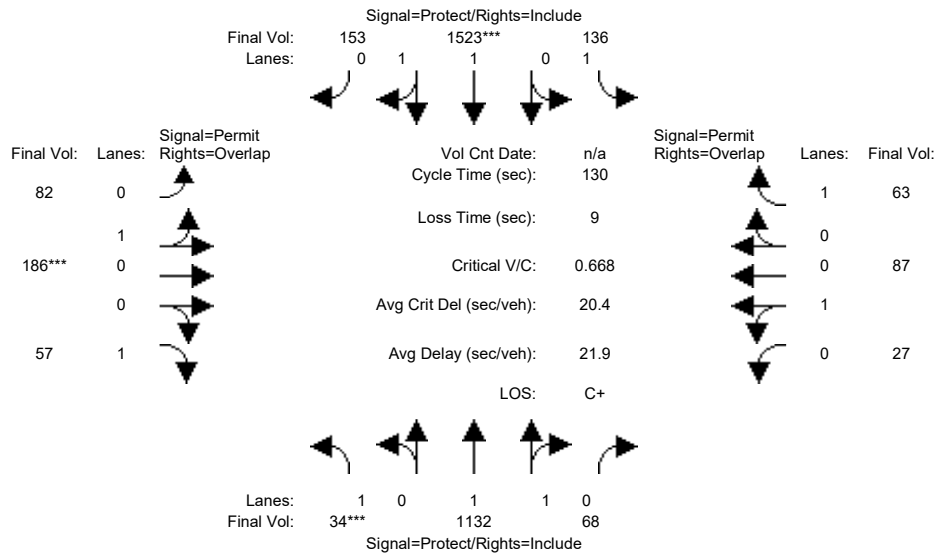
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.15	0.47	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	72.5	72.5	33.0	106	0.0	0.0	0.0	0.0	20.5	0.0	20.5
Volume/Cap:	0.00	0.63	0.63	0.63	0.60	0.00	0.00	0.00	0.00	0.63	0.00	0.63
Delay/Veh:	0.0	22.6	22.6	48.6	6.4	0.0	0.0	0.0	0.0	58.6	0.0	58.6
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	22.6	22.6	48.6	6.4	0.0	0.0	0.0	0.0	58.6	0.0	58.6
LOS by Move:	A	C+	C+	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	31	31	19	26	0	0	0	0	15	0	15

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 With Retail and Residential 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:	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:	4	210	4	0	289	0	0	0	4	4	0	0
PasserByVol:	12	83	2	0	42	0	0	0	4	1	0	0
Initial Fut:	34	1132	68	136	1523	153	82	186	57	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:	34	1132	68	136	1523	153	82	186	57	27	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1132	68	136	1523	153	82	186	57	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:	34	1132	68	136	1523	153	82	186	57	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	1.88	0.12	1.00	1.81	0.19	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3490	210	1750	3362	338	551	1249	1750	426	1374	1750

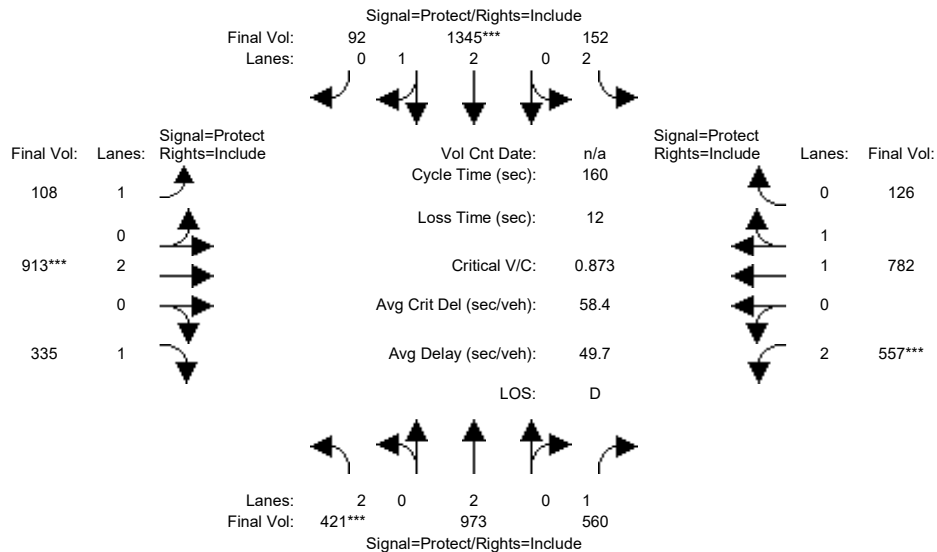
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.08	0.45	0.45	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	74.9	74.9	17.9	85.8	85.8	28.2	28.2	35.2	28.2	28.2	46.1
Volume/Cap:	0.36	0.56	0.56	0.56	0.69	0.69	0.69	0.69	0.12	0.29	0.29	0.10
Delay/Veh:	61.7	17.7	17.7	55.4	14.6	14.6	51.9	51.9	35.8	43.0	43.0	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	17.7	17.7	55.4	14.6	14.6	51.9	51.9	35.8	43.0	43.0	28.1
LOS by Move:	E	B	B	E+	B	B	D-	D-	D+	D	D	C
HCM2k95thQ:	3	26	26	10	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 With Retail and Residential Alternative

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:												
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:	56	202	41	11	271	14	5	61	81	67	86	10
PasserByVol:	101	71	86	14	39	0	0	59	22	49	73	30
Initial Fut:	421	973	560	152	1345	92	108	913	335	557	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:	421	973	560	152	1345	92	108	913	335	557	782	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	973	560	152	1345	92	108	913	335	557	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:	421	973	560	152	1345	92	108	913	335	557	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	5241	358	1750	3800	1750	3150	3186	513

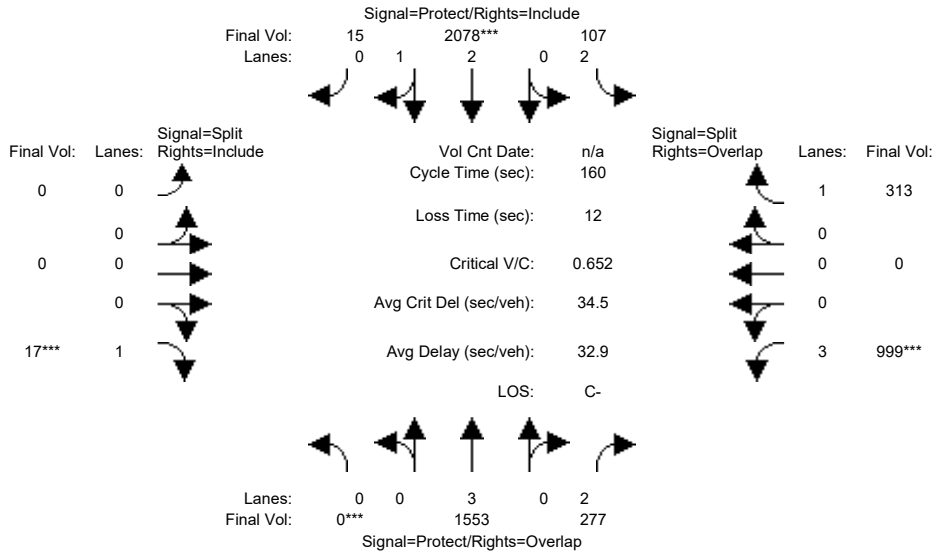
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.32	0.05	0.26	0.26	0.06	0.24	0.19	0.18	0.25	0.25
Crit Moves:	***				***			***			***	
Green Time:	24.5	62.2	62.2	9.4	47.0	47.0	15.4	44.0	44.0	32.4	61.1	61.1
Volume/Cap:	0.87	0.66	0.82	0.82	0.87	0.87	0.64	0.87	0.70	0.87	0.64	0.64
Delay/Veh:	74.2	24.3	33.4	96.3	44.2	44.2	77.9	63.5	56.4	74.4	41.5	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:	74.2	24.3	33.4	96.3	44.2	44.2	77.9	63.5	56.4	74.4	41.5	41.5
LOS by Move:	E	C	C-	F	D	D	E-	E	E+	E	D	D
HCM2k95thQ:	23	26	38	9	37	37	10	35	25	28	28	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)
Background PM With Retail and Residential 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	299	0	0	419	0	0	0	0	0	0	0
PasserByVol:	0	44	265	66	43	0	0	0	0	816	0	212
Initial Fut:	0	1553	277	107	2078	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	1553	277	107	2078	15	0	0	17	999	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1553	277	107	2078	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	1553	277	107	2078	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

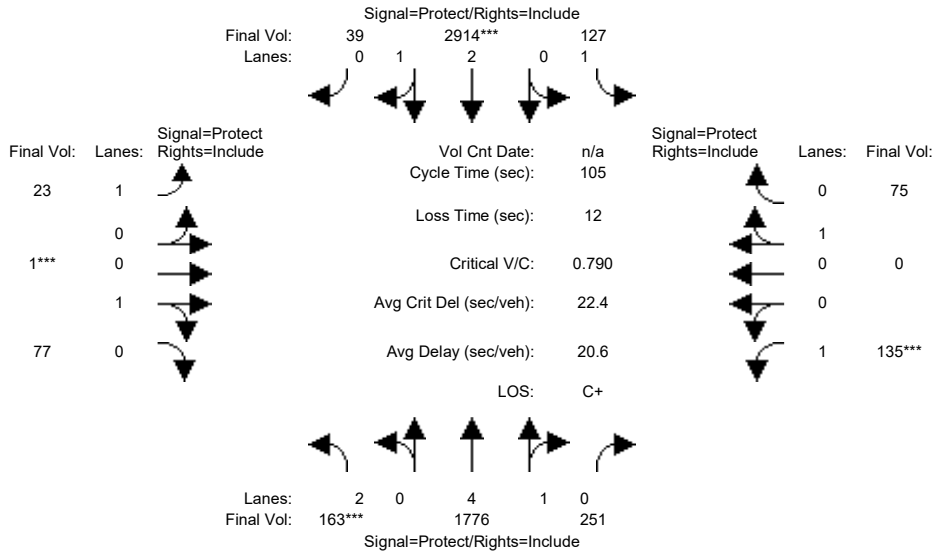
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.09	0.03	0.37	0.37	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***				***				***	***		
Green Time:	0.0	74.9	126.0	12.0	86.9	86.9	0.0	0.0	10.0	51.1	0.0	63.1
Volume/Cap:	0.00	0.58	0.11	0.45	0.69	0.69	0.00	0.00	0.16	0.69	0.00	0.45
Delay/Veh:	0.0	31.4	4.0	72.2	27.3	27.3	0.0	0.0	71.7	48.9	0.0	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:	0.0	31.4	4.0	72.2	27.3	27.3	0.0	0.0	71.7	48.9	0.0	36.2
LOS by Move:	A	C	A	E	C	C	A	A	E	D	A	D+
HCM2k95thQ:	0	31	4	6	40	40	0	0	2	31	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 With Retail and Residential 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	249	181	87	332	0	0	0	0	103	0	50
PasserByVol:	0	310	0	0	865	0	0	0	0	0	0	0
Initial Fut:	163	1776	251	127	2914	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	1776	251	127	2914	39	23	1	77	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1776	251	127	2914	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	1776	251	127	2914	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	4.35	0.65	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8234	1164	1750	5526	74	1750	23	1777	1750	0	1800

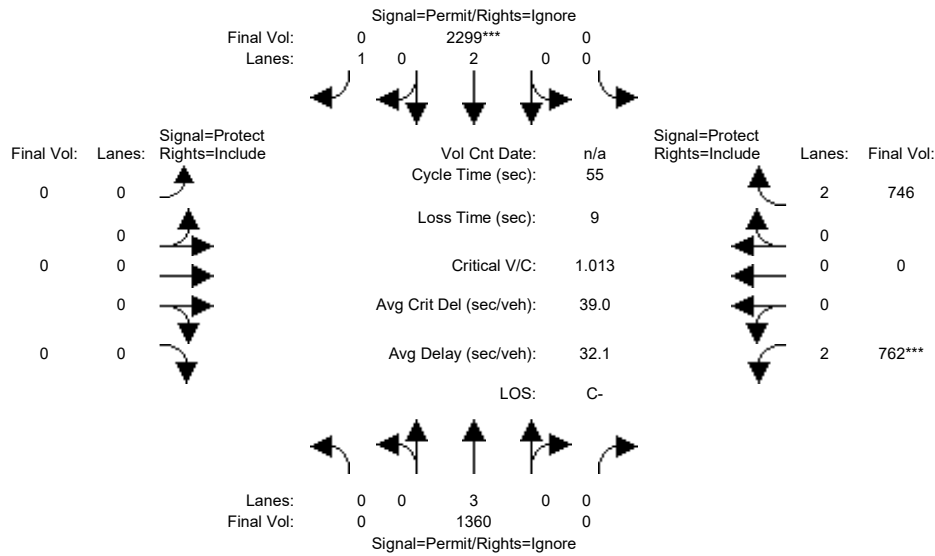
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.07	0.53	0.53	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	54.8	54.8	18.5	66.3	66.3	8.1	10.0	10.0	9.7	0.0	11.6
Volume/Cap:	0.78	0.41	0.41	0.41	0.84	0.84	0.17	0.46	0.46	0.84	0.00	0.38
Delay/Veh:	64.7	15.3	15.3	39.4	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	15.3	15.3	39.4	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	7	42	42	2	6	6	13	0	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)
Background PM With Retail and Residential Alternative

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



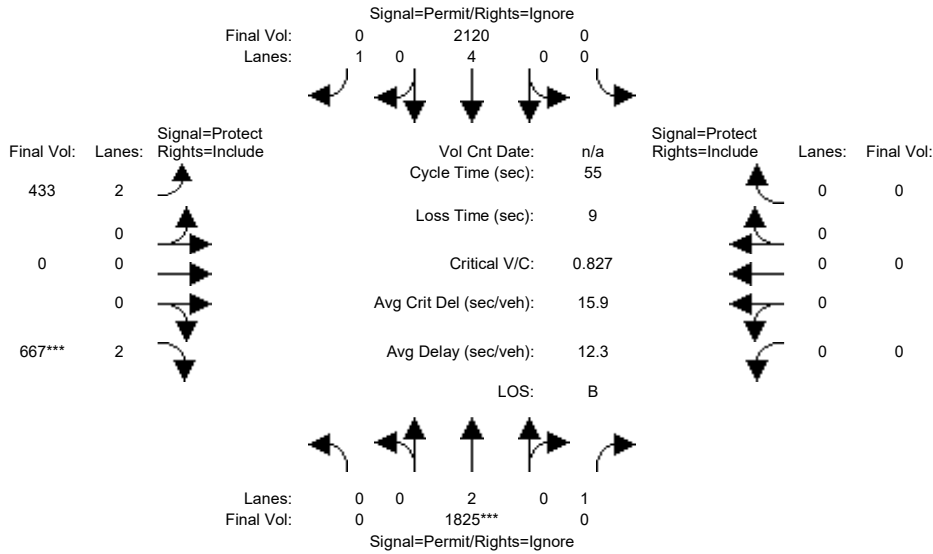
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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	350	151	0	405	31	0	0	0	195	0	81
PasserByVol:	0	228	189	0	477	389	0	0	0	10	0	82
Initial Fut:	0	1360	866	0	2299	982	0	0	0	762	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	1360	0	0	2299	0	0	0	0	762	0	746
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1360	0	0	2299	0	0	0	0	762	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	1360	0	0	2299	0	0	0	0	762	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	0.24	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:					****					****		
Green Time:	0.0	32.9	0.0	0.0	32.9	0.0	0.0	0.0	0.0	13.1	0.0	13.1
Volume/Cap:	0.00	0.41	0.00	0.00	1.01	0.00	0.00	0.00	0.00	1.01	0.00	0.99
Delay/Veh:	0.0	6.0	0.0	0.0	33.1	0.0	0.0	0.0	0.0	56.9	0.0	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:	0.0	6.0	0.0	0.0	33.1	0.0	0.0	0.0	0.0	56.9	0.0	51.4
LOS by Move:	A	A	A	A	C-	A	A	A	A	E+	A	D-
HCM2k95thQ:	0	0	0	0	40	0	0	0	0	26	0	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 With Retail and Residential Alternative

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



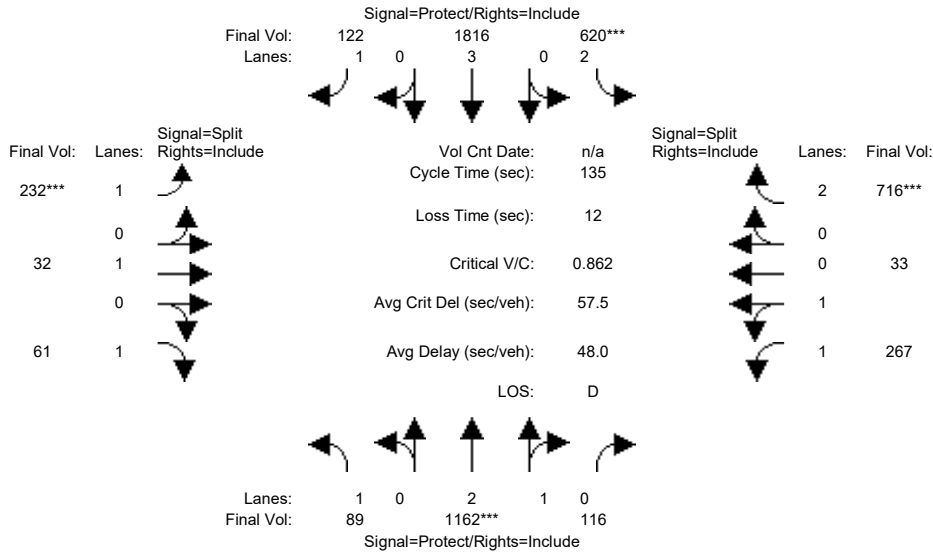
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	447	163	0	554	47	54	0	202	0	0	0
PasserByVol:	0	279	12	0	165	322	148	0	90	0	0	0
Initial Fut:	0	1825	638	0	2120	934	433	0	667	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	1825	0	0	2120	0	433	0	667	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1825	0	0	2120	0	433	0	667	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	1825	0	0	2120	0	433	0	667	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	0.48	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	31.9	0.0	0.0	31.9	0.0	14.1	0.0	14.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.83	0.00	0.00	0.48	0.00	0.54	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	12.0	0.0	0.0	6.8	0.0	18.4	0.0	26.4	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	12.0	0.0	0.0	6.8	0.0	18.4	0.0	26.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B-	A	C	A	A	A
HCM2k95thQ:	0	9	0	0	1	0	9	0	17	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 With Retail and Residential 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:	46	205	40	252	154	65	198	20	43	110	27	47
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	89	1162	116	620	1816	122	232	32	61	267	33	716
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1162	116	620	1816	122	232	32	61	267	33	716
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1162	116	620	1816	122	232	32	61	267	33	716
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	1162	116	620	1816	122	232	32	61	267	33	716

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	2.72	0.28	2.00	3.00	1.00	1.00	1.00	1.00	1.78	0.22	2.00
Final Sat.:	1750	5091	508	3150	5700	1750	1750	1900	1750	3159	390	3150

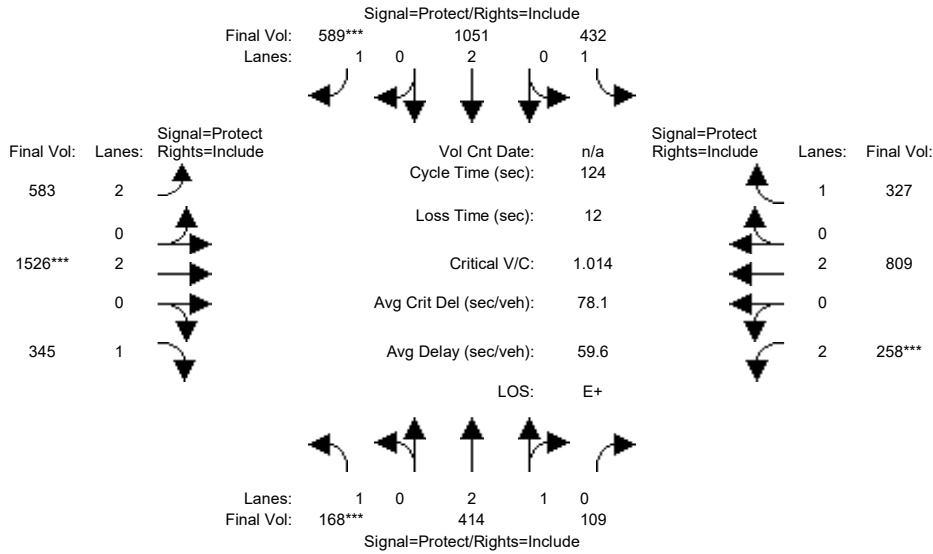
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.20	0.32	0.07	0.13	0.02	0.03	0.08	0.08	0.23
Crit Moves:	****			****			****			****		
Green Time:	9.3	35.8	35.8	30.8	57.3	57.3	20.8	20.8	20.8	35.6	35.6	35.6
Volume/Cap:	0.74	0.86	0.86	0.86	0.75	0.16	0.86	0.11	0.23	0.32	0.32	0.86
Delay/Veh:	82.5	52.7	52.7	60.4	34.2	24.2	79.2	49.3	50.5	40.2	40.2	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:	82.5	52.7	52.7	60.4	34.2	24.2	79.2	49.3	50.5	40.2	40.2	56.5
LOS by Move:	F	D-	D-	E	C-	C	E-	D	D	D	D	E+
HCM2k95thQ:	8	30	30	28	36	6	23	2	5	10	10	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 With Retail and Residential 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:	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:	16	84	11	89	121	95	133	118	18	30	122	74
PasserByVol:	0	16	10	56	26	65	24	60	0	21	74	52
Initial Fut:	168	414	109	432	1051	589	583	1526	345	258	809	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	414	109	432	1051	589	583	1526	345	258	809	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	414	109	432	1051	589	583	1526	345	258	809	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	414	109	432	1051	589	583	1526	345	258	809	327

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	4431	1167	1750	3800	1750	3150	3800	1750	3150	3800	1750

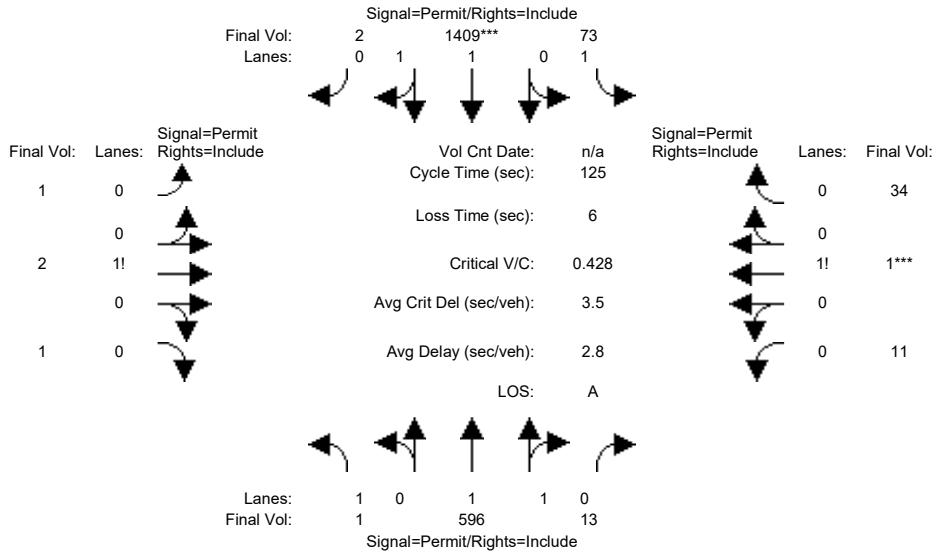
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.25	0.28	0.34	0.19	0.40	0.20	0.08	0.21	0.19
Crit Moves:	***					****	****			****		
Green Time:	11.7	14.5	14.5	38.4	41.2	41.2	27.5	49.1	49.1	10.0	31.6	31.6
Volume/Cap:	1.01	0.80	0.80	0.80	0.83	1.01	0.83	1.01	0.50	1.01	0.83	0.73
Delay/Veh:	129.8	60.1	60.1	47.4	43.2	82.4	54.7	64.2	28.7	117.1	50.1	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:	129.8	60.1	60.1	47.4	43.2	82.4	54.7	64.2	28.7	117.1	50.1	48.5
LOS by Move:	F	E	E	D	D	F	D-	E	C	F	D	D
HCM2k95thQ:	17	13	13	27	30	46	23	54	13	15	26	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 With Retail and Residential 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	111	0	0	170	0	0	0	0	0	0	0
PasserByVol:	0	26	0	0	47	0	0	0	0	0	0	0
Initial Fut:	1	596	13	73	1409	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	596	13	73	1409	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	596	13	73	1409	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	596	13	73	1409	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	3621	79	1750	3695	5	438	875	438	418	38	1293

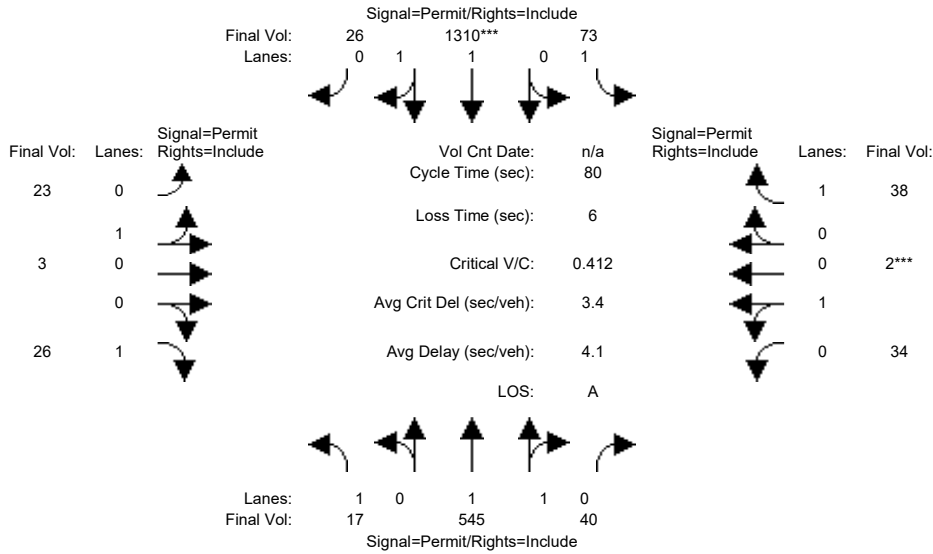
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.38	0.38	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.19	0.19	0.05	0.44	0.44	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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	11	11	0	0	0	4	4	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 With Retail and Residential 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	103	0	8	162	0	0	0	0	0	0	8
PasserByVol:	0	19	0	0	37	0	0	0	0	0	0	0
Initial Fut:	17	545	40	73	1310	26	23	3	26	34	2	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:	17	545	40	73	1310	26	23	3	26	34	2	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	545	40	73	1310	26	23	3	26	34	2	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:	17	545	40	73	1310	26	23	3	26	34	2	38

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	1.86	0.14	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3447	253	1750	3628	72	1592	208	1750	1700	100	1750

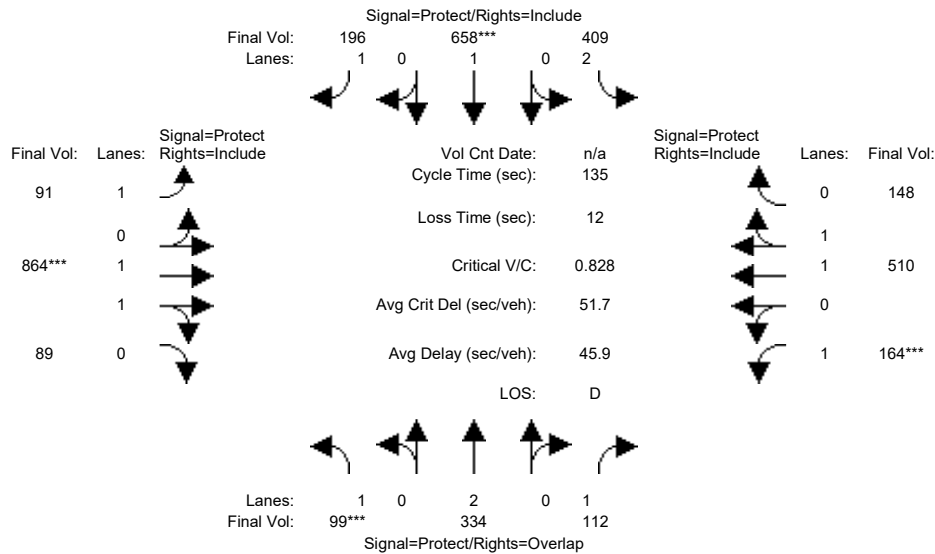
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.16	0.16	0.04	0.36	0.36	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.20	0.20	0.05	0.45	0.45	0.12	0.12	0.12	0.16	0.16	0.17
Delay/Veh:	1.6	1.9	1.9	1.7	2.6	2.6	31.3	31.3	31.3	31.6	31.6	31.7
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	2.6	2.6	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	10	10	1	1	1	2	2	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 With Retail and Residential 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	86	9	14	145	3	3	25	0	26	10	14
PasserByVol:	0	12	0	2	26	9	6	0	0	0	0	1
Initial Fut:	99	334	112	409	658	196	91	864	89	164	510	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:	99	334	112	409	658	196	91	864	89	164	510	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	334	112	409	658	196	91	864	89	164	510	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:	99	334	112	409	658	196	91	864	89	164	510	148

Saturation 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	1.54	0.46
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3354	346	1750	2867	832

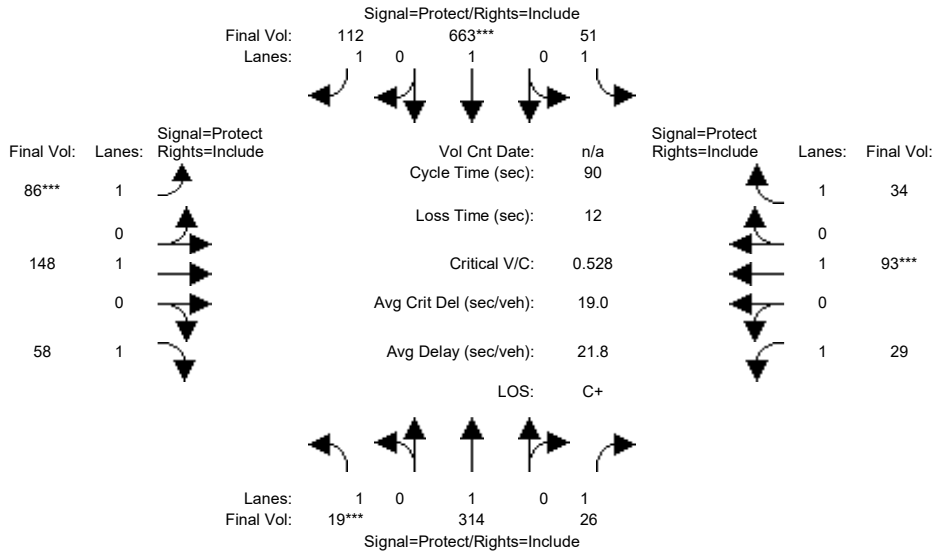
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.13	0.35	0.11	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	9.2	26.5	41.8	39.2	56.5	56.5	13.0	42.0	42.0	15.3	44.3	44.3
Volume/Cap:	0.83	0.45	0.21	0.45	0.83	0.27	0.54	0.83	0.83	0.83	0.54	0.54
Delay/Veh:	97.9	48.2	34.6	39.4	42.1	25.9	61.8	48.2	48.2	82.7	37.5	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:	97.9	48.2	34.6	39.4	42.1	25.9	61.8	48.2	48.2	82.7	37.5	37.5
LOS by Move:	F	D	C-	D	D	C	E	D	D	F	D+	D+
HCM2k95thQ:	10	11	7	15	41	11	8	33	33	15	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)
Background PM With Retail and Residential 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	96	0	0	171	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	23	0	0	0	0	0	0	0
Initial Fut:	19	314	26	51	663	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	314	26	51	663	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	314	26	51	663	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	314	26	51	663	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

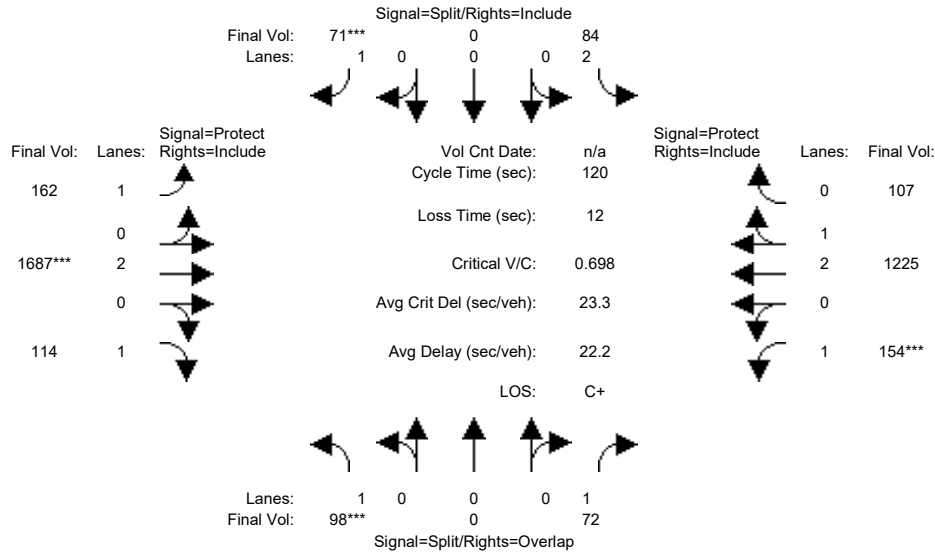
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.01	0.03	0.35	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	41.1	41.1	19.4	53.5	53.5	7.5	10.3	10.3	7.2	10.0	10.0
Volume/Cap:	0.14	0.36	0.03	0.14	0.59	0.11	0.59	0.68	0.29	0.21	0.44	0.17
Delay/Veh:	39.2	16.2	13.5	28.7	12.2	8.0	45.8	46.7	37.3	39.4	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	16.2	13.5	28.7	12.2	8.0	45.8	46.7	37.3	39.4	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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	218	0	0	226	0
PasserByVol:	0	0	0	24	0	21	28	103	0	10	131	25
Initial Fut:	98	0	72	84	0	71	162	1687	114	154	1225	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	1687	114	154	1225	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1687	114	154	1225	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	1687	114	154	1225	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	5150	450

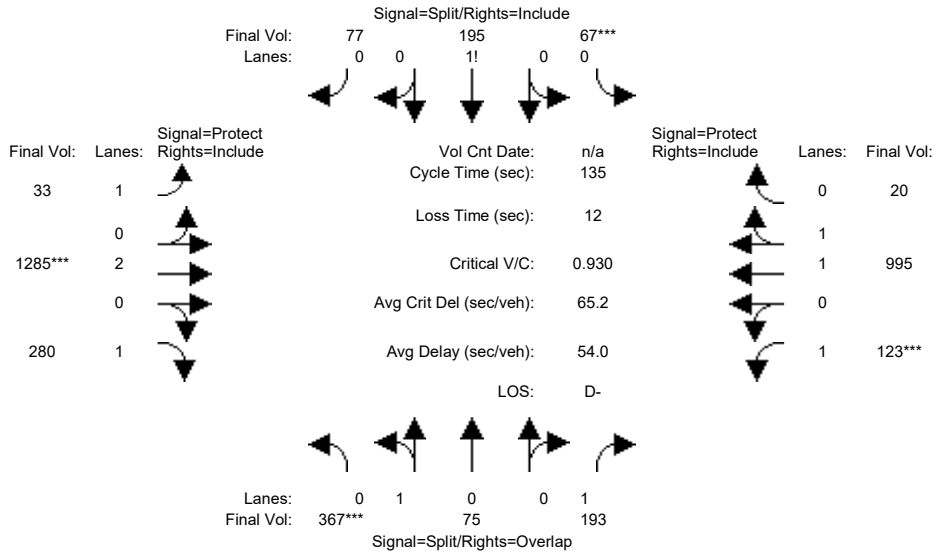
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.44	0.07	0.09	0.24	0.24
Crit Moves:	***					***		***		***		
Green Time:	9.6	0.0	24.7	7.0	0.0	7.0	25.6	76.3	76.3	15.1	65.8	65.8
Volume/Cap:	0.70	0.00	0.20	0.46	0.00	0.70	0.43	0.70	0.10	0.70	0.43	0.43
Delay/Veh:	68.2	0.0	39.7	56.5	0.0	74.8	41.7	15.2	8.6	59.7	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:	68.2	0.0	39.7	56.5	0.0	74.8	41.7	15.2	8.6	59.7	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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	18	0	0	0	0	113	0	21	163	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	31	1
Initial Fut:	367	75	193	67	195	77	33	1285	280	123	995	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	193	67	195	77	33	1285	280	123	995	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	193	67	195	77	33	1285	280	123	995	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	193	67	195	77	33	1285	280	123	995	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

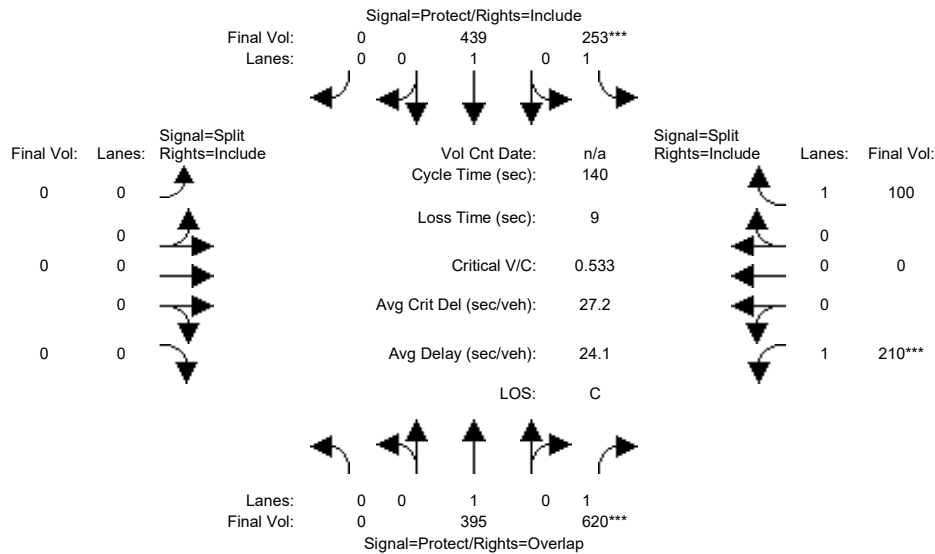
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.11	0.19	0.19	0.19	0.02	0.34	0.16	0.07	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	35.6	35.6	45.8	28.1	28.1	28.1	9.4	49.1	49.1	10.2	49.8	49.8
Volume/Cap:	0.93	0.93	0.32	0.93	0.93	0.93	0.27	0.93	0.44	0.93	0.74	0.74
Delay/Veh:	73.5	73.5	33.4	82.5	82.5	82.5	60.7	52.7	33.0	119.3	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	73.5	33.4	82.5	82.5	82.5	60.7	52.7	33.0	119.3	39.3	39.3
LOS by Move:	E	E	C-	F	F	F	E	D-	C-	F	D	D
HCM2k95thQ:	35	35	12	32	32	32	3	42	17	12	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)
Background PM With Retail and Residential 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		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	18	31	0	21	0	0	0	0	37	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	395	620	253	439	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	395	620	253	439	0	0	0	0	210	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	395	620	253	439	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	395	620	253	439	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

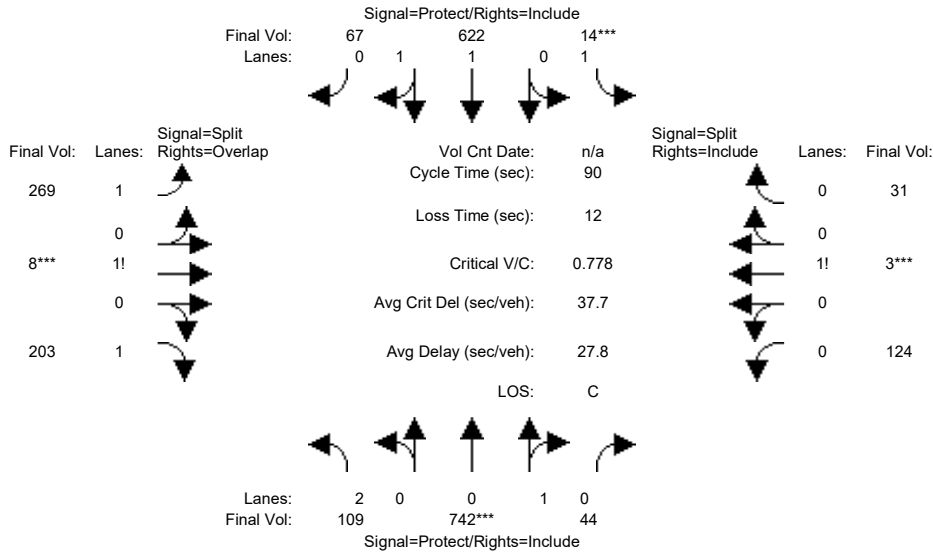
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.35	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	61.5	93.0	38.0	99.5	0.0	0.0	0.0	0.0	31.5	0.0	31.5
Volume/Cap:	0.00	0.47	0.53	0.53	0.33	0.00	0.00	0.00	0.00	0.53	0.00	0.25
Delay/Veh:	0.0	28.2	12.7	44.6	7.8	0.0	0.0	0.0	0.0	49.2	0.0	44.9
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	28.2	12.7	44.6	7.8	0.0	0.0	0.0	0.0	49.2	0.0	44.9
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	20	25	17	13	0	0	0	0	16	0	7

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

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2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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:	North Bound			South Bound			East Bound			West Bound		
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	49	0	0	57	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	742	44	14	622	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	742	44	14	622	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	742	44	14	622	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	742	44	14	622	67	269	8	203	124	3	31

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	0.94	0.06	1.00	1.80	0.20	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1699	101	1750	3340	360	2715	57	2478	1373	33	343

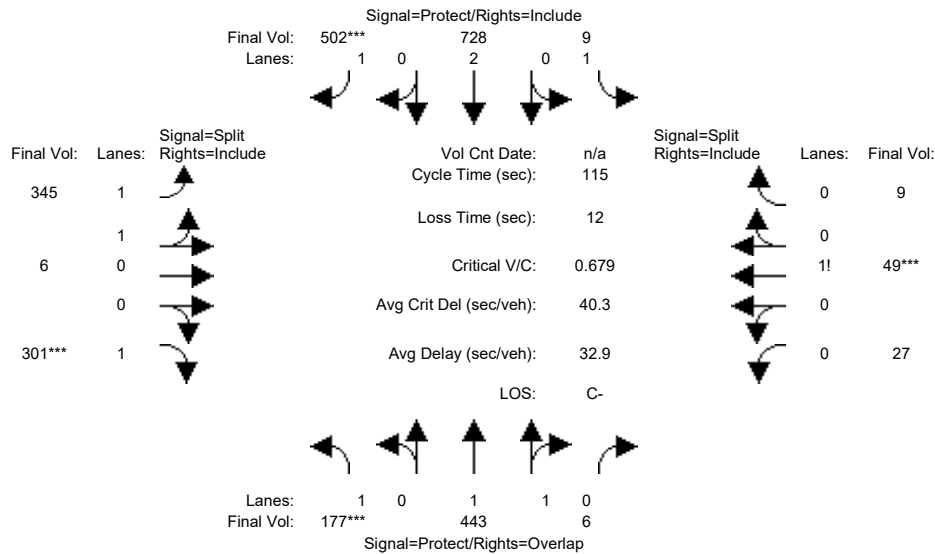
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.44	0.44	0.01	0.19	0.19	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.7	46.2	46.2	7.0	37.6	37.6	14.8	14.8	30.4	10.0	10.0	10.0
Volume/Cap:	0.20	0.85	0.85	0.10	0.45	0.45	0.60	0.85	0.24	0.81	0.81	0.81
Delay/Veh:	32.0	26.4	26.4	38.9	19.0	19.0	36.2	48.2	21.5	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:	32.0	26.4	26.4	38.9	19.0	19.0	36.2	48.2	21.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2k95thQ:	3	35	35	1	13	13	11	18	6	13	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 With Retail and Residential Alternative

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
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:	82	1	0	0	0	57	48	0	67	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	177	443	6	9	728	502	345	6	301	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:	177	443	6	9	728	502	345	6	301	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	443	6	9	728	502	345	6	301	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:	177	443	6	9	728	502	345	6	301	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	3489	61	1750	556	1009	185

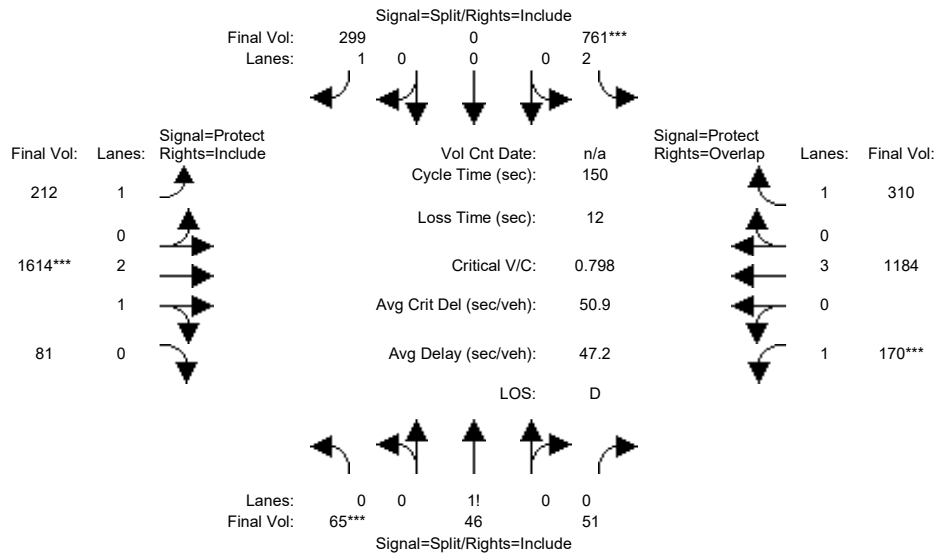
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.01	0.19	0.29	0.10	0.10	0.17	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	16.8	42.9	52.9	21.5	47.6	47.6	28.6	28.6	28.6	10.0	10.0	10.0
Volume/Cap:	0.69	0.33	0.26	0.03	0.46	0.69	0.40	0.40	0.69	0.56	0.56	0.56
Delay/Veh:	54.6	25.9	19.2	38.2	24.6	30.6	36.3	36.3	44.0	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:	54.6	25.9	19.2	38.2	24.6	30.6	36.3	36.3	44.0	55.0	55.0	55.0
LOS by Move:	D-	C	B-	D+	C	C	D+	D+	D	D-	D-	D-
HCM2k95thQ:	12	11	9	1	17	27	10	10	19	8	8	8

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 With Retail and Residential 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:	7	9	0	67	0	0	1	201	16	0	219	73
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	65	46	51	761	0	299	212	1614	81	170	1184	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	46	51	761	0	299	212	1614	81	170	1184	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	46	51	761	0	299	212	1614	81	170	1184	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	46	51	761	0	299	212	1614	81	170	1184	310

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	0.28	0.31	2.00	0.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	702	497	551	3150	0	1750	1750	5332	268	1750	5700	1750

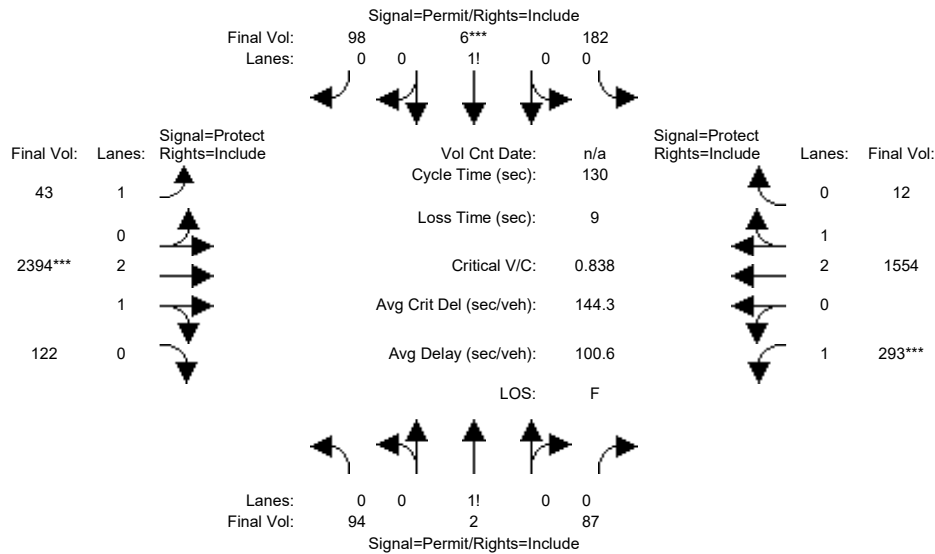
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.24	0.00	0.17	0.12	0.30	0.30	0.10	0.21	0.18
Crit Moves:	***			****			****			****		
Green Time:	17.4	17.4	17.4	45.4	0.0	45.4	27.7	56.9	56.9	18.3	47.5	92.9
Volume/Cap:	0.80	0.80	0.80	0.80	0.00	0.56	0.66	0.80	0.80	0.80	0.66	0.29
Delay/Veh:	84.1	84.1	84.1	52.9	0.0	45.4	61.6	43.6	43.6	82.8	45.1	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:	84.1	84.1	84.1	52.9	0.0	45.4	61.6	43.6	43.6	82.8	45.1	13.4
LOS by Move:	F	F	F	D-	A	D	E	D	D	F	D	B
HCM2k95thQ:	16	16	16	33	0	22	18	39	39	16	27	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 With Retail and Residential 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	268	0	0	292	0
PasserByVol:	0	1	0	39	0	12	5	323	0	88	265	4
Initial Fut:	88	2	82	171	6	92	40	2250	115	275	1461	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	2394	122	293	1554	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2394	122	293	1554	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	2394	122	293	1554	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	272	1750	5558	42

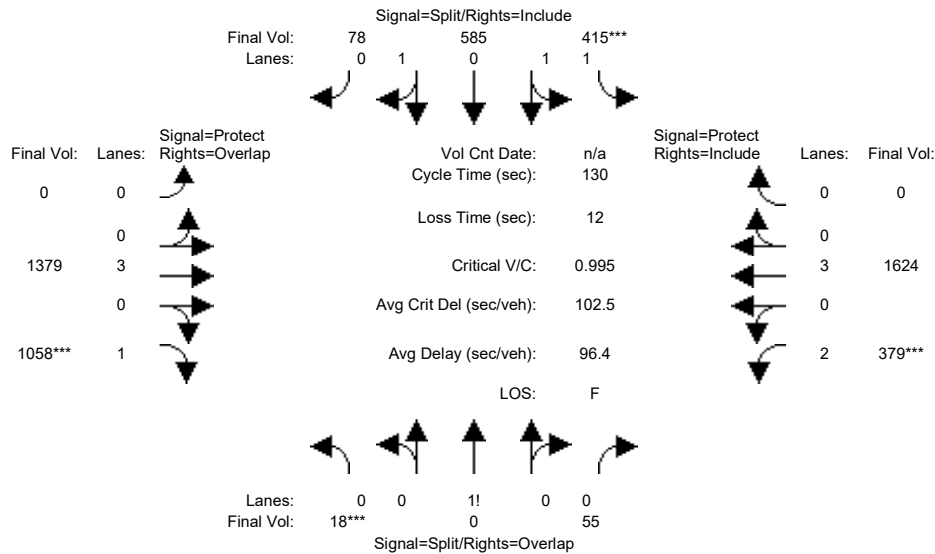
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.45	0.45	0.17	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.27	1.27	0.72	0.57	0.57
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	168	167.5	52.6	23.6	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:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	168	167.5	52.6	23.6	23.6
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	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 PM With Retail and Residential 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		
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	182	87	30	292	0
PasserByVol:	0	0	0	2	18	4	0	101	343	0	262	0
Initial Fut:	18	0	55	415	585	78	0	1379	1058	379	1624	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	1379	1058	379	1624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	585	78	0	1379	1058	379	1624	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	1379	1058	379	1624	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:

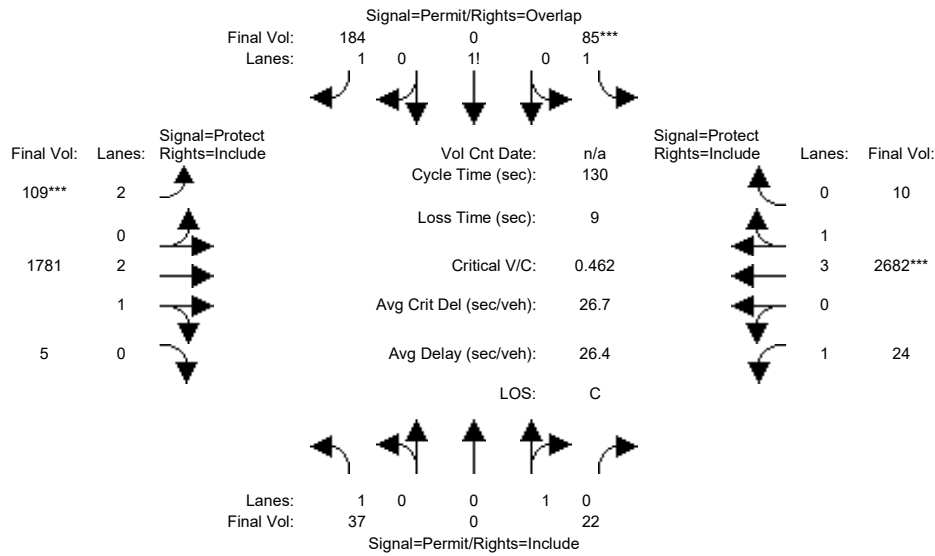
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.24	0.60	0.12	0.28	0.00
Crit Moves:	***			***					***	***		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.14	1.24	0.75	0.76	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	141	161.4	75.7	49.4	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	57.9	57.9	57.9	0.0	141	161.4	75.7	49.4	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	48	126	21	41	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 With Retail and Residential Alternative

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	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	182	0	0	329	0
PasserByVol:	0	0	0	0	0	0	24	72	0	0	264	0
Initial Fut:	35	0	21	80	0	173	102	1674	5	23	2521	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	1781	5	24	2682	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1781	5	24	2682	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	1781	5	24	2682	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

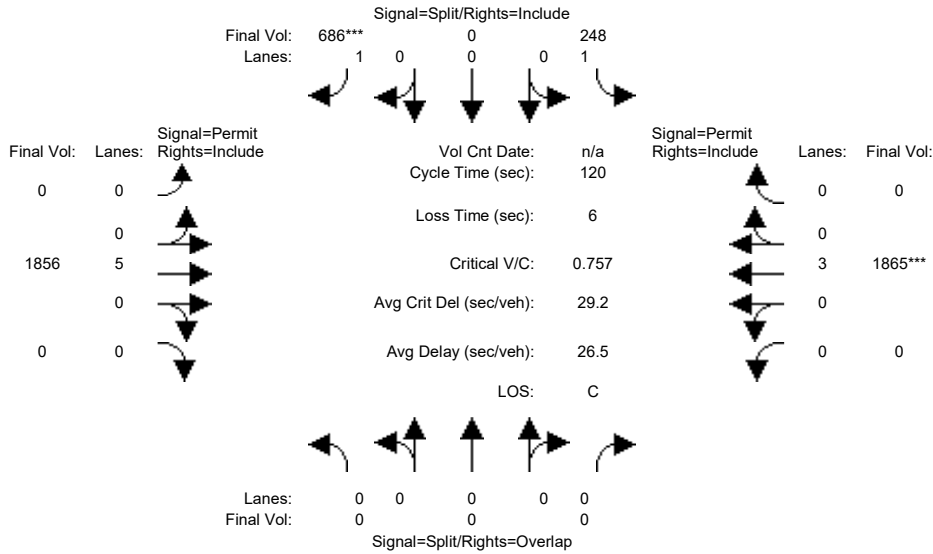
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.32	0.32	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.66	0.66	0.14	0.71	0.71
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.1	26.1	53.6	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.1	26.1	53.6	25.2	25.2
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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	89	0	182	0	0	241	0
PasserByVol:	0	0	0	0	0	17	0	79	0	0	249	0
Initial Fut:	0	0	0	248	0	686	0	1856	0	0	1865	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	686	0	1856	0	0	1865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	686	0	1856	0	0	1865	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	686	0	1856	0	0	1865	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

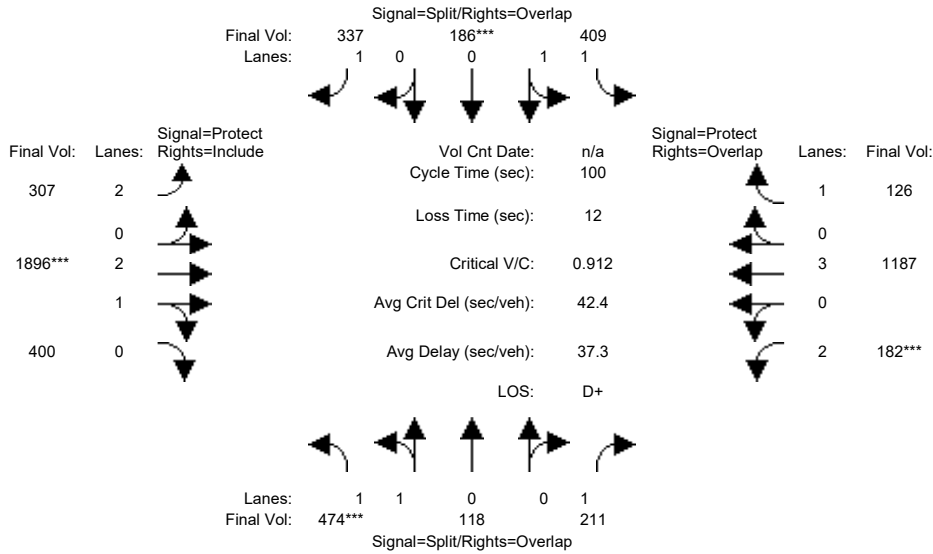
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.39	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.1	0.0	62.1	0.0	51.9	0.0	0.0	51.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.76	0.00	0.45	0.00	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	0.0	26.7	0.0	24.1	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	16.4	0.0	26.7	0.0	24.1	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	17	0	0	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 PM With Retail and Residential 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	108	14	0	165	150	90	98	131	14	105	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	474	118	211	409	186	337	307	1896	400	182	1187	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	118	211	409	186	337	307	1896	400	182	1187	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	118	211	409	186	337	307	1896	400	182	1187	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	118	211	409	186	337	307	1896	400	182	1187	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:	1.61	0.39	1.00	1.38	0.62	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2842	708	1750	2440	1110	1750	3150	4623	975	3150	5700	1750

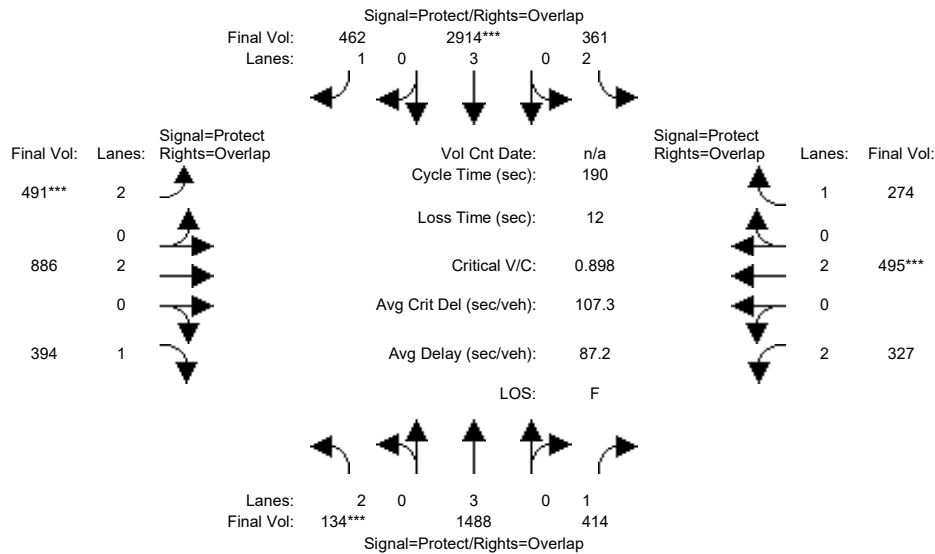
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.12	0.17	0.17	0.19	0.10	0.41	0.41	0.06	0.21	0.07
Crit Moves:	***			****			****			****		
Green Time:	18.1	18.1	25.1	18.2	18.2	34.7	16.5	44.6	44.6	7.0	35.2	53.4
Volume/Cap:	0.92	0.92	0.48	0.92	0.92	0.56	0.59	0.92	0.92	0.83	0.59	0.13
Delay/Veh:	58.6	58.6	32.7	58.5	58.5	27.5	40.5	32.1	32.1	67.7	27.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	58.6	32.7	58.5	58.5	27.5	40.5	32.1	32.1	67.7	27.0	11.8
LOS by Move:	E+	E+	C-	E+	E+	C	D	C-	C-	E	C	B+
HCM2k95thQ:	24	24	12	24	24	17	10	39	39	11	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)
Background PM With Retail and Residential 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:												
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	328	20	84	627	119	65	66	0	17	64	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1860	414	361	3689	462	491	886	394	327	495	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	1488	414	361	2914	462	491	886	394	327	495	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1488	414	361	2914	462	491	886	394	327	495	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	1488	414	361	2914	462	491	886	394	327	495	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

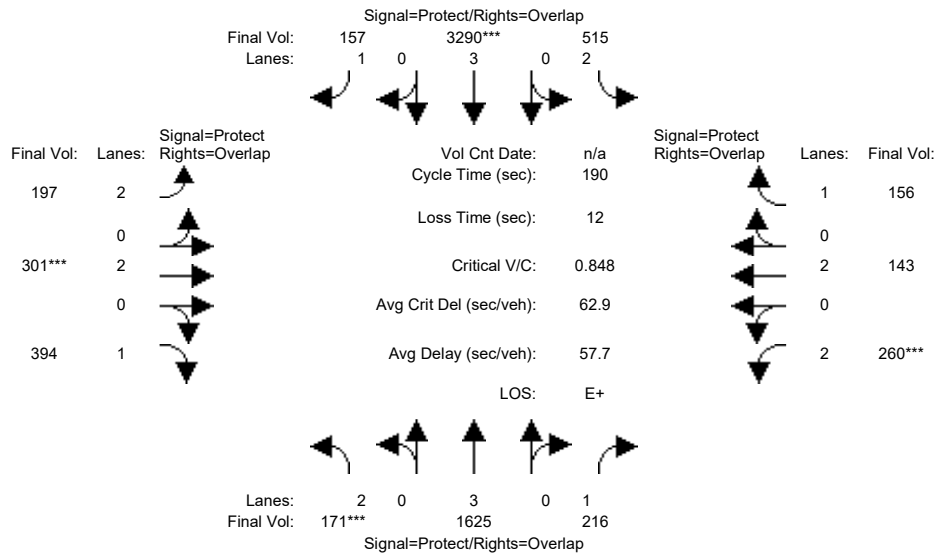
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.24	0.11	0.51	0.26	0.16	0.23	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.56	0.41	0.93	1.02	0.42	1.21	0.99	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.5	42.1	116.2	100	37.3	195.6	97.1	58.9	109.9	66.1	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	57.5	42.1	116.2	100	37.3	195.6	97.1	58.9	109.9	66.1	48.0
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	41	35	27	95	39	37	42	34	25	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 With Retail and Residential 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	328	1	0	619	25	19	12	0	1	12	0
PasserByVol:	40	46	14	17	185	12	10	20	195	8	12	1
Initial Fut:	171	2031	216	515	4164	157	197	301	394	260	143	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	1625	216	515	3290	157	197	301	394	260	143	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1625	216	515	3290	157	197	301	394	260	143	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	1625	216	515	3290	157	197	301	394	260	143	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

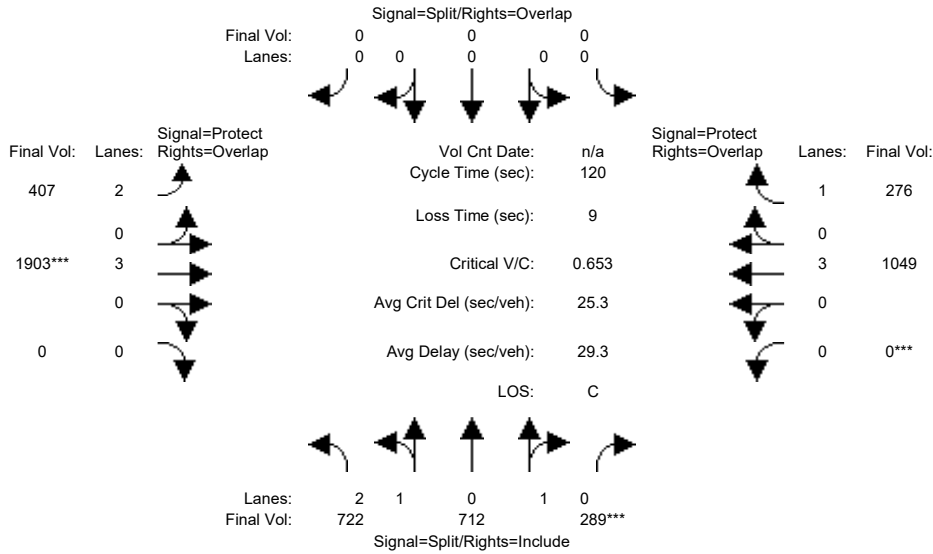
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.12	0.16	0.58	0.09	0.06	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.63	0.22	0.76	1.01	0.14	0.73	0.51	0.89	0.73	0.21	0.22
Delay/Veh:	82.6	39.6	20.2	73.5	59.0	12.2	92.4	72.7	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	39.6	20.2	73.5	59.0	12.2	92.4	72.7	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	13	14	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 With Retail and Residential 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:	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:	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:	74	85	39	0	0	0	49	178	0	0	166	23
PasserByVol:	194	13	0	0	0	0	33	45	0	0	57	0
Initial Fut:	722	712	289	0	0	0	407	1903	0	0	1049	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:	722	712	289	0	0	0	407	1903	0	0	1049	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	712	289	0	0	0	407	1903	0	0	1049	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:	722	712	289	0	0	0	407	1903	0	0	1049	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:

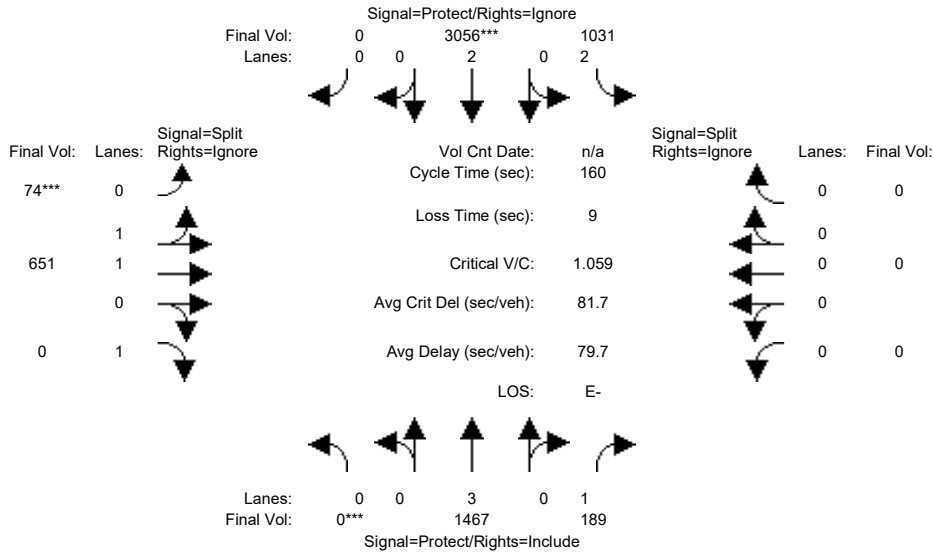
Vol/Sat:	0.23	0.27	0.27	0.00	0.00	0.00	0.13	0.33	0.00	0.00	0.18	0.16
Crit Moves:	****						****			****		
Green Time:	49.7	49.7	49.7	0.0	0.0	0.0	25.3	61.3	0.0	0.0	36.0	36.0
Volume/Cap:	0.55	0.65	0.65	0.00	0.00	0.00	0.61	0.65	0.00	0.00	0.61	0.53
Delay/Veh:	26.9	28.8	28.8	0.0	0.0	0.0	44.6	22.1	0.0	0.0	36.7	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:	26.9	28.8	28.8	0.0	0.0	0.0	44.6	22.1	0.0	0.0	36.7	35.9
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	22	27	27	0	0	0	15	29	0	0	19	16

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 With Retail and Residential 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:												
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	239	32	171	315	0	0	38	150	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1467	189	1031	3056	0	74	651	1133	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	1467	189	1031	3056	0	74	651	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1467	189	1031	3056	0	74	651	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	1467	189	1031	3056	0	74	651	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	378	3322	1750	0	0	0

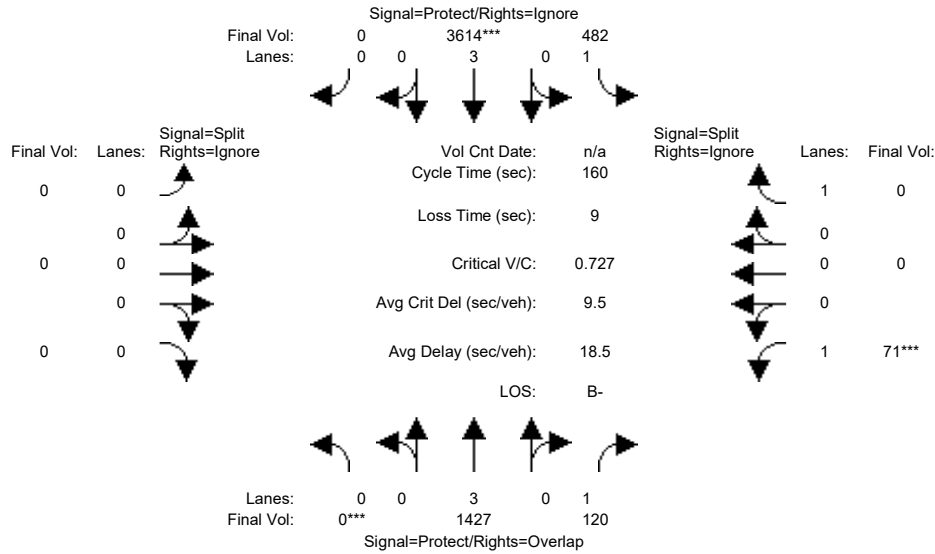
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.33	0.80	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.26	1.17	1.17	0.00	0.77	0.77	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.9	28.0	147.1	86.9	0.0	59.5	59.5	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	33.9	28.0	147.1	86.9	0.0	59.5	59.5	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	27	27	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 With Retail and Residential 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	271	0	2	463	0	0	0	0	1	0	1
PasserByVol:	0	107	0	13	373	16	0	0	0	0	0	3
Initial Fut:	0	1427	120	482	3614	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	1427	120	482	3614	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1427	120	482	3614	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	1427	120	482	3614	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

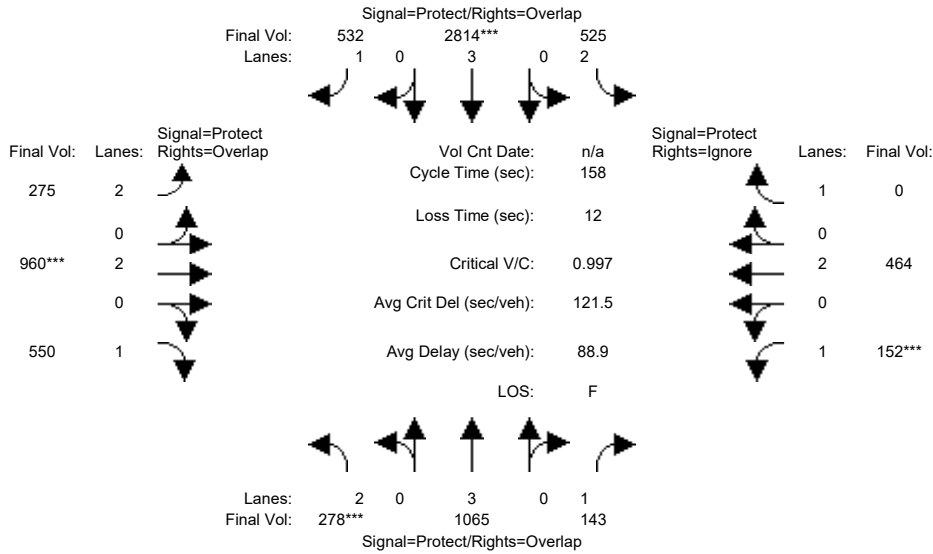
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.28	0.65	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.12	0.77	0.79	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.3	14.8	51.2	8.4	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	31.3	14.8	51.2	8.4	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	46	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 With Retail and Residential 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:	30	260	0	2	435	27	9	2	47	0	2	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	278	1065	143	525	2814	532	275	960	550	152	464	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:	278	1065	143	525	2814	532	275	960	550	152	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1065	143	525	2814	532	275	960	550	152	464	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:	278	1065	143	525	2814	532	275	960	550	152	464	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

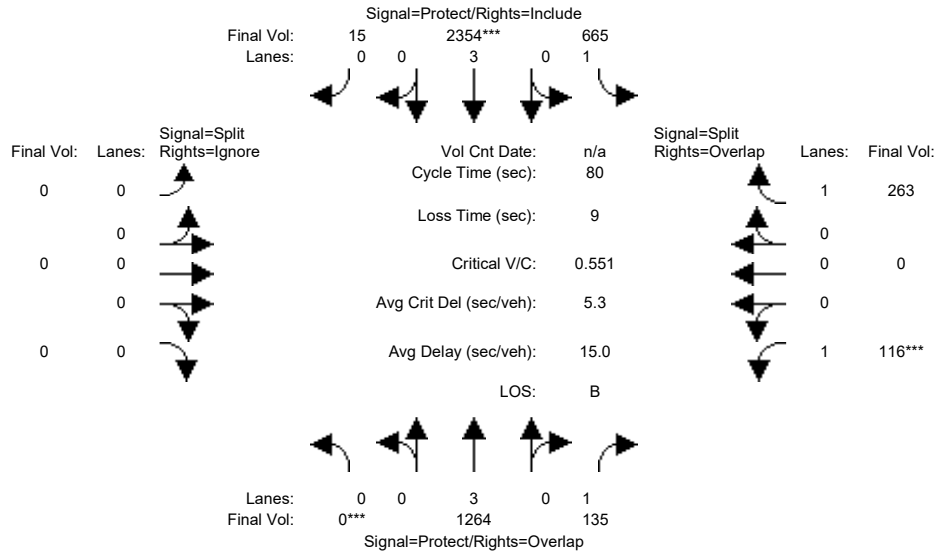
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.08	0.17	0.49	0.30	0.09	0.25	0.31	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.73	0.52	0.17	0.97	1.20	0.58	0.75	0.89	0.78	0.81	0.44	0.00
Delay/Veh:	74.3	37.5	20.0	95.6	148	33.3	76.3	63.1	46.2	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:	74.3	37.5	20.0	95.6	148	33.3	76.3	63.1	46.2	91.0	47.4	0.0
LOS by Move:	E	D+	B-	F	F	C-	E-	E	D	F	D	A
HCM2k95thQ:	15	21	6	29	96	36	15	39	42	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 With Retail and Residential 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	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	287	0	2	480	0	0	0	0	0	0	3
PasserByVol:	0	77	0	22	243	15	0	0	0	0	0	1
Initial Fut:	0	1264	135	665	2354	15	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	1264	135	665	2354	15	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1264	135	665	2354	15	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
FinalVolume:	0	1264	135	665	2354	15	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	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	35	0	0	0	1750	0	1750

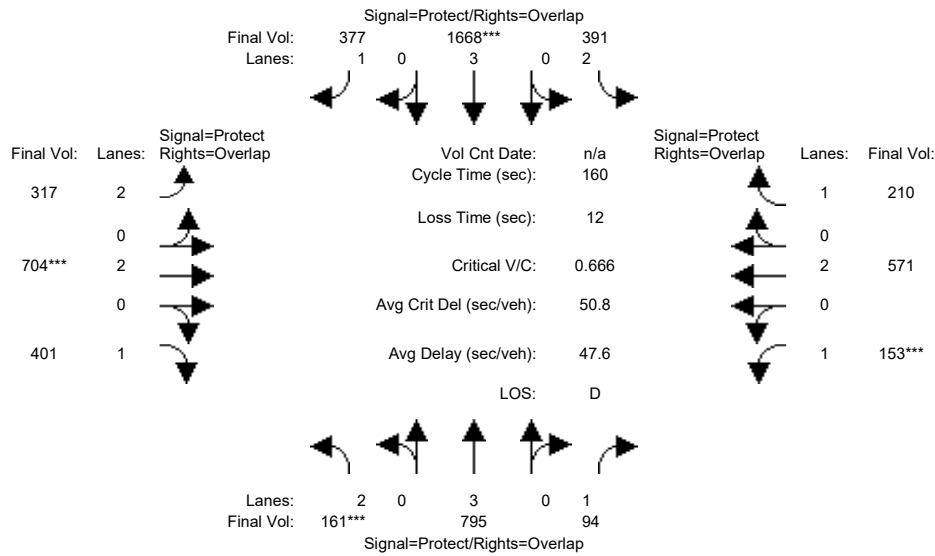
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.08	0.38	0.42	0.42	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.60	0.16	0.93	0.55	0.55	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.0	11.8	41.9	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	21.0	11.8	41.9	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	16	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 Retail and Residential

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:												
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	287	0	0	480	0	0	0	0	0	0	0
PasserByVol:	0	74	0	17	214	18	1	0	0	0	2	1
Initial Fut:	161	795	94	391	1668	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	795	94	391	1668	377	317	704	401	153	571	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	795	94	391	1668	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	795	94	391	1668	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

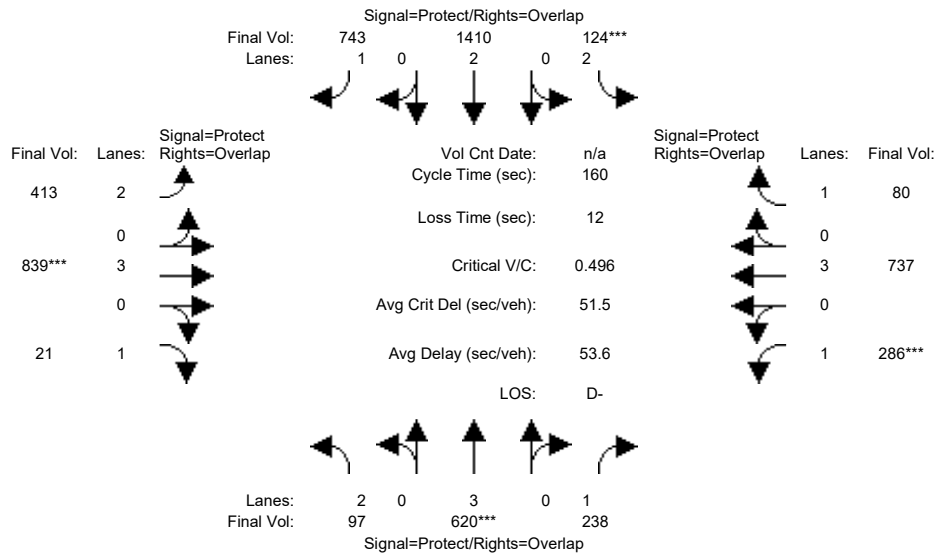
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.05	0.12	0.29	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.50	0.13	0.59	0.81	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	48.9	29.7	58.3	48.4	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	48.9	29.7	58.3	48.4	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	41	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)
Background PM With Retail and Residential 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:	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	277	0	0	469	11	11	0	0	0	0	0
PasserByVol:	16	8	0	1	71	171	97	21	0	20	18	0
Initial Fut:	97	620	238	124	1410	743	413	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	620	238	124	1410	743	413	839	21	286	737	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	620	238	124	1410	743	413	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	620	238	124	1410	743	413	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

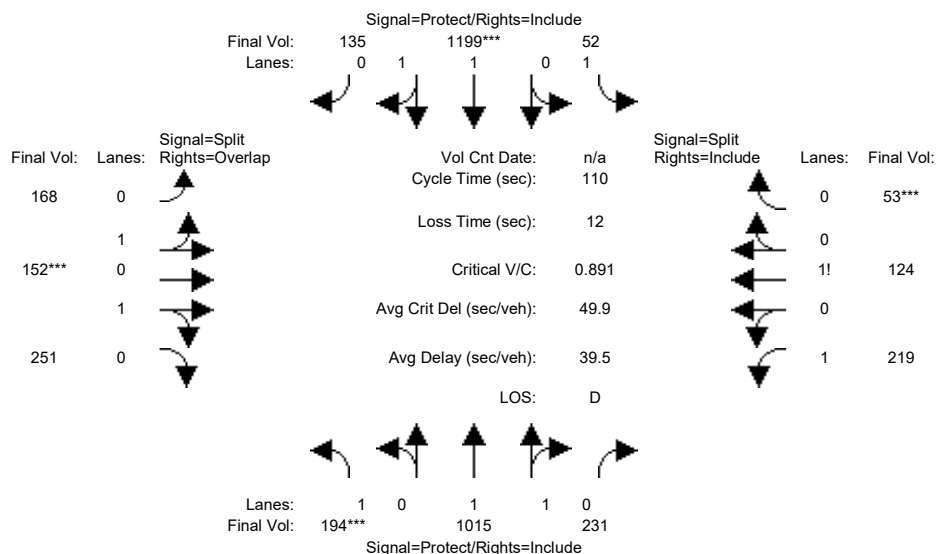
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.14	0.04	0.37	0.42	0.13	0.15	0.01	0.16	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.38	0.32	0.26	0.35	1.01	0.74	0.64	0.52	0.03	0.84	0.48	0.12
Delay/Veh:	70.6	39.5	20.5	66.2	76.1	28.3	60.5	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	39.5	20.5	66.2	76.1	28.3	60.5	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	14	13	7	64	47	19	20	1	29	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)
Background PM With Retail and Residential 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:	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	11	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	106	0	0	183	0	0	0	0	0	0	0
Initial Fut:	194	1015	231	52	1199	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	1015	231	52	1199	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1015	231	52	1199	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	1015	231	52	1199	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	3014	686	1750	3325	374	1059	958	1582	2419	757	324

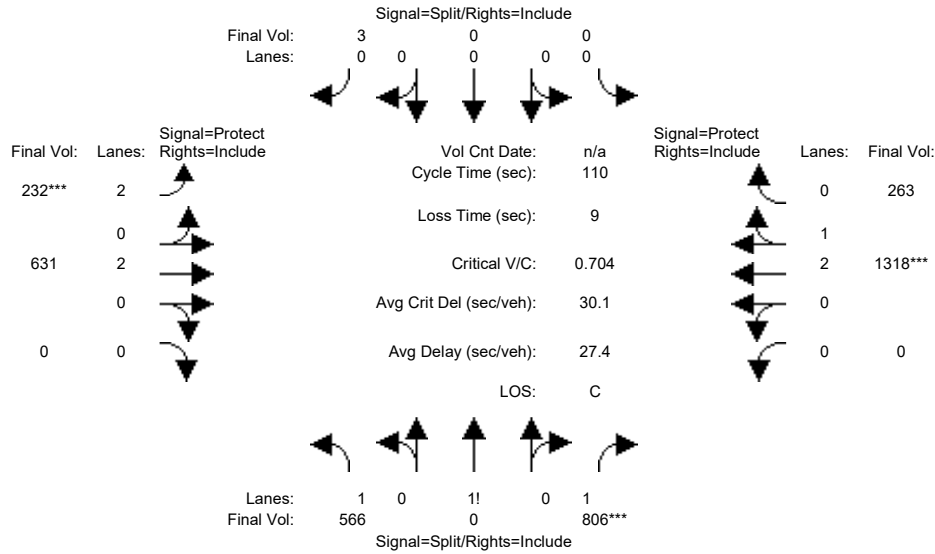
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.03	0.36	0.36	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.7	49.0	49.0	9.2	44.5	44.5	19.6	19.6	33.3	20.2	20.2	20.2
Volume/Cap:	0.89	0.76	0.76	0.35	0.89	0.89	0.89	0.89	0.52	0.49	0.89	0.89
Delay/Veh:	80.7	27.6	27.6	49.0	37.6	37.6	58.8	58.8	32.3	40.8	63.4	63.4
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:	80.7	27.6	27.6	49.0	37.6	37.6	58.8	58.8	32.3	40.8	63.4	63.4
LOS by Move:	F	C	C	D	D+	D+	E+	E+	C-	D	E	E
HCM2k95thQ:	15	32	32	3	34	34	24	24	16	11	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 With Retail and Residential 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	0	0	0	0	0	11	0	0	11	0
PasserByVol:	0	0	64	0	0	3	0	42	0	0	161	8
Initial Fut:	566	0	806	0	0	3	232	631	0	0	1318	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	631	0	0	1318	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	806	0	0	3	232	631	0	0	1318	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	631	0	0	1318	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	4667	931

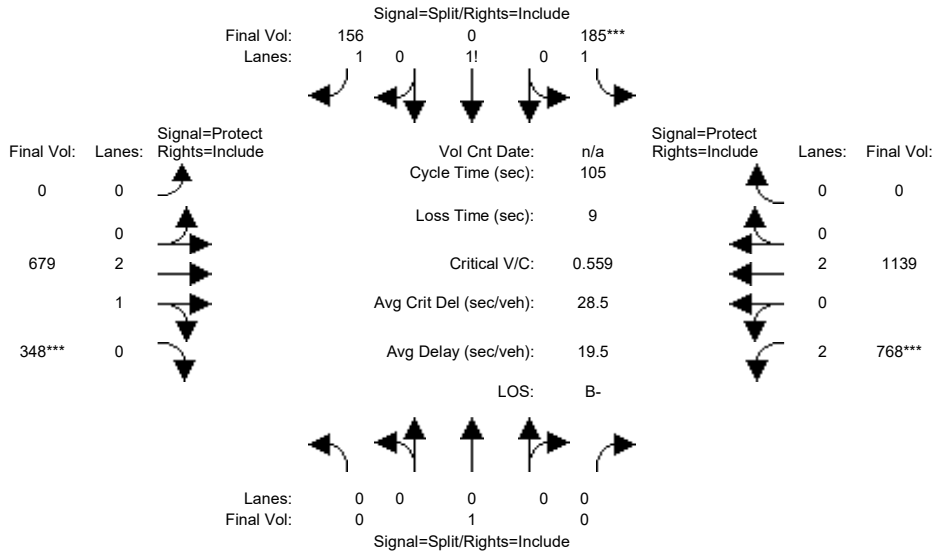
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.28	0.28
Crit Moves:			***				****				****	
Green Time:	45.3	0.0	45.3	0.0	0.0	0.0	11.5	55.7	0.0	0.0	44.1	44.1
Volume/Cap:	0.56	0.00	0.70	0.00	0.00	xxxx	0.70	0.33	0.00	0.00	0.70	0.70
Delay/Veh:	24.9	0.0	27.9	0.0	0.0	0.0	54.3	16.2	0.0	0.0	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	0.0	27.9	0.0	0.0	0.0	54.3	16.2	0.0	0.0	28.5	28.5
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2k95thQ:	21	0	28	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)
Background PM With Retail and Residential 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	11	0	0	11	0
PasserByVol:	0	1	0	17	0	0	0	23	0	149	24	0
Initial Fut:	0	1	0	185	0	156	0	679	348	768	1139	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	679	348	768	1139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	185	0	156	0	679	348	768	1139	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	679	348	768	1139	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

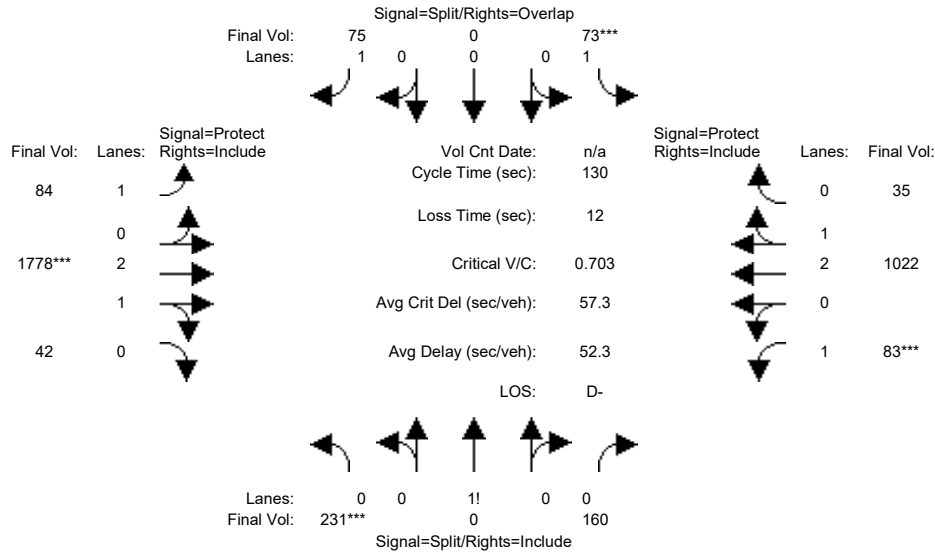
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.24	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	37.3	37.3	45.8	83.1	0.0
Volume/Cap:	0.00	xxxx	0.00	0.56	0.00	0.50	0.00	0.50	0.56	0.56	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	43.6	0.0	26.7	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	26.7	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Retail and Residential 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	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	3	3	214	0	0	186	0
PasserByVol:	0	0	0	2	0	0	2	42	2	0	57	10
Initial Fut:	215	0	149	68	0	70	78	1654	39	77	950	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	75	84	1778	42	83	1022	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	73	0	75	84	1778	42	83	1022	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	75	84	1778	42	83	1022	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	5471	129	1750	5412	188

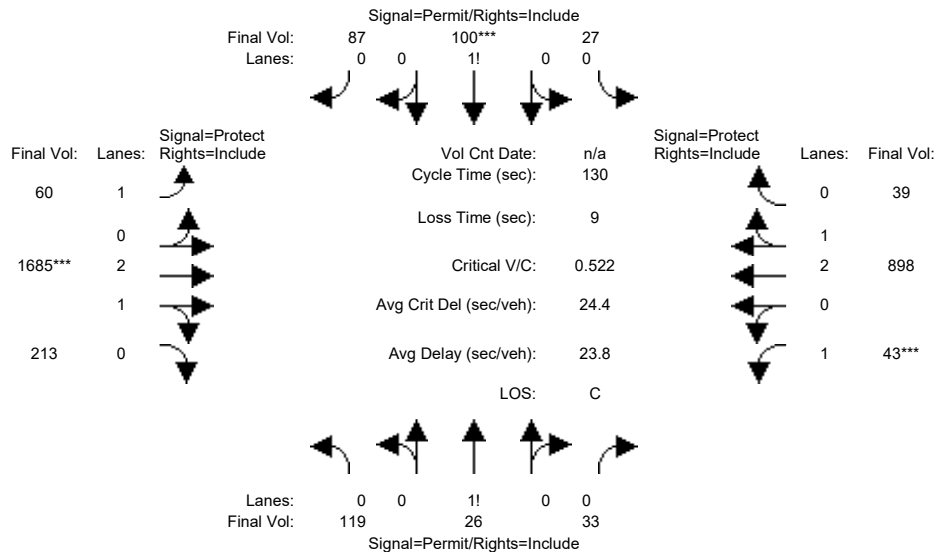
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.33	0.33	0.05	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.35	0.96	0.96	0.62	0.68	0.68
Delay/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.5	54.8	54.8	66.4	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.5	54.8	54.8	66.4	43.1	43.1
LOS by Move:	E	A	E	D+	A	C	D-	D-	D-	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	43	43	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 With Retail and Residential 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:												
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	12	186	15	0	158	0
PasserByVol:	3	0	2	1	0	2	6	33	5	6	52	7
Initial Fut:	115	25	32	26	97	84	58	1634	207	42	871	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	60	1685	213	43	898	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	26	33	27	100	87	60	1685	213	43	898	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	60	1685	213	43	898	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	4970	630	1750	5366	234

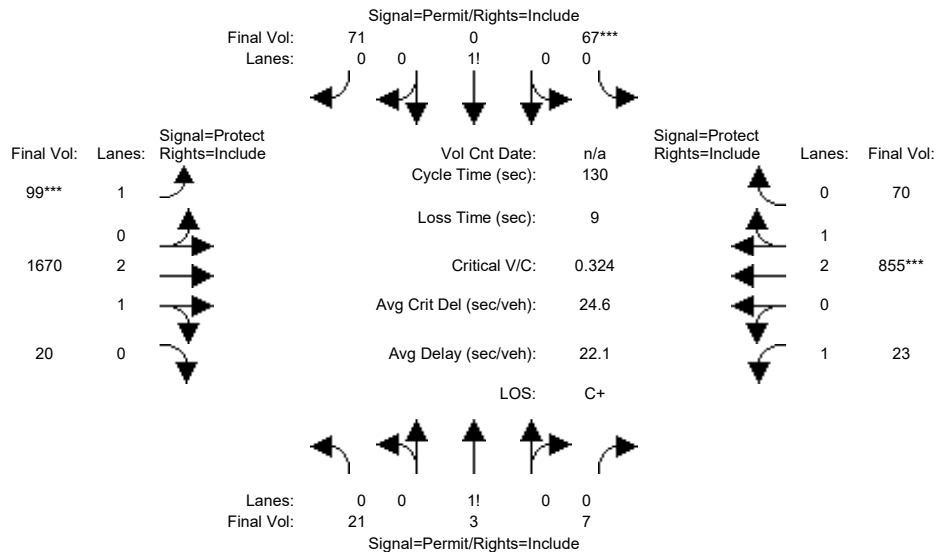
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.34	0.34	0.02	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.27	0.64	0.64	0.21	0.32	0.32
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.1	22.1	22.1	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	22.1	22.1	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	29	29	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 With Retail and Residential 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:	12	0	0	0	0	10	9	168	9	0	136	0
PasserByVol:	2	0	2	1	0	2	6	28	2	8	60	9
Initial Fut:	21	3	7	66	0	70	97	1637	20	23	838	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:	21	3	7	67	0	71	99	1670	20	23	855	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	3	7	67	0	71	99	1670	20	23	855	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:	21	3	7	67	0	71	99	1670	20	23	855	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:	0.68	0.10	0.22	0.49	0.00	0.51	1.00	2.96	0.04	1.00	2.76	0.24
Final Sat.:	1185	169	395	849	0	901	1750	5532	68	1750	5173	426

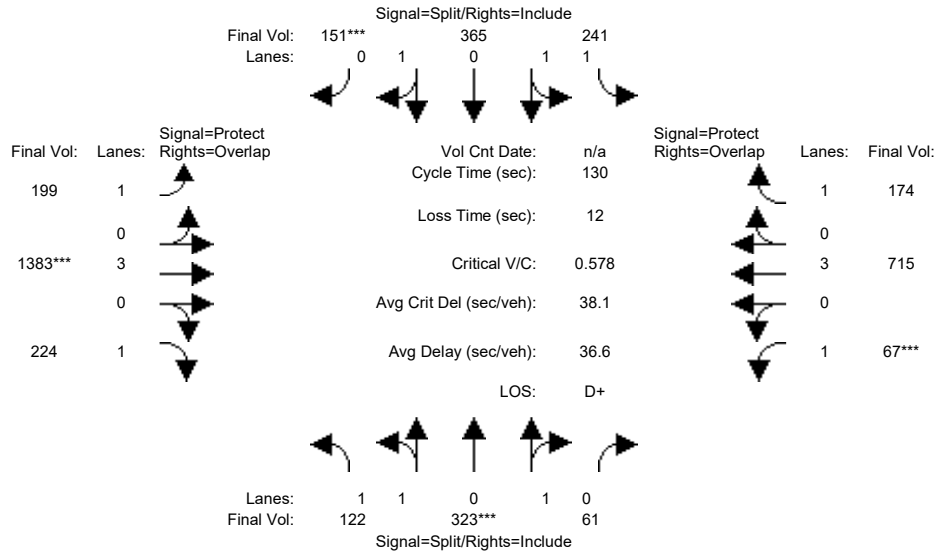
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.30	0.30	0.01	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	21.9	70.6	70.6	15.4	64.1	64.1
Volume/Cap:	0.07	0.07	0.07	0.29	0.00	0.29	0.34	0.56	0.56	0.11	0.34	0.34
Delay/Veh:	35.4	35.4	35.4	38.1	0.0	38.1	48.3	19.7	19.7	51.4	20.1	20.1
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:	35.4	35.4	35.4	38.1	0.0	38.1	48.3	19.7	19.7	51.4	20.1	20.1
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	C+	C+
HCM2k95thQ:	2	2	2	9	0	9	7	25	25	2	14	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 With Retail and Residential Alternative

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	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	8	153	8	0	119	0
PasserByVol:	2	0	0	7	0	1	1	30	2	2	75	23
Initial Fut:	122	323	61	241	365	151	199	1383	224	67	715	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	199	1383	224	67	715	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	323	61	241	365	151	199	1383	224	67	715	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	199	1383	224	67	715	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

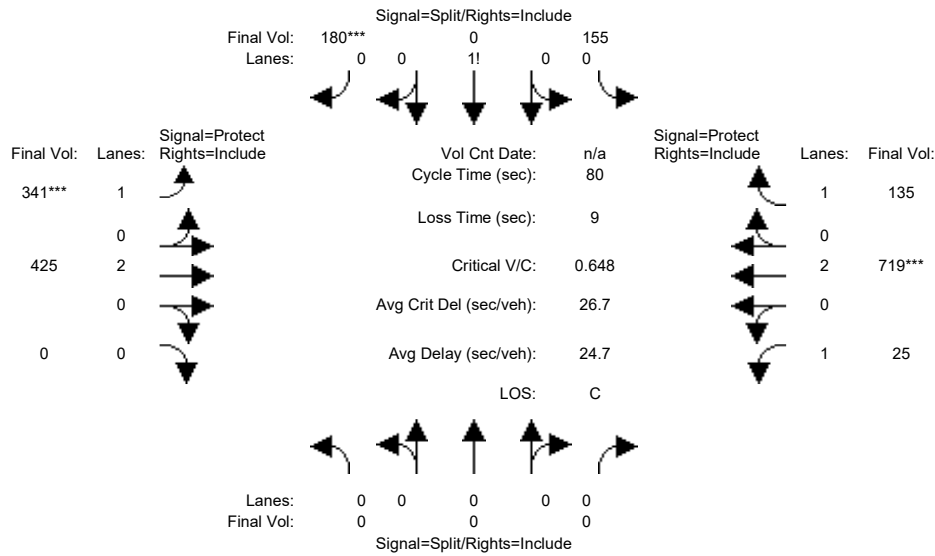
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.11	0.24	0.13	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.4	23.4	23.4	31.4	31.4	31.4	30.1	54.6	78.0	8.6	33.2	64.6
Volume/Cap:	0.39	0.58	0.58	0.57	0.58	0.58	0.49	0.58	0.21	0.58	0.49	0.20
Delay/Veh:	47.2	49.8	49.8	44.0	44.1	44.1	44.3	29.2	12.0	66.0	41.5	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:	47.2	49.8	49.8	44.0	44.1	44.1	44.3	29.2	12.0	66.0	41.5	18.4
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	B-
HCM2k95thQ:	9	15	15	18	18	18	14	24	8	7	16	8

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 Retail and Residential

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	94	0	97	291	21	0	0	34	105
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	155	0	180	341	425	0	25	719	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	180	341	425	0	25	719	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	180	341	425	0	25	719	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:	0	0	0	155	0	180	341	425	0	25	719	135

Saturation 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	810	0	940	1750	3800	0	1750	3800	1750

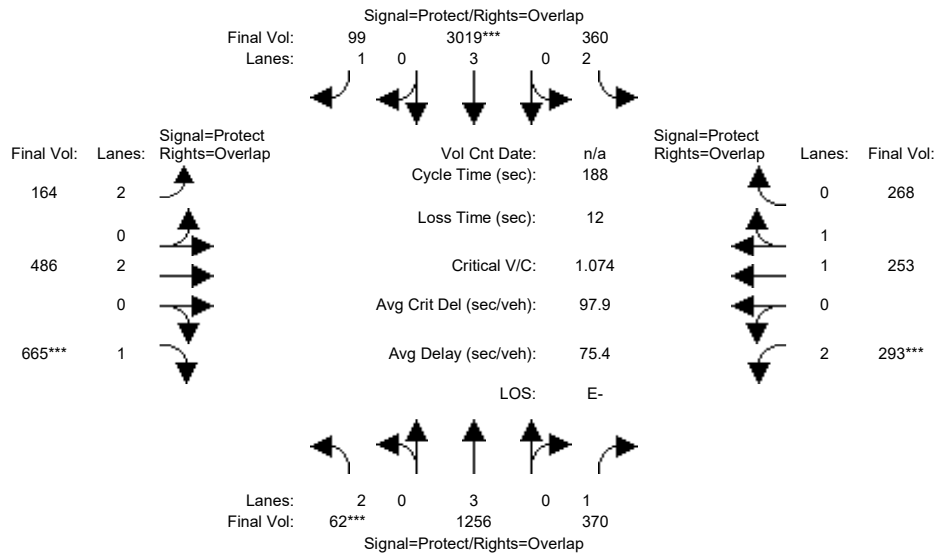
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.19	0.11	0.00	0.01	0.19	0.08
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	24.0	27.9	0.0	19.5	23.3	23.3
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.65	0.65	0.32	0.00	0.06	0.65	0.26
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	27.5	27.1	19.3	0.0	23.3	26.1	22.0
User DelAdj:	1.00	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	27.5	0.0	27.5	27.1	19.3	0.0	23.3	26.1	22.0
LOS by Move:	A	A	A	C	A	C	C	B-	A	C	C	C+
HCM2kAvgQ:	0	0	0	9	0	9	8	4	0	0	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 Retail and Residential

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:	7	177	7	0	238	0	0	0	22	23	0	0
PasserByVol:	9	173	5	4	155	7	1	0	0	8	0	8
Initial Fut:	62	1570	370	360	3822	99	164	486	665	293	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:	62	1256	370	360	3019	99	164	486	665	293	253	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1256	370	360	3019	99	164	486	665	293	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
Final Volume:	62	1256	370	360	3019	99	164	486	665	293	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

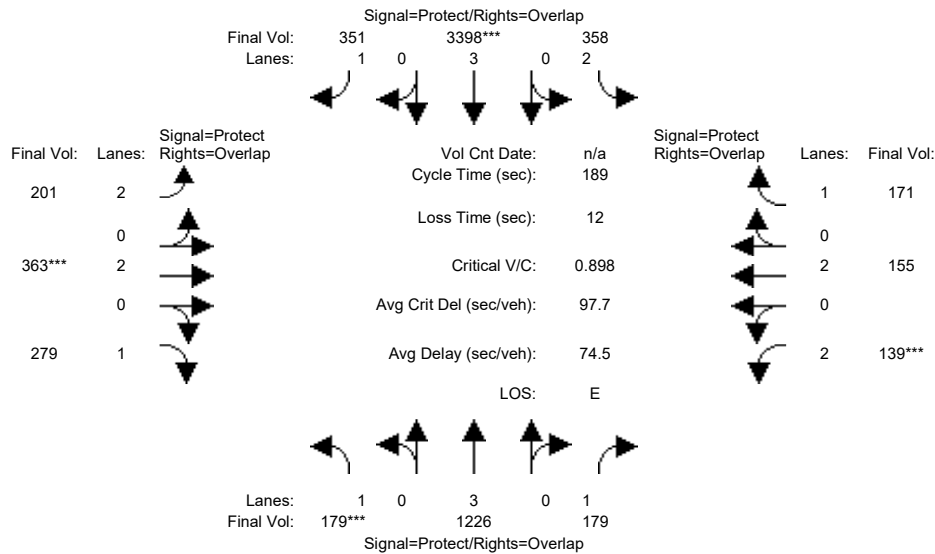
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.21	0.11	0.53	0.06	0.05	0.13	0.38	0.09	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.30	0.46	0.34	0.78	0.95	0.09	0.65	0.74	1.59	0.67	0.58	0.41
Delay/Veh:	80.8	31.8	17.1	82.8	45.6	12.7	85.9	75.3	345.4	77.6	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:	80.8	31.8	17.1	82.8	45.6	12.7	85.9	75.3	345.4	77.6	62.4	41.6
LOS by Move:	F	C	B	F	D	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	15	10	13	56	2	6	14	72	10	13	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 PM Retail and Residential

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:	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:	3	192	1	0	283	0	0	0	14	14	0	0
PasserByVol:	9	123	6	5	136	20	4	3	2	0	6	4
Initial Fut:	179	1533	179	358	4301	351	201	363	279	139	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:	179	1226	179	358	3398	351	201	363	279	139	155	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1226	179	358	3398	351	201	363	279	139	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:	179	1226	179	358	3398	351	201	363	279	139	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

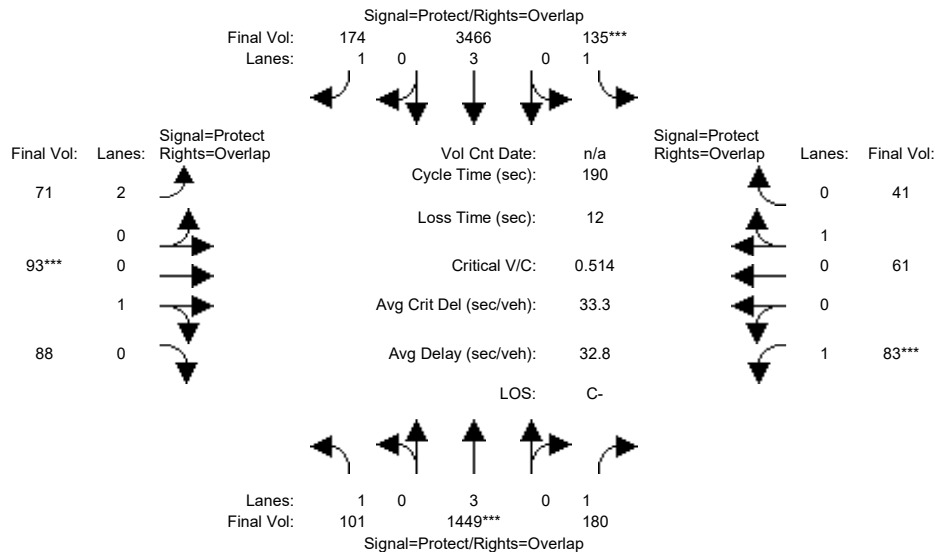
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.10	0.11	0.60	0.20	0.06	0.10	0.16	0.04	0.04	0.10
Crit Moves:	***			****			***			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.97	0.43	0.17	0.80	1.12	0.32	0.68	0.46	0.51	0.50	0.20	0.29
Delay/Veh:	137.2	29.2	17.3	84.3	100	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:	137.2	29.2	17.3	84.3	100	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
HCM2kAvgQ:	12	14	5	11	73	9	8	9	13	5	3	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 Retail and Residential

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:	1	196	1	0	312	0	0	0	3	0	0	0
PasserByVol:	9	112	3	8	43	13	0	7	0	9	6	5
Initial Fut:	101	1811	180	135	4387	174	71	93	88	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:	101	1449	180	135	3466	174	71	93	88	83	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1449	180	135	3466	174	71	93	88	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:	101	1449	180	135	3466	174	71	93	88	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	0.51	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	0.25	0.10	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:	0.69	0.41	0.15	0.66	0.93	0.14	0.30	0.79	0.48	0.71	0.47	0.24
Delay/Veh:	93.6	17.3	9.8	83.9	32.0	7.3	79.6	92.5	63.2	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:	93.6	17.3	9.8	83.9	32.0	7.3	79.6	92.5	63.2	100.8	75.5	55.9
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E-	E+
HCM2kAvgQ:	6	12	3	7	52	3	2	12	9	6	6	5

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 Occupied/Re-tenanted Mall 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	0.588	+ 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+	22.7	0.809	+ 0.012	48.7	+ 0.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	48.5	0.873	56.8	D	50.8	0.908	+ 0.036	60.8	+ 4.0	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	47.4	0.906	51.6	D	50.4	0.937	+ 0.031	56.6	+ 4.9	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	50.7	0.911	51.9	D-	52.5	0.932	+ 0.021	54.6	+ 2.7	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	A	9.4	0.579	6.8	A	9.4	0.593	+ 0.014	6.9	+ 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C+	23.0	0.693	22.6	C+	22.8	0.707	+ 0.014	22.6	- 0.1	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.3	0.957	56.2	D-	52.0	0.979	+ 0.022	60.8	+ 4.6	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	32.1	0.932	44.7	C-	32.9	0.945	+ 0.013	46.2	+ 1.5	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	20.9	0.840	45.2	C+	21.2	0.846	+ 0.006	45.7	+ 0.5	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	46.2	0.922	48.5	D-	54.4	0.981	+ 0.058	60.6	+ 12.1	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	71.4	1.019	85.8	E	73.1	1.032	+ 0.013	88.8	+ 3.1	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.6	0.704	36.1	C	24.5	0.721	+ 0.018	36.1	+ 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.7	0.858	20.3	B	16.7	0.884	+ 0.026	21.7	+ 1.4	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.3	0.641	26.8	B	15.5	0.662	+ 0.021	27.0	+ 0.2	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.7	0.749	28.6	C	27.6	0.760	+ 0.011	28.6	- 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	22.1	0.578	22.7	C+	21.4	0.626	+ 0.049	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	26.5	0.845	+ 0.017	33.3	+ 0.7	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.2	0.762	33.8	C-	34.4	0.831	+ 0.069	36.5	+ 2.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.4	0.448	7.2	B+	11.9	0.499	+ 0.051	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	27.2	0.668	+ 0.111	23.8	+ 9.1	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	52.0	0.828	60.9	D-	53.8	0.868	+ 0.040	64.4	+ 3.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.0	0.800	44.3	D-	54.5	0.841	+ 0.040	47.1	+ 2.8	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.2	0.593	30.7	B-	18.1	0.641	+ 0.048	30.3	- 0.4	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.2	0.621	20.3	C+	22.0	0.665	+ 0.045	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	50.0	0.876	+ 0.053	58.9	+ 0.9	?	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 Occupied/Re-tenanted Mall 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	30.9	1.007	+ 0.072	37.3	+ 13.6	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	9.8	0.654	11.1	B+	10.7	0.777	+ 0.123	13.2	+ 2.1	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.6	0.625	33.1	D	48.2	0.852	+ 0.227	56.4	+ 23.3	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D-	52.3	0.963	64.5	E	62.6	1.027	+ 0.064	82.0	+ 17.4	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.414	3.5	A	2.8	0.446	+ 0.032	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	0.428	+ 0.029	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	46.9	0.847	+ 0.035	53.4	+ 2.8	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	21.9	0.513	19.0	C+	21.7	0.549	+ 0.036	19.2	+ 0.3	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.5	0.666	23.3	C+	22.2	0.714	+ 0.049	23.4	+ 0.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	52.2	0.910	61.6	D-	54.2	0.933	+ 0.022	65.6	+ 3.9	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.9	0.536	+ 0.020	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	28.0	0.784	+ 0.035	38.2	+ 2.7	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	34.3	0.708	+ 0.152	42.3	+ 8.1	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.9	0.745	48.4	D	48.5	0.828	+ 0.083	52.9	+ 4.4	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	81.9	0.806	113.4	F	108.9	0.851	+ 0.045	157.0	+ 43.5	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	82.6	0.956	89.1	F	102.6	1.017	+ 0.061	110.8	+ 21.7	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	25.6	0.436	25.8	C	26.6	0.466	+ 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	26.2	0.758	+ 0.051	29.0	+ 1.3	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C-	33.3	0.863	36.8	D+	35.9	0.897	+ 0.034	40.5	+ 3.7	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	83.6	0.876	101.0	F	87.1	0.898	+ 0.022	106.1	+ 5.1	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E+	56.5	0.644	54.2	E+	57.6	0.849	+ 0.205	62.5	+ 8.3	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.9	0.642	25.1	C	29.3	0.658	+ 0.016	25.4	+ 0.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	79.7	1.049	81.6	E-	79.6	1.061	+ 0.013	81.7	+ 0.1	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	18.4	0.722	9.3	B-	18.7	0.732	+ 0.011	9.6	+ 0.3	?	xx.x	x.xxx	xx.x

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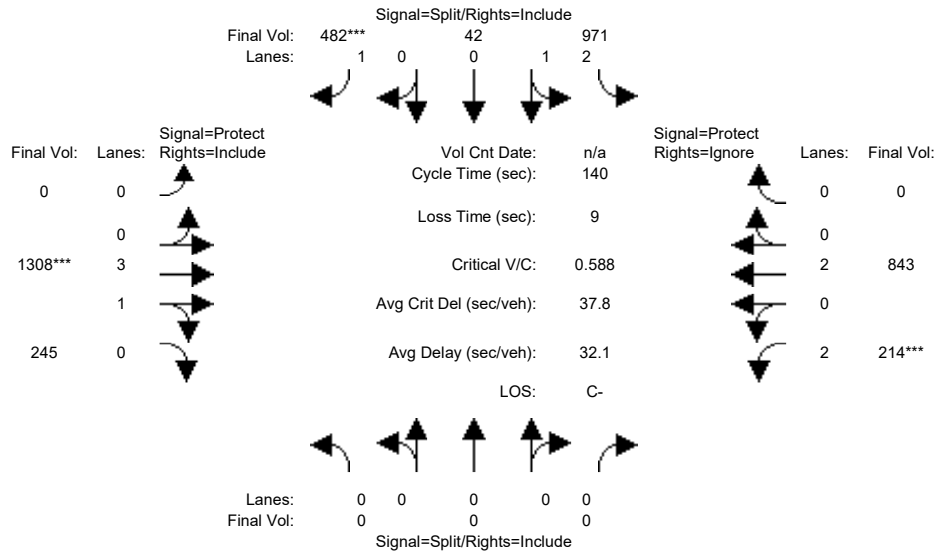
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PM Occupied/Re-tenanted Mall 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	91.2	1.013	+ 0.027	125.4	+ 6.5	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.9	0.543	5.3	B	15.1	0.563	+ 0.019	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	48.1	0.677	+ 0.018	51.5	1.2	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D-	52.1	0.491	51.6	D-	52.3	0.782	+ 0.291	64.6	+ 12.9	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.3	0.888	49.6	D	39.7	0.895	+ 0.007	50.2	+ 0.7	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.4	0.702	30.1	C	27.4	0.706	+ 0.005	30.2	+ 0.1	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.5	0.559	28.5	B-	19.5	0.559	+ 0.000	28.5	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	49.7	0.690	53.7	D-	53.6	0.707	+ 0.017	59.1	+ 5.4	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	23.6	0.508	24.0	C	23.9	0.526	+ 0.019	24.5	+ 0.5	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.6	0.305	23.9	C+	22.2	0.328	+ 0.023	24.8	+ 0.9	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.5	0.572	38.1	D+	36.6	0.579	+ 0.007	38.1	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	25.5	0.671	+ 0.317	27.3	11.3	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	72.4	1.05	92.4	E	73.3	1.06	+ 0.010	94.1	1.7	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	71	0.882	91.6	E	72.8	0.888	+ 0.007	94.8	3.2	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	31.7	0.501	33.4	C-	32.1	0.51	+ 0.009	33.3	-0.1	?	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 PM With Occupied/Re-tenanted Mall 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:	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	8	0	0	0	132	0	13	136	0
PasserByVol:	0	0	0	3	0	14	0	9	0	0	20	0
Initial Fut:	0	0	0	971	42	482	0	1308	245	214	843	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	971	42	482	0	1308	245	214	843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	971	42	482	0	1308	245	214	843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	971	42	482	0	1308	245	214	843	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	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	4743	205	1750	0	6315	1183	3150	3800	0

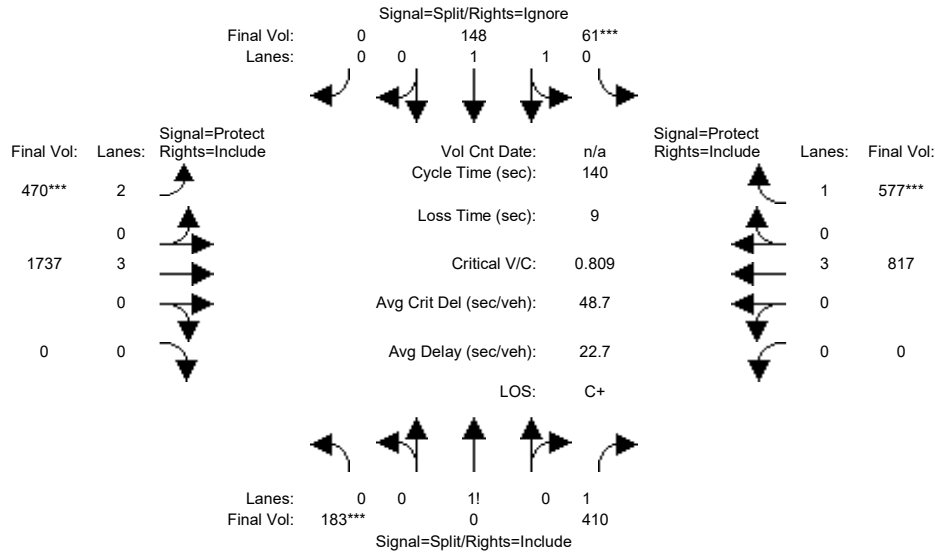
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.28	0.00	0.21	0.21	0.07	0.22	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	65.5	65.5	65.5	0.0	49.3	49.3	16.2	65.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.59	0.00	0.59	0.59	0.59	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	25.0	25.0	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	25.0	25.0	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	20	20	28	0	20	20	10	12	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 With Occupied/Re-tenanted Mall 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	141	0	0	148	4
PasserByVol:	0	0	0	0	0	0	5	8	0	0	20	1
Initial Fut:	183	0	410	61	148	0	470	1737	0	0	817	577
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	1737	0	0	817	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	410	61	148	0	470	1737	0	0	817	577
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	1737	0	0	817	577

Saturation 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:

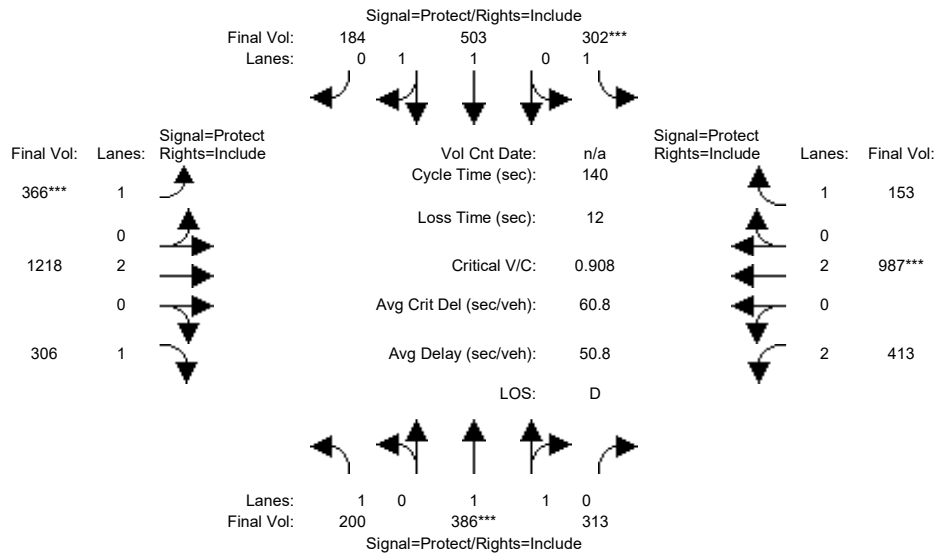
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.30	0.00	0.00	0.14	0.33
Crit Moves:	***			***			***			***		
Green Time:	38.3	0.0	38.3	10.0	10.0	0.0	25.8	82.7	0.0	0.0	56.9	56.9
Volume/Cap:	0.81	0.00	0.56	0.79	0.79	0.00	0.81	0.52	0.00	0.00	0.35	0.81
Delay/Veh:	54.3	0.0	44.3	78.8	78.8	0.0	55.0	0.8	0.0	0.0	15.7	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:	54.3	0.0	44.3	78.8	78.8	0.0	55.0	0.8	0.0	0.0	15.7	26.9
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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Occupied/Re-tenanted Mall 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:	0	0	2	17	0	0	0	146	0	1	152	19
PasserByVol:	0	3	1	0	9	1	3	4	0	3	21	0
Initial Fut:	200	386	313	302	503	184	366	1218	306	413	987	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:	200	386	313	302	503	184	366	1218	306	413	987	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	386	313	302	503	184	366	1218	306	413	987	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:	200	386	313	302	503	184	366	1218	306	413	987	153

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

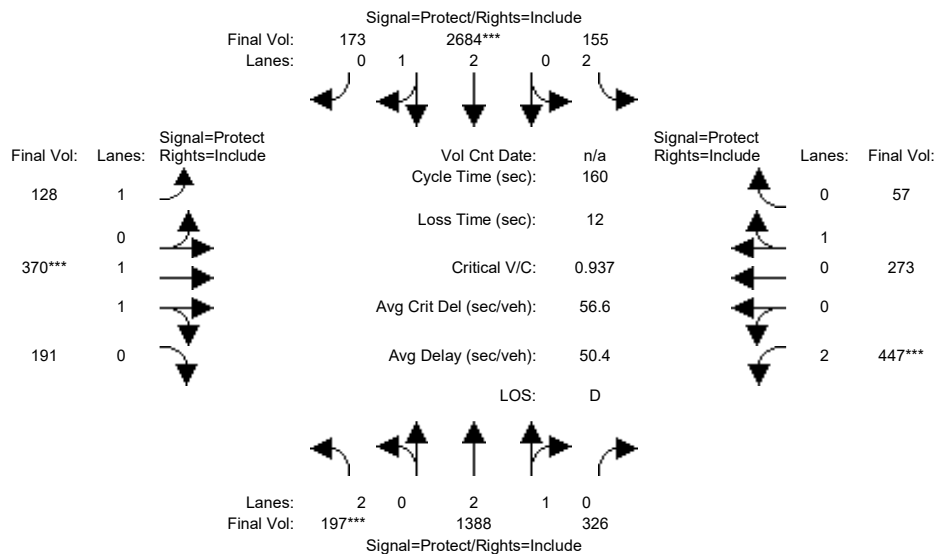
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.19	0.19	0.21	0.32	0.17	0.13	0.26	0.09
Crit Moves:	****			****			****			****		
Green Time:	21.2	29.1	29.1	26.6	34.5	34.5	32.2	51.3	51.3	21.0	40.0	40.0
Volume/Cap:	0.75	0.91	0.91	0.91	0.75	0.75	0.91	0.87	0.48	0.87	0.91	0.31
Delay/Veh:	68.4	68.7	68.7	83.0	52.4	52.4	65.9	31.9	21.5	67.9	46.4	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	68.7	68.7	83.0	52.4	52.4	65.9	31.9	21.5	67.9	46.4	29.0
LOS by Move:	E	E	E	F	D-	D-	E	C	C+	E	D	C
HCM2k95thQ:	19	32	32	30	27	27	30	38	14	20	35	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 With Occupied/Re-tenanted Mall 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:	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:	24	457	27	0	711	0	0	0	22	27	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	197	1388	326	155	2684	173	128	370	191	447	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:	197	1388	326	155	2684	173	128	370	191	447	273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1388	326	155	2684	173	128	370	191	447	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:	197	1388	326	155	2684	173	128	370	191	447	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	2.41	0.59	2.00	2.81	0.19	1.00	1.30	0.70	2.00	0.83	0.17
Final Sat.:	3150	4533	1065	3150	5260	339	1750	2439	1259	3150	1489	311

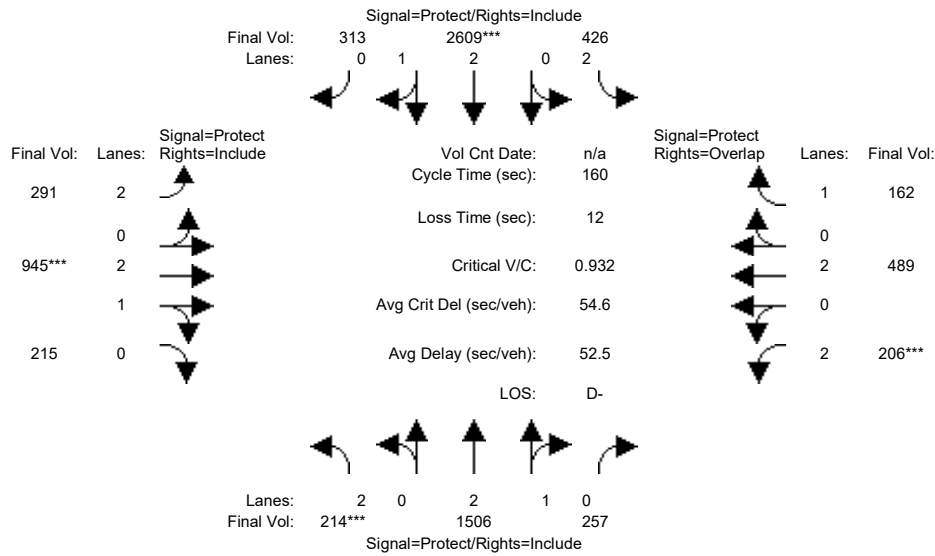
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.05	0.51	0.51	0.07	0.15	0.15	0.14	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	10.7	84.3	84.3	13.5	87.2	87.2	14.3	25.9	25.9	24.2	35.9	35.9
Volume/Cap:	0.94	0.58	0.58	0.58	0.94	0.94	0.82	0.94	0.94	0.94	0.82	0.82
Delay/Veh:	118.7	26.1	26.1	73.7	40.2	40.2	99.1	88.6	88.6	93.2	71.4	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.7	26.1	26.1	73.7	40.2	40.2	99.1	88.6	88.6	93.2	71.4	71.4
LOS by Move:	F	C	C	E	D	D	F	F	F	F	E	E
HCM2k95thQ:	12	32	32	9	73	73	16	30	30	29	31	31

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 With Occupied/Re-tenanted Mall 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:	18	458	12	54	705	0	0	35	17	21	45	50
PasserByVol:	10	50	0	24	37	6	5	3	3	0	7	13
Initial Fut:	214	1506	257	426	2609	313	291	945	215	206	489	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1506	257	426	2609	313	291	945	215	206	489	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1506	257	426	2609	313	291	945	215	206	489	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1506	257	426	2609	313	291	945	215	206	489	162

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	2.55	0.45	2.00	2.67	0.33	2.00	2.42	0.58	2.00	2.00	1.00
Final Sat.:	3150	4783	816	3150	4999	600	3150	4561	1038	3150	3800	1750

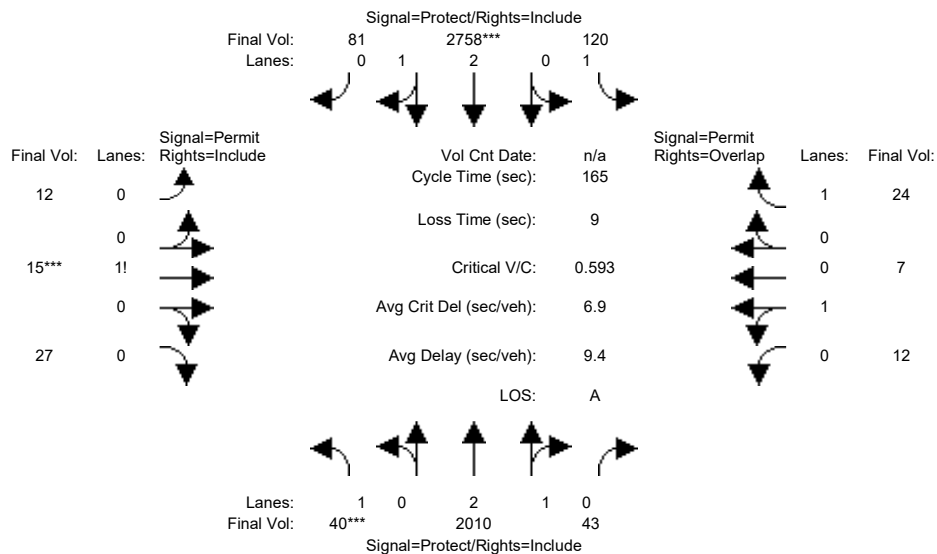
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.14	0.52	0.52	0.09	0.21	0.21	0.07	0.13	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.7	70.8	70.8	30.4	89.6	89.6	19.5	35.6	35.6	11.2	27.2	57.6
Volume/Cap:	0.93	0.71	0.71	0.71	0.93	0.93	0.76	0.93	0.93	0.93	0.76	0.26
Delay/Veh:	114.8	37.3	37.3	64.7	38.3	38.3	76.3	73.6	73.6	116.1	68.3	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:	114.8	37.3	37.3	64.7	38.3	38.3	76.3	73.6	73.6	116.1	68.3	36.3
LOS by Move:	F	D+	D+	E	D+	D+	E-	E	E	F	E	D+
HCM2k95thQ:	14	39	39	20	67	67	18	38	38	13	21	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 PM With Occupied/Re-tenanted Mall 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	488	0	0	743	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	40	2010	43	120	2758	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	2010	43	120	2758	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2010	43	120	2758	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	2010	43	120	2758	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	5483	117	1750	5440	160	389	486	875	1137	663	1750

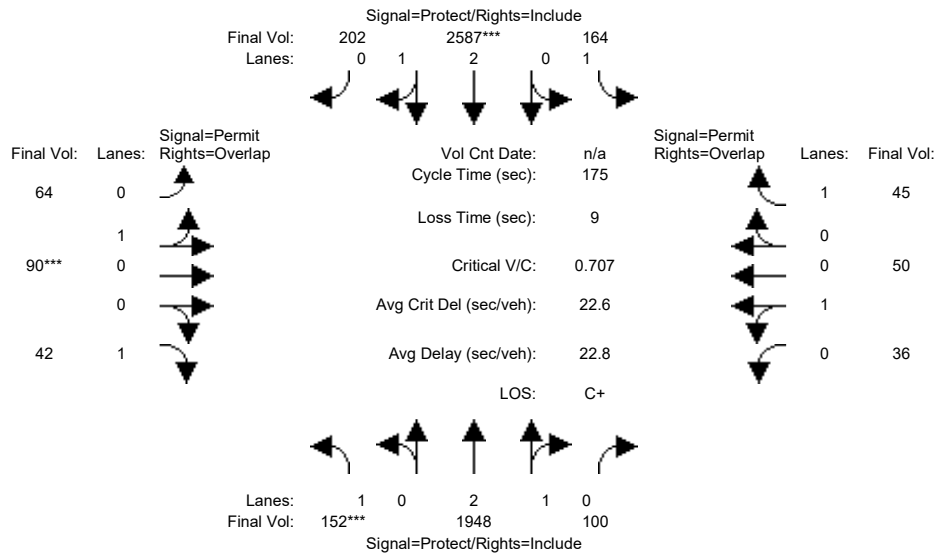
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.07	0.51	0.51	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	7.0	123	123.0	23.0	139	139.0	10.0	10.0	10.0	10.0	10.0	33.0
Volume/Cap:	0.54	0.49	0.49	0.49	0.60	0.60	0.51	0.51	0.51	0.17	0.17	0.07
Delay/Veh:	85.1	8.5	8.5	67.2	4.4	4.4	79.2	79.2	79.2	74.3	74.3	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:	85.1	8.5	8.5	67.2	4.4	4.4	79.2	79.2	79.2	74.3	74.3	53.6
LOS by Move:	F	A	A	E	A	A	E-	E-	E-	E	E	D-
HCM2k95thQ:	4	25	25	11	26	26	7	7	7	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 With Occupied/Re-tenanted Mall 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	488	0	0	743	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	152	1948	100	164	2587	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	1948	100	164	2587	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1948	100	164	2587	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	1948	100	164	2587	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	5326	273	1750	5194	406	748	1052	1750	753	1047	1750

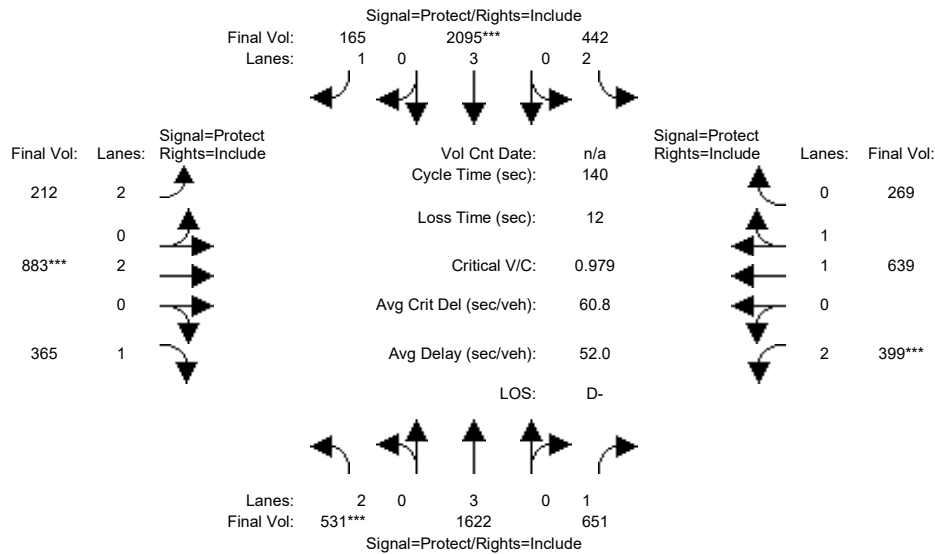
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.09	0.50	0.50	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.5	115	115.3	29.5	123	123.3	21.2	21.2	42.7	21.2	21.2	50.7
Volume/Cap:	0.71	0.56	0.56	0.56	0.71	0.71	0.71	0.71	0.10	0.39	0.39	0.09
Delay/Veh:	84.0	16.3	16.3	69.0	15.8	15.8	84.1	84.1	51.4	72.2	72.2	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:	84.0	16.3	16.3	69.0	15.8	15.8	84.1	84.1	51.4	72.2	72.2	45.4
LOS by Move:	F	B	B	E	B	B	F	F	D-	E	E	D
HCM2k95thQ:	16	33	33	16	47	47	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 With Occupied/Re-tenanted Mall 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:	24	398	15	82	633	27	21	69	22	41	69	69
PasserByVol:	0	31	1	11	28	0	0	24	0	32	60	35
Initial Fut:	531	1622	651	442	2095	165	212	883	365	399	639	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:	531	1622	651	442	2095	165	212	883	365	399	639	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	1622	651	442	2095	165	212	883	365	399	639	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:	531	1622	651	442	2095	165	212	883	365	399	639	269

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	2603	1096

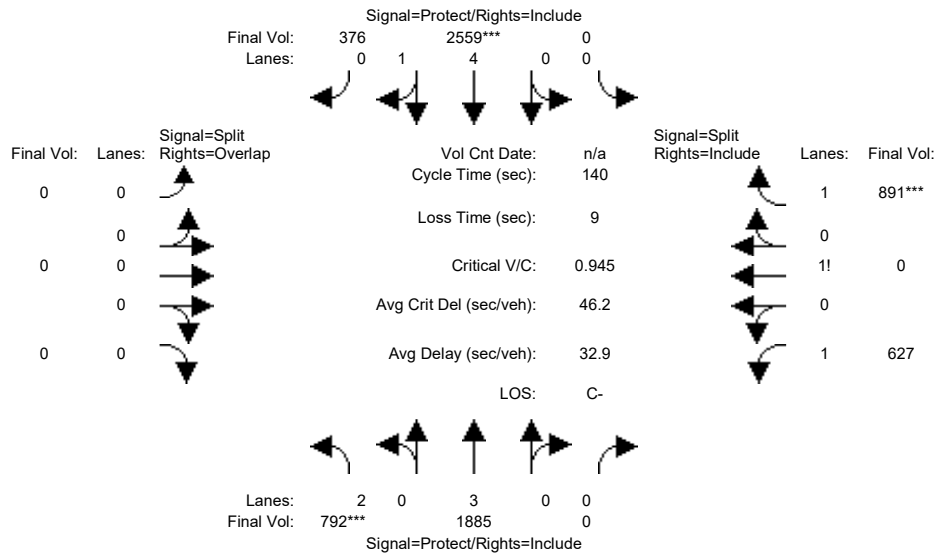
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.37	0.14	0.37	0.09	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	24.1	55.7	55.7	21.0	52.6	52.6	11.0	33.2	33.2	18.1	40.3	40.3
Volume/Cap:	0.98	0.72	0.94	0.94	0.98	0.25	0.85	0.98	0.88	0.98	0.85	0.85
Delay/Veh:	82.9	21.0	42.6	78.0	40.7	18.3	87.3	77.9	70.3	99.7	53.9	53.9
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:	82.9	21.0	42.6	78.0	40.7	18.3	87.3	77.9	70.3	99.7	53.9	53.9
LOS by Move:	F	C+	D	E-	D	B-	F	E-	E	F	D-	D-
HCM2k95thQ:	31	28	50	22	51	7	12	37	30	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 With Occupied/Re-tenanted Mall 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:	13	250	0	0	692	4	0	0	0	-3	0	186
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	792	1885	0	0	2559	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:	792	1885	0	0	2559	376	0	0	0	627	0	891
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	792	1885	0	0	2559	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:	792	1885	0	0	2559	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	8194	1204	0	0	0	2473	0	2777

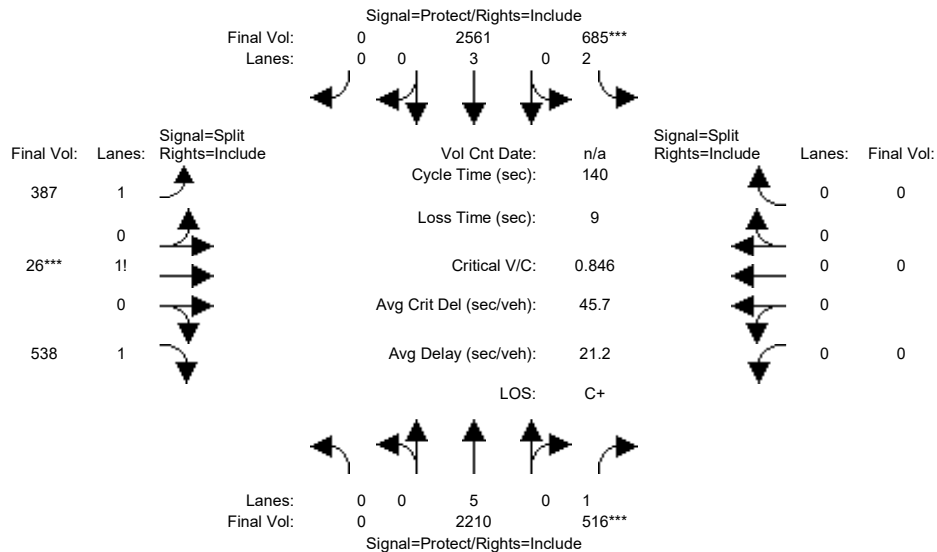
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.33	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.25	0.00	0.32
Crit Moves:	***			****						****		
Green Time:	37.2	83.5	0.0	0.0	46.3	46.3	0.0	0.0	0.0	47.5	0.0	47.5
Volume/Cap:	0.95	0.55	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.75	0.00	0.95
Delay/Veh:	57.3	0.5	0.0	0.0	37.7	37.7	0.0	0.0	0.0	42.5	0.0	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	0.5	0.0	0.0	37.7	37.7	0.0	0.0	0.0	42.5	0.0	56.9
LOS by Move:	E+	A	A	A	D+	D+	A	A	A	D	A	E+
HCM2k95thQ:	36	2	0	0	46	46	0	0	0	33	0	48

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 With Occupied/Re-tenanted Mall 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:	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	257	-5	247	442	0	6	0	14	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2210	516	685	2561	0	387	26	538	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	2210	516	685	2561	0	387	26	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2210	516	685	2561	0	387	26	538	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	2210	516	685	2561	0	387	26	538	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	2443	93	2714	0	0	0

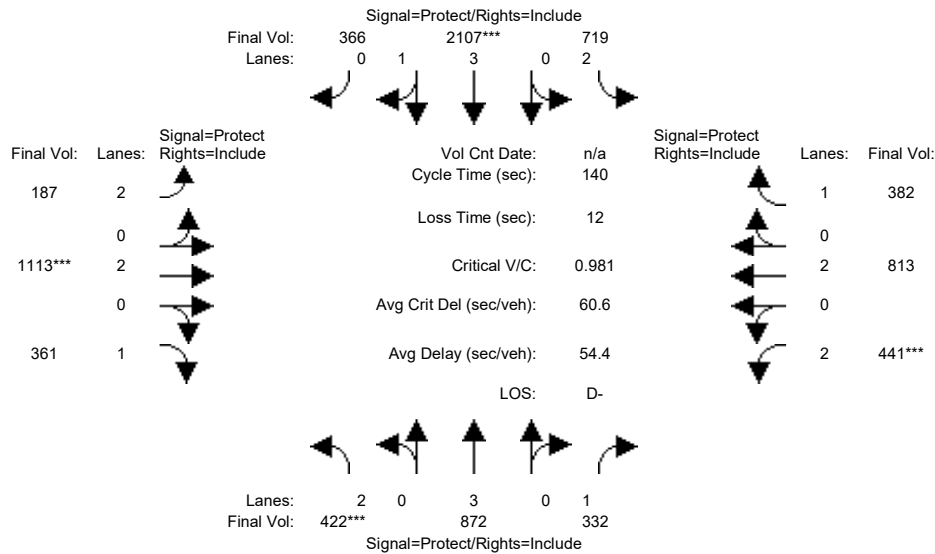
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.29	0.22	0.45	0.00	0.16	0.28	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.8	48.8	36.0	84.8	0.0	46.2	46.2	46.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.85	0.85	0.74	0.00	0.48	0.85	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	37.7	46.2	0.9	0.0	37.5	49.7	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	25.4	37.7	46.2	0.9	0.0	37.5	49.7	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	23	35	26	1	0	19	39	24	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 With Occupied/Re-tenanted Mall 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	85	130	310	16	-2	166	-13	102	170	115
PasserByVol:	0	4	29	29	10	0	0	5	0	64	25	21
Initial Fut:	422	872	332	719	2107	366	187	1113	361	441	813	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:	422	872	332	719	2107	366	187	1113	361	441	813	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	872	332	719	2107	366	187	1113	361	441	813	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:	422	872	332	719	2107	366	187	1113	361	441	813	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	0.92
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

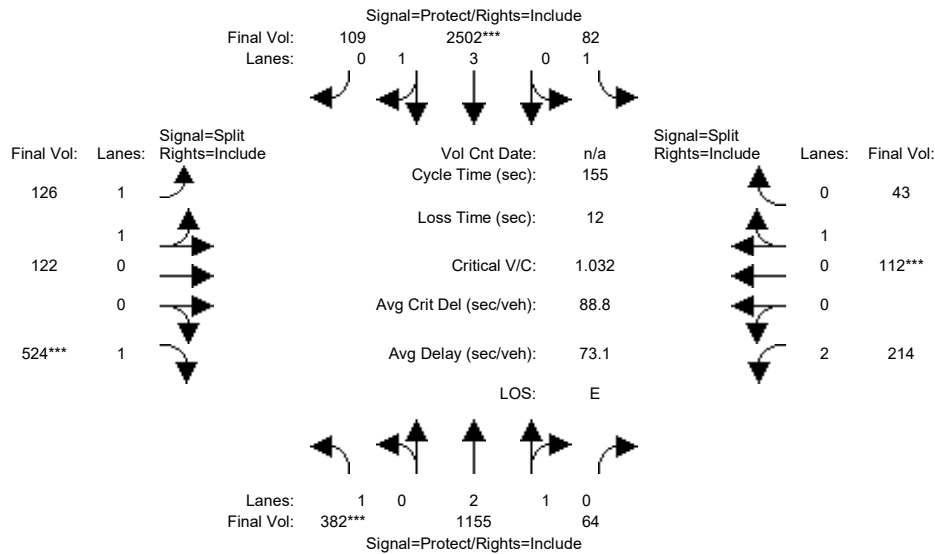
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.19	0.23	0.33	0.33	0.06	0.29	0.21	0.14	0.21	0.22
Crit Moves:	***			****			****			****		
Green Time:	19.1	30.1	30.1	36.2	47.1	47.1	13.2	41.8	41.8	20.0	48.6	48.6
Volume/Cap:	0.98	0.71	0.88	0.88	0.98	0.98	0.63	0.98	0.69	0.98	0.62	0.63
Delay/Veh:	92.1	43.7	64.7	49.6	44.1	44.1	65.3	70.8	47.3	97.1	38.9	40.3
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:	92.1	43.7	64.7	49.6	44.1	44.1	65.3	70.8	47.3	97.1	38.9	40.3
LOS by Move:	F	D	E	D	D	D	E	E	D	F	D+	D
HCM2k95thQ:	23	20	27	32	49	49	9	41	24	24	23	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 With Occupied/Re-tenanted Mall 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	216	0	0	399	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1155	64	82	2502	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	1155	64	82	2502	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1155	64	82	2502	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	1155	64	82	2502	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	5306	294	1750	7186	313	1803	1746	1750	3150	1301	499

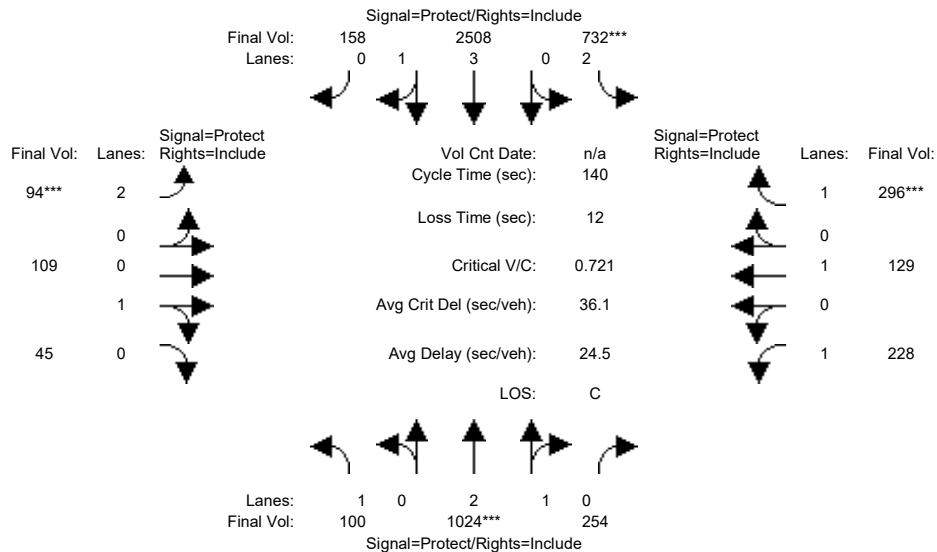
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.35	0.35	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.8	70.0	70.0	15.1	52.3	52.3	45.0	45.0	45.0	12.9	12.9	12.9
Volume/Cap:	1.03	0.48	0.48	0.48	1.03	1.03	0.24	0.24	1.03	0.81	1.03	1.03
Delay/Veh:	116.3	29.9	29.9	68.4	78.1	78.1	42.1	42.1	103.4	87.3	153	153.1
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:	116.3	29.9	29.9	68.4	78.1	78.1	42.1	42.1	103.4	87.3	153	153.1
LOS by Move:	F	C	C	E	E-	E-	D	D	F	F	F	F
HCM2k95thQ:	38	23	23	7	53	53	9	9	54	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)
Background PM With Occupied/Re-tenanted Mall 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	203	2	27	370	3	3	3	0	2	3	11
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1024	254	732	2508	158	94	109	45	228	129	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	1024	254	732	2508	158	94	109	45	228	129	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1024	254	732	2508	158	94	109	45	228	129	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	1024	254	732	2508	158	94	109	45	228	129	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	2.38	0.62	2.00	3.75	0.25	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4486	1113	3150	7055	444	3150	1274	526	1750	1900	1750

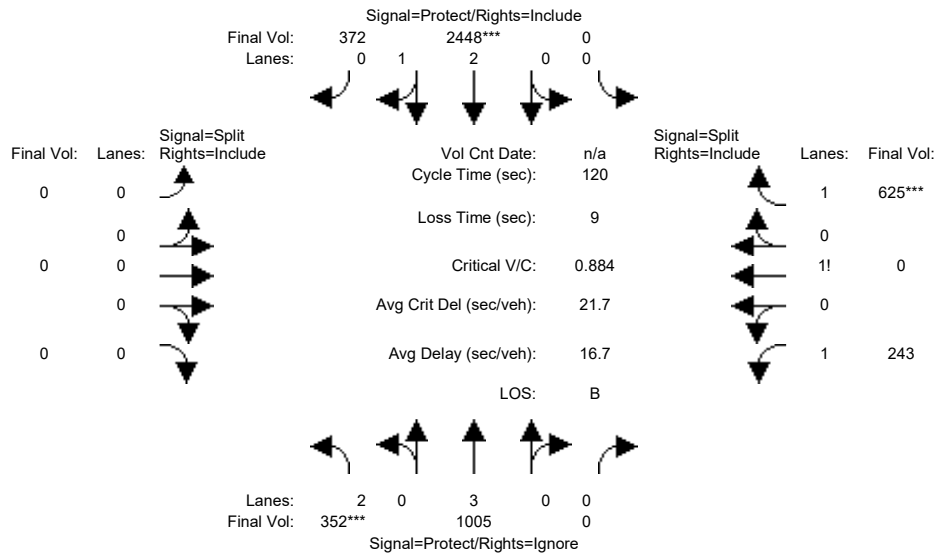
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.36	0.36	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.3	43.9	43.9	44.6	76.2	76.2	7.0	15.7	15.7	23.8	32.5	32.5
Volume/Cap:	0.65	0.73	0.73	0.73	0.65	0.65	0.60	0.77	0.77	0.77	0.29	0.73
Delay/Veh:	67.5	31.3	31.3	31.8	4.9	4.9	71.3	76.4	76.4	66.6	44.7	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:	67.5	31.3	31.3	31.8	4.9	4.9	71.3	76.4	76.4	66.6	44.7	56.2
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Occupied/Re-tenanted Mall 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:	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	133	0	0	257	114	0	0	0	0	0	72
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	1005	0	0	2448	372	0	0	0	243	0	625
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	1005	0	0	2448	372	0	0	0	243	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1005	0	0	2448	372	0	0	0	243	0	625
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	1005	0	0	2448	372	0	0	0	243	0	625

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	2.59	0.41	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	3150	5700	0	0	4860	739	0	0	0	2250	0	3086

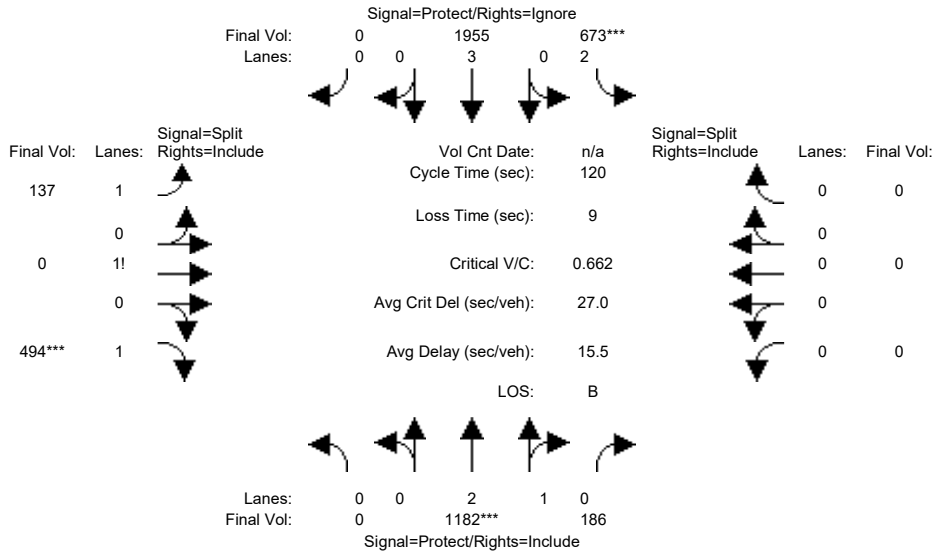
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.11	0.00	0.20
Crit Moves:	***			***						***		
Green Time:	15.2	83.5	0.0	0.0	68.4	68.4	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.88	0.25	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.47	0.00	0.88
Delay/Veh:	66.9	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	40.2	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:	66.9	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	40.2	0.0	54.4
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	D-
HCM2k95thQ:	15	0	0	0	25	25	0	0	0	13	0	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 PM With Occupied/Re-tenanted Mall Alternative

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



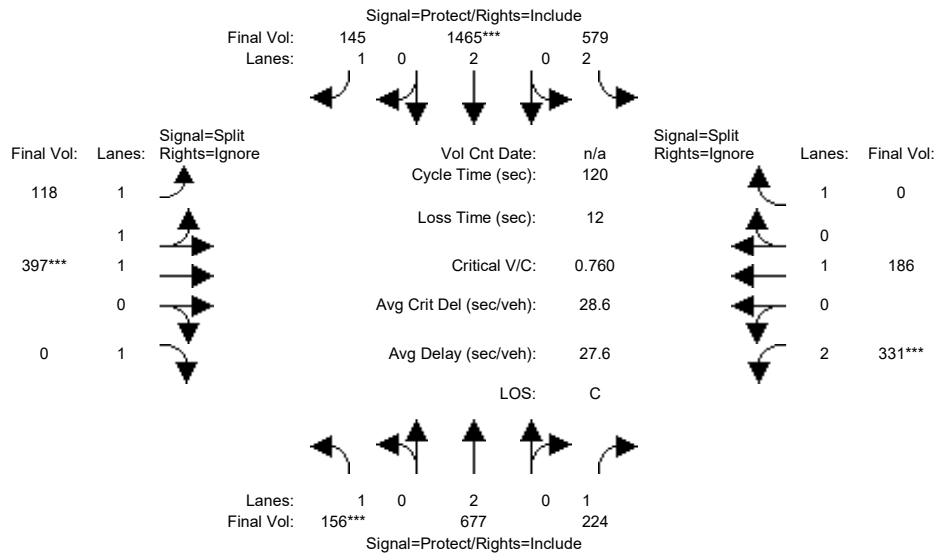
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1040	186	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	133	0	29	229	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1182	186	673	1955	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	1182	186	673	1955	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1182	186	673	1955	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	1182	186	673	1955	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	4838	761	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	44.3	44.3	38.7	83.0	0.0	28.0	0.0	28.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.50	0.00	0.27	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	20.1	25.5	0.1	0.0	37.8	0.0	43.5	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	20.1	20.1	25.5	0.1	0.0	37.8	0.0	43.5	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	19	1	0	7	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 With Occupied/Re-tenanted Mall 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	122	0	0	217	12	11	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	677	224	579	1465	145	118	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	677	224	579	1465	145	118	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	677	224	579	1465	145	118	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	677	224	579	1465	145	118	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

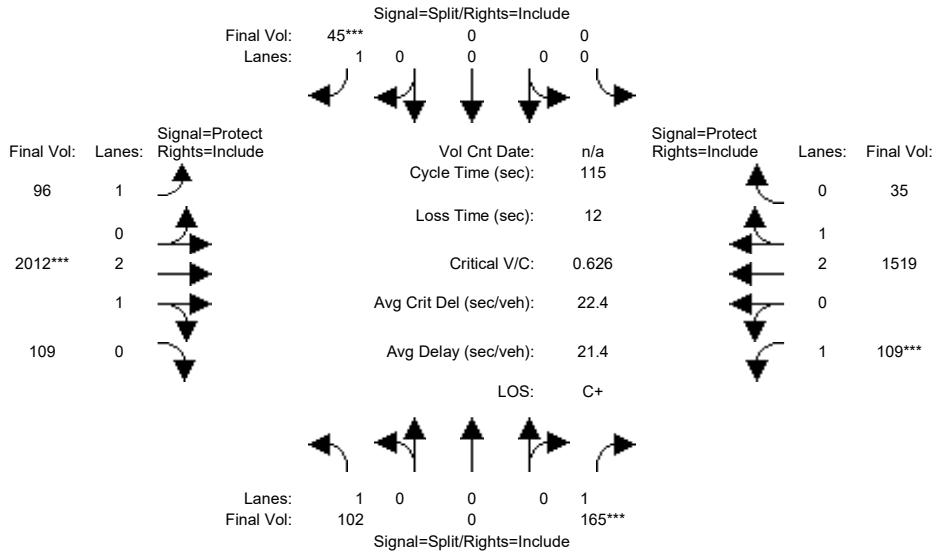
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.18	0.39	0.08	0.07	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	14.1	36.9	36.9	38.0	60.9	60.9	16.5	16.5	0.0	16.6	16.6	0.0
Volume/Cap:	0.76	0.58	0.42	0.58	0.76	0.16	0.49	0.76	0.00	0.76	0.71	0.00
Delay/Veh:	62.0	25.4	23.8	24.5	9.3	5.1	48.2	54.9	0.0	57.4	58.0	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:	62.0	25.4	23.8	24.5	9.3	5.1	48.2	54.9	0.0	57.4	58.0	0.0
LOS by Move:	E	C	C	C	A	A	D	D-	A	E+	E+	A
HCM2k95thQ:	15	17	11	16	23	2	10	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 With Occupied/Re-tenanted Mall 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	381	0	0	386	0
PasserByVol:	0	0	0	0	0	0	0	87	0	0	110	0
Initial Fut:	102	0	165	0	0	45	96	2012	109	109	1519	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	2012	109	109	1519	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2012	109	109	1519	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	2012	109	109	1519	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	2.93	0.07
Final Sat.:	1750	0	1750	0	0	1750	1750	5312	288	1750	5474	126

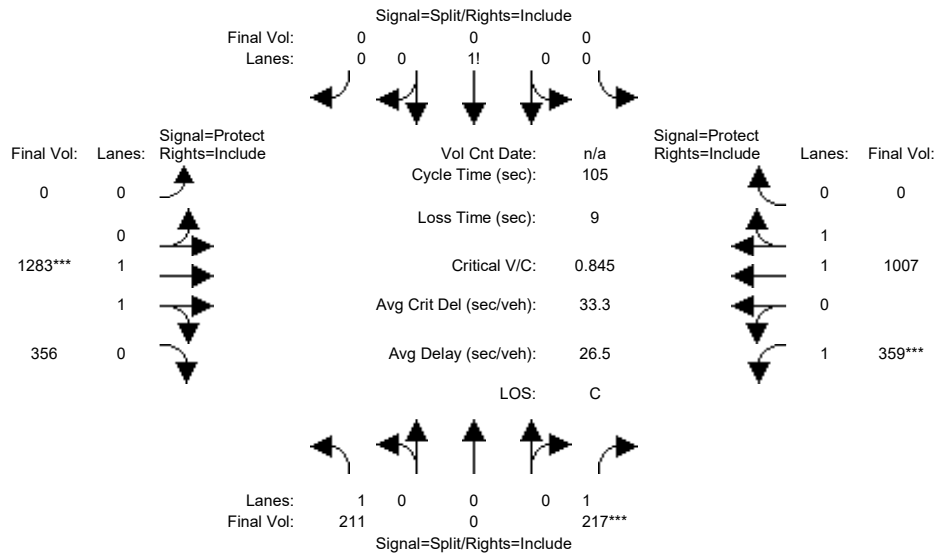
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.38	0.38	0.06	0.28	0.28
Crit Moves:			****			****		****		****		
Green Time:	16.4	0.0	16.4	0.0	0.0	10.0	13.8	65.8	65.8	10.8	62.8	62.8
Volume/Cap:	0.41	0.00	0.66	0.00	0.00	0.30	0.46	0.66	0.66	0.66	0.51	0.51
Delay/Veh:	46.0	0.0	53.2	0.0	0.0	50.3	48.7	17.5	17.5	60.0	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:	46.0	0.0	53.2	0.0	0.0	50.3	48.7	17.5	17.5	60.0	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	28	28	8	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)
Background PM With Occupied/Re-tenanted Mall 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:												
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:	16	0	0	0	0	0	0	149	17	0	164	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	130	0
Initial Fut:	211	0	217	0	0	0	0	1283	356	359	1007	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:	211	0	217	0	0	0	0	1283	356	359	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	217	0	0	0	0	1283	356	359	1007	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:	211	0	217	0	0	0	0	1283	356	359	1007	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	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2896	803	1750	3700	0

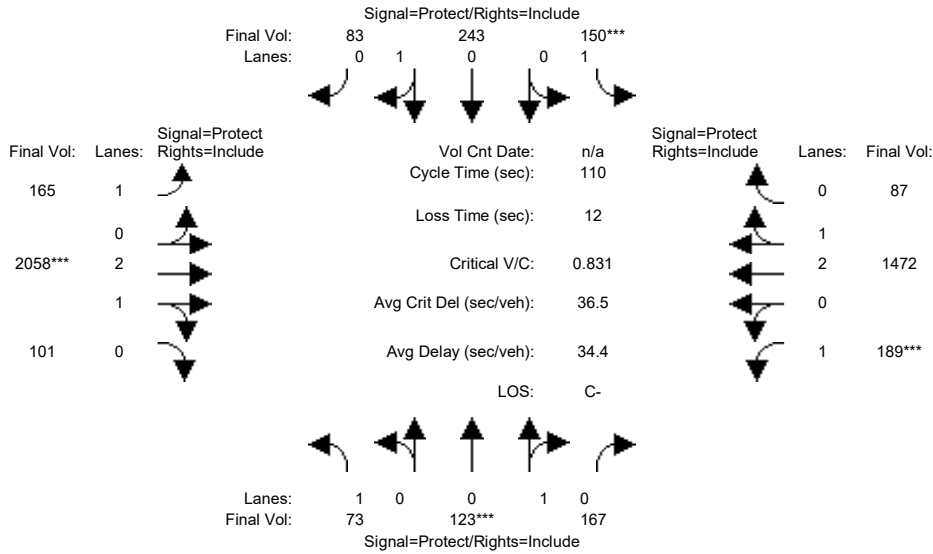
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	15.4	0.0	15.4	0.0	0.0	0.0	0.0	55.1	55.1	25.5	80.6	0.0
Volume/Cap:	0.82	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.35	0.00
Delay/Veh:	62.1	0.0	65.4	0.0	0.0	0.0	0.0	24.9	24.9	52.2	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:	62.1	0.0	65.4	0.0	0.0	0.0	0.0	24.9	24.9	52.2	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	40	40	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 With Occupied/Re-tenanted Mall 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:												
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	8	17	0	0	0	381	0	8	386	16
PasserByVol:	0	0	0	0	0	0	0	86	0	0	109	0
Initial Fut:	73	123	167	150	243	83	165	2058	101	189	1472	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	167	150	243	83	165	2058	101	189	1472	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	167	150	243	83	165	2058	101	189	1472	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	167	150	243	83	165	2058	101	189	1472	87

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	0.42	0.58	1.00	0.75	0.25	1.00	2.85	0.15	1.00	2.83	0.17
Final Sat.:	1750	763	1037	1750	1342	458	1750	5338	262	1750	5287	312

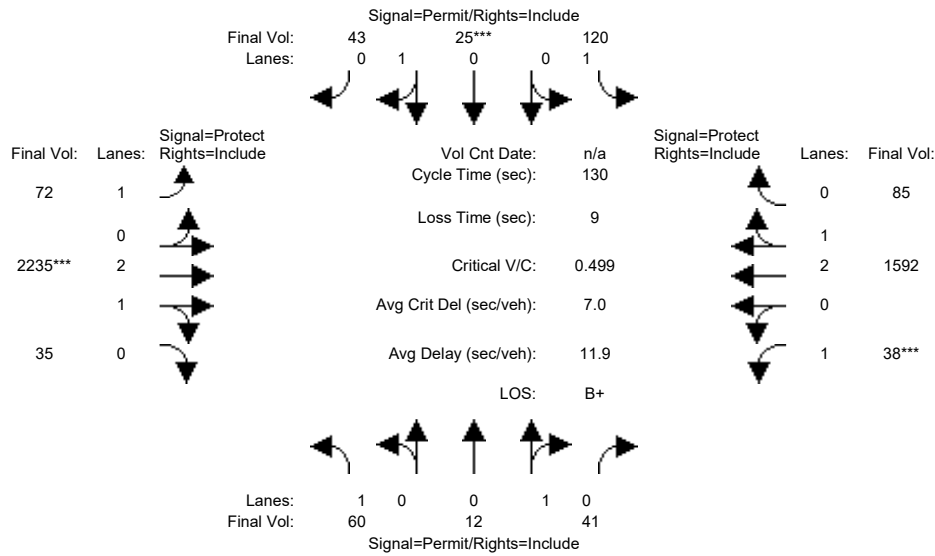
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.18	0.18	0.09	0.39	0.39	0.11	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.5	21.3	21.3	11.3	24.2	24.2	16.5	51.0	51.0	14.3	48.8	48.8
Volume/Cap:	0.54	0.83	0.83	0.83	0.82	0.82	0.63	0.83	0.83	0.83	0.63	0.63
Delay/Veh:	53.2	58.0	58.0	74.9	54.0	54.0	48.6	28.1	28.1	68.7	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:	53.2	58.0	58.0	74.9	54.0	54.0	48.6	28.1	28.1	68.7	24.1	24.1
LOS by Move:	D-	E+	E+	E	D-	D-	D	C	C	E	C	C
HCM2k95thQ:	5	20	20	15	24	24	11	37	37	14	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 With Occupied/Re-tenanted Mall 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:	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	405	0	0	410	0
PasserByVol:	0	0	0	0	0	0	0	45	0	0	130	0
Initial Fut:	60	12	41	120	25	43	72	2235	35	38	1592	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	2235	35	38	1592	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2235	35	38	1592	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	2235	35	38	1592	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	5514	86	1750	5316	284

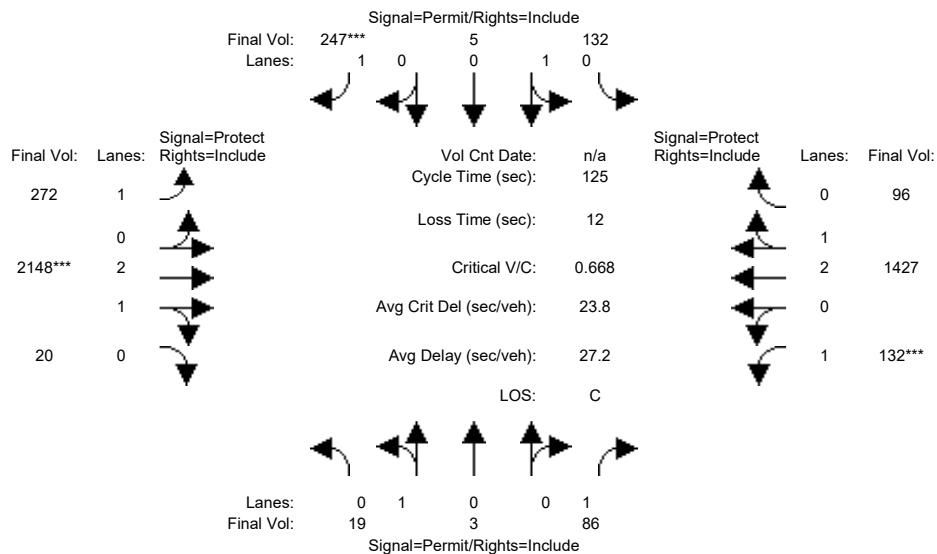
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.41	0.41	0.02	0.30	0.30
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.9	104	104.0	7.0	94.1	94.1
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.32	0.51	0.51	0.40	0.41	0.41
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	52.1	4.5	4.5	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:	59.7	58.8	58.8	105.9	60.3	60.3	52.1	4.5	4.5	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	15	7	7	5	18	18	3	16	16

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 With Occupied/Re-tenanted Mall 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	90	0	220	222	183	0	0	190	73
PasserByVol:	0	0	0	0	0	0	0	84	0	0	107	0
Initial Fut:	19	3	86	132	5	247	272	2148	20	132	1427	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:	19	3	86	132	5	247	272	2148	20	132	1427	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	132	5	247	272	2148	20	132	1427	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:	19	3	86	132	5	247	272	2148	20	132	1427	96

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	0.96	0.04	1.00	1.00	2.97	0.03	1.00	2.80	0.20
Final Sat.:	1555	245	1750	1734	66	1750	1750	5548	52	1750	5247	353

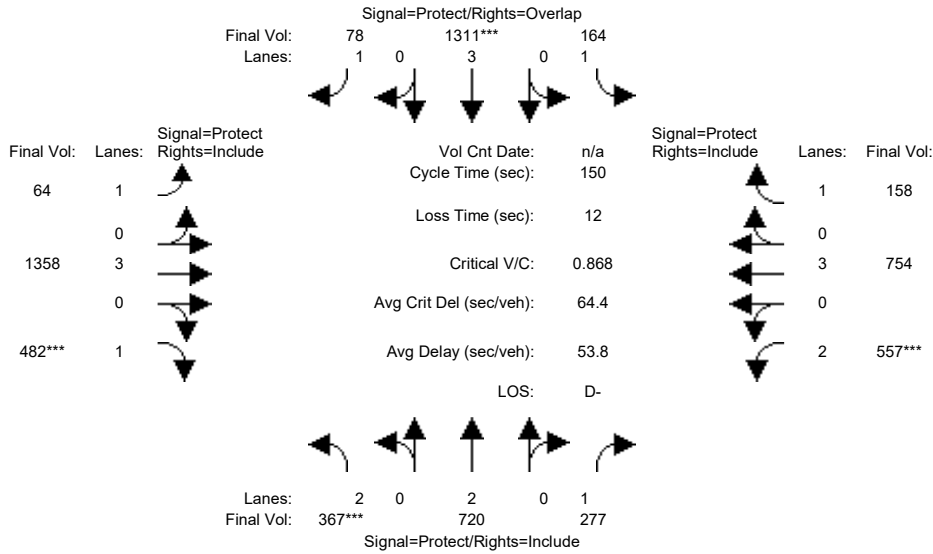
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.08	0.08	0.14	0.16	0.39	0.39	0.08	0.27	0.27
Crit Moves:						****		****		****		
Green Time:	26.4	26.4	26.4	26.4	26.4	26.4	31.5	72.5	72.5	14.1	55.1	55.1
Volume/Cap:	0.06	0.06	0.23	0.36	0.36	0.67	0.62	0.67	0.67	0.67	0.62	0.62
Delay/Veh:	39.4	39.4	41.2	42.7	42.7	49.9	44.1	18.6	18.6	61.7	27.3	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:	39.4	39.4	41.2	42.7	42.7	49.9	44.1	18.6	18.6	61.7	27.3	27.3
LOS by Move:	D	D	D	D	D	D	D	B-	B-	E	C	C
HCM2k95thQ:	1	1	6	9	9	19	18	32	32	10	25	25

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

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2000 HCM Operations (Future Volume Alternative)
Background PM With Occupied/Re-tenanted Mall 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:	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:	36	104	103	10	123	0	0	162	46	164	137	7
PasserByVol:	25	23	0	0	9	0	0	0	9	4	8	0
Initial Fut:	367	720	277	164	1311	78	64	1358	482	557	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:	367	720	277	164	1311	78	64	1358	482	557	754	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	720	277	164	1311	78	64	1358	482	557	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:	367	720	277	164	1311	78	64	1358	482	557	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

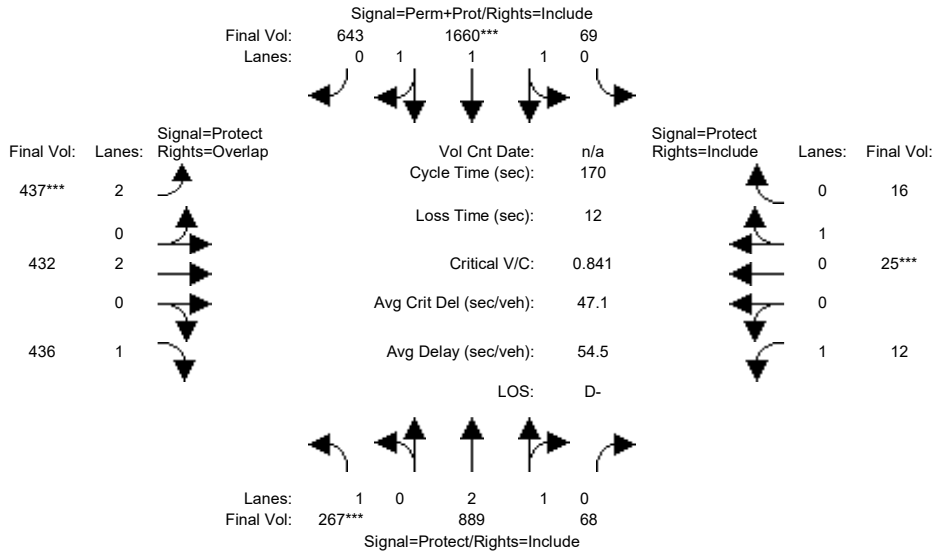
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.16	0.09	0.23	0.04	0.04	0.24	0.28	0.18	0.13	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.1	40.1	40.1	19.8	39.7	60.1	20.4	47.6	47.6	30.5	57.8	57.8
Volume/Cap:	0.87	0.71	0.59	0.71	0.87	0.11	0.27	0.75	0.87	0.87	0.34	0.23
Delay/Veh:	80.8	52.1	49.9	72.1	58.3	28.3	58.7	47.7	61.9	69.9	32.8	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:	80.8	52.1	49.9	72.1	58.3	28.3	58.7	47.7	61.9	69.9	32.8	31.4
LOS by Move:	F	D-	D	E	E+	C	E+	D	E	E	C-	C
HCM2k95thQ:	18	25	21	17	36	5	6	33	41	27	15	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 PM With Occupied/Re-tenanted Mall 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:	54	176	0	0	223	111	67	0	49	0	0	0
PasserByVol:	30	47	7	0	21	2	0	11	21	0	0	0
Initial Fut:	267	889	68	69	1660	643	437	432	436	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:	267	889	68	69	1660	643	437	432	436	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	889	68	69	1660	643	437	432	436	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:	267	889	68	69	1660	643	437	432	436	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	2.08	0.83	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5202	398	160	3849	1491	3150	3800	1750	1750	1098	702

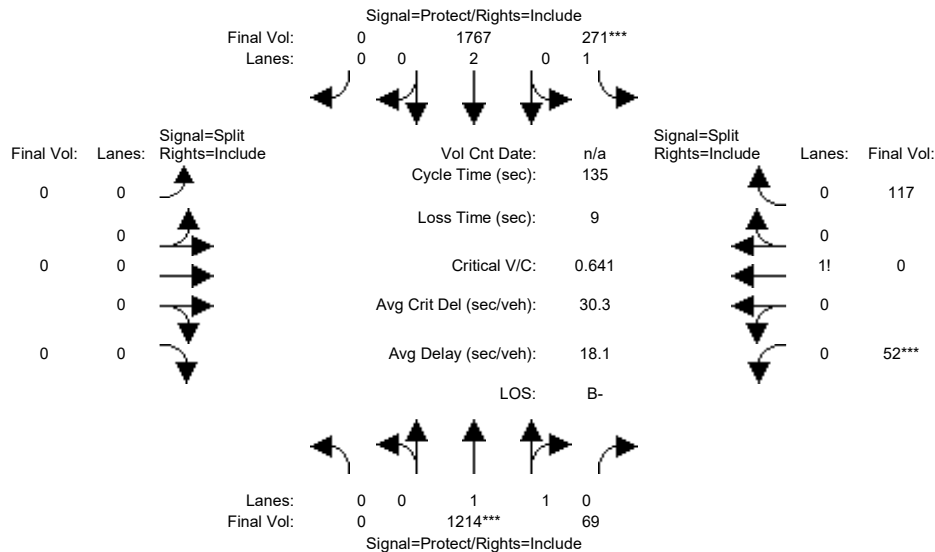
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.00	0.43	0.43	0.14	0.11	0.25	0.01	0.02	0.02
Crit Moves:	***				****		****			****		
Green Time:	31.4	34.1	34.1	89.2	88.9	88.9	27.7	27.7	59.1	10.0	10.0	10.0
Volume/Cap:	0.83	0.85	0.85	0.82	0.83	0.83	0.85	0.70	0.72	0.12	0.39	0.39
Delay/Veh:	82.4	71.8	71.8	35.8	36.1	36.1	82.0	70.7	52.2	76.3	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:	82.4	71.8	71.8	35.8	36.1	36.1	82.0	70.7	52.2	76.3	79.4	79.4
LOS by Move:	F	E	E	D+	D+	D+	F	E	D-	E-	E-	E-
HCM2k95thQ:	26	29	29	54	54	54	23	18	34	1	5	5

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

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Background PM With Occupied/Re-tenanted Mall Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion 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:	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	230	6	0	271	0	0	0	0	5	0	0
PasserByVol:	0	83	0	0	42	0	0	0	0	0	0	0
Initial Fut:	0	1214	69	271	1767	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	1214	69	271	1767	0	0	0	0	52	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1214	69	271	1767	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	1214	69	271	1767	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	3501	199	1750	3800	0	0	0	0	538	0	1212

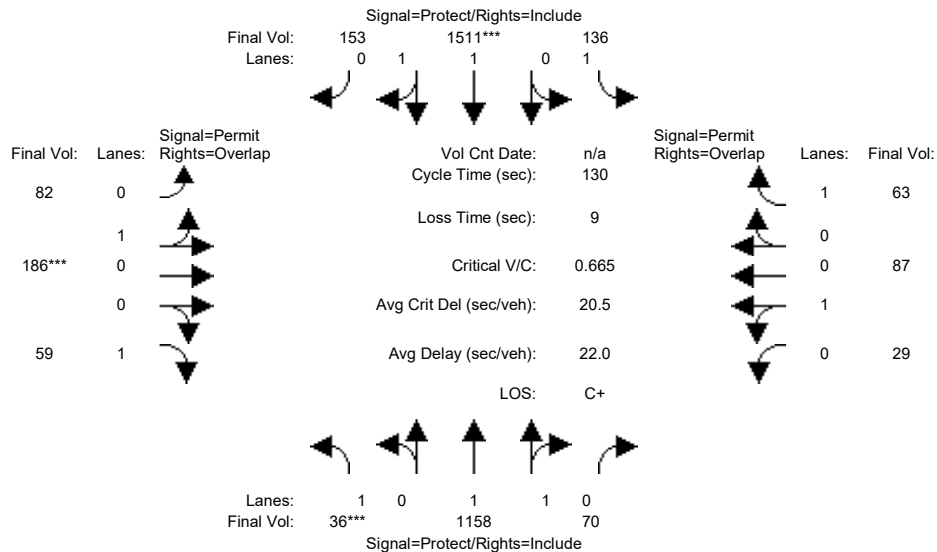
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.15	0.47	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	73.0	73.0	32.6	106	0.0	0.0	0.0	0.0	20.3	0.0	20.3
Volume/Cap:	0.00	0.64	0.64	0.64	0.59	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	22.5	22.5	49.3	6.3	0.0	0.0	0.0	0.0	59.2	0.0	59.2
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	22.5	22.5	49.3	6.3	0.0	0.0	0.0	0.0	59.2	0.0	59.2
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.

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Background PM With Occupied/Re-tenanted Mall 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:	6	236	6	0	277	0	0	0	6	6	0	0
PasserByVol:	12	83	2	0	42	0	0	0	4	1	0	0
Initial Fut:	36	1158	70	136	1511	153	82	186	59	29	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:	36	1158	70	136	1511	153	82	186	59	29	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1158	70	136	1511	153	82	186	59	29	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:	36	1158	70	136	1511	153	82	186	59	29	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	0.25	0.75	1.00
Final Sat.:	1750	3489	211	1750	3360	340	551	1249	1750	450	1350	1750

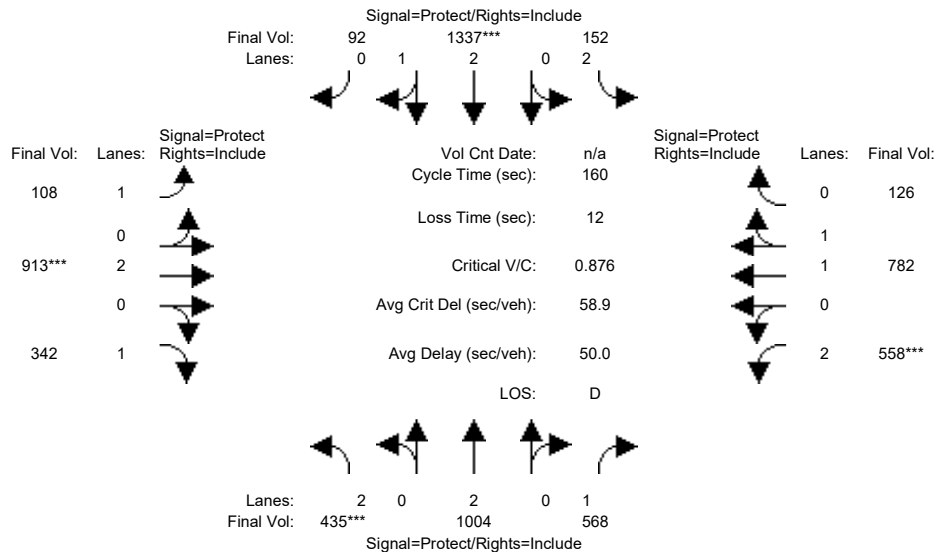
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.08	0.45	0.45	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	75.1	75.1	17.6	85.6	85.6	28.4	28.4	35.4	28.4	28.4	45.9
Volume/Cap:	0.38	0.57	0.57	0.57	0.68	0.68	0.68	0.68	0.12	0.30	0.30	0.10
Delay/Veh:	62.0	17.8	17.8	56.1	14.6	14.6	51.6	51.6	35.8	42.9	42.9	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:	62.0	17.8	17.8	56.1	14.6	14.6	51.6	51.6	35.8	42.9	42.9	28.3
LOS by Move:	E	B	B	E+	B	B	D-	D-	D+	D	D	C
HCM2k95thQ:	3	27	27	10	35	35	21	21	4	8	8	4

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

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Background PM With Occupied/Re-tenanted Mall 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:	70	233	49	11	263	14	5	61	88	68	86	10
PasserByVol:	101	71	86	14	39	0	0	59	22	49	73	30
Initial Fut:	435	1004	568	152	1337	92	108	913	342	558	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:	435	1004	568	152	1337	92	108	913	342	558	782	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1004	568	152	1337	92	108	913	342	558	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:	435	1004	568	152	1337	92	108	913	342	558	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	5239	360	1750	3800	1750	3150	3186	513

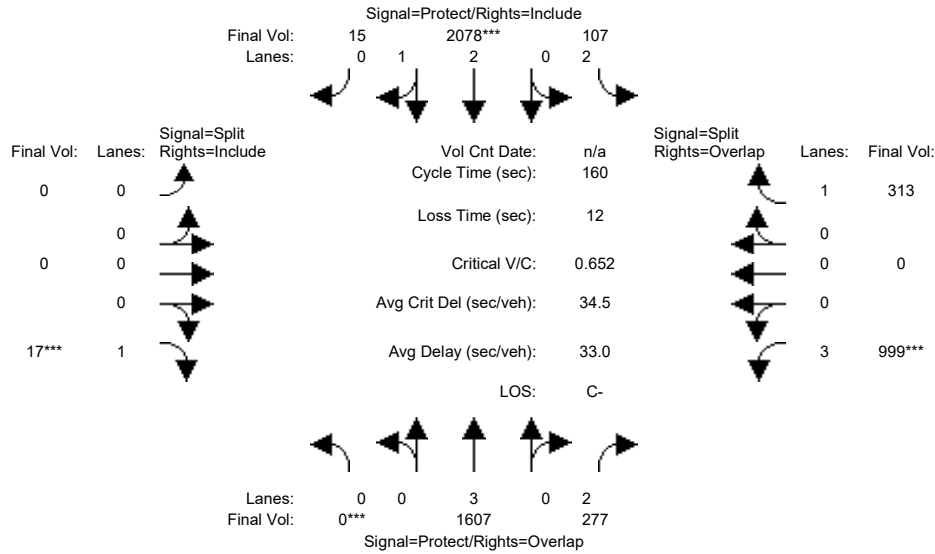
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.32	0.05	0.26	0.26	0.06	0.24	0.20	0.18	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	25.2	62.5	62.5	9.3	46.6	46.6	15.3	43.9	43.9	32.3	60.9	60.9
Volume/Cap:	0.88	0.68	0.83	0.83	0.88	0.88	0.64	0.88	0.71	0.88	0.64	0.64
Delay/Veh:	73.7	24.4	33.7	97.7	44.9	44.9	78.1	64.0	57.4	74.9	41.7	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:	73.7	24.4	33.7	97.7	44.9	44.9	78.1	64.0	57.4	74.9	41.7	41.7
LOS by Move:	E	C	C-	F	D	D	E-	E	E+	E	D	D
HCM2k95thQ:	23	27	39	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 With Occupied/Re-tenanted Mall 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	353	0	0	419	0	0	0	0	0	0	0
PasserByVol:	0	44	265	66	43	0	0	0	0	816	0	212
Initial Fut:	0	1607	277	107	2078	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	1607	277	107	2078	15	0	0	17	999	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1607	277	107	2078	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	1607	277	107	2078	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

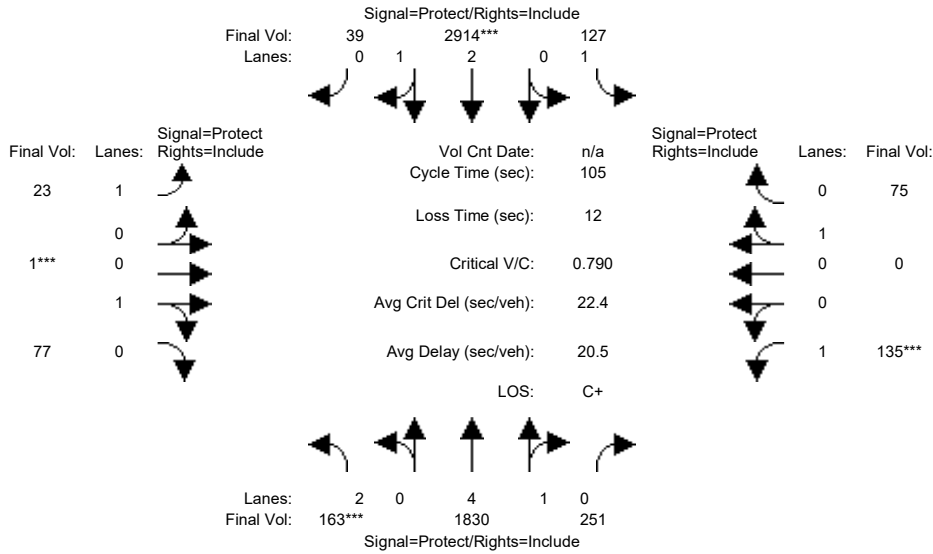
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.03	0.37	0.37	0.00	0.00	0.01	0.22	0.00	0.18
Crit Moves:	***				***				***	***		
Green Time:	0.0	75.3	126.3	11.7	86.9	86.9	0.0	0.0	10.0	51.1	0.0	62.7
Volume/Cap:	0.00	0.60	0.11	0.47	0.69	0.69	0.00	0.00	0.16	0.69	0.00	0.46
Delay/Veh:	0.0	31.6	3.9	72.7	27.3	27.3	0.0	0.0	71.7	48.9	0.0	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:	0.0	31.6	3.9	72.7	27.3	27.3	0.0	0.0	71.7	48.9	0.0	36.5
LOS by Move:	A	C	A	E	C	C	A	A	E	D	A	D+
HCM2k95thQ:	0	32	4	6	39	39	0	0	2	31	0	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 PM With Occupied/Re-tenanted Mall 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:												
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	303	181	87	332	0	0	0	0	103	0	50
PasserByVol:	0	310	0	0	865	0	0	0	0	0	0	0
Initial Fut:	163	1830	251	127	2914	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	1830	251	127	2914	39	23	1	77	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1830	251	127	2914	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	1830	251	127	2914	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	4.37	0.63	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8264	1133	1750	5526	74	1750	23	1777	1750	0	1800

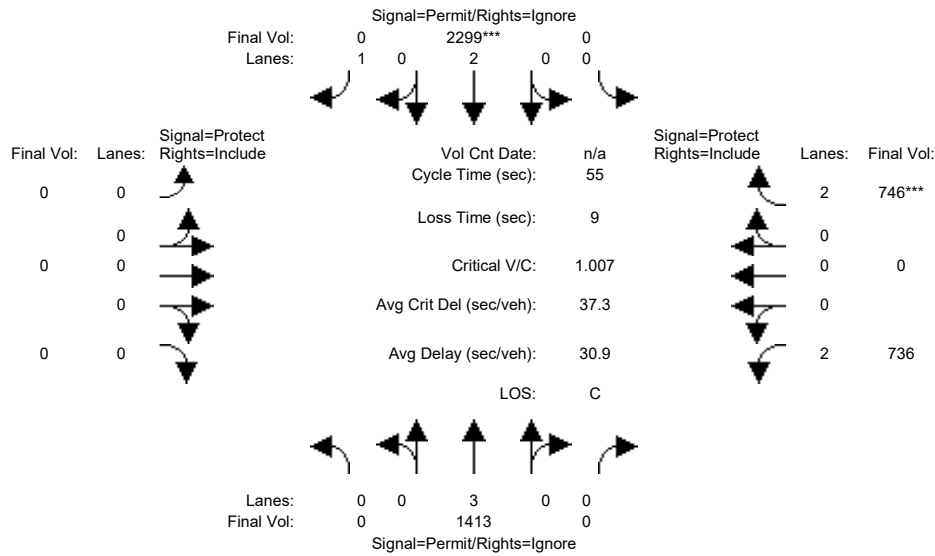
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.07	0.53	0.53	0.01	0.04	0.04	0.08	0.00	0.04
Crit Moves:	***				***			***		***		
Green Time:	7.0	55.2	55.2	18.1	66.3	66.3	8.1	10.0	10.0	9.7	0.0	11.6
Volume/Cap:	0.78	0.42	0.42	0.42	0.84	0.84	0.17	0.46	0.46	0.84	0.00	0.38
Delay/Veh:	64.7	15.2	15.2	39.7	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	15.2	15.2	39.7	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	7	42	42	2	6	6	13	0	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)
Background PM With Occupied/Re-tenanted Mall 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	403	87	0	405	31	0	0	0	169	0	81
PasserByVol:	0	228	189	0	477	389	0	0	0	10	0	82
Initial Fut:	0	1413	802	0	2299	982	0	0	0	736	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	1413	0	0	2299	0	0	0	0	736	0	746
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1413	0	0	2299	0	0	0	0	736	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	1413	0	0	2299	0	0	0	0	736	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

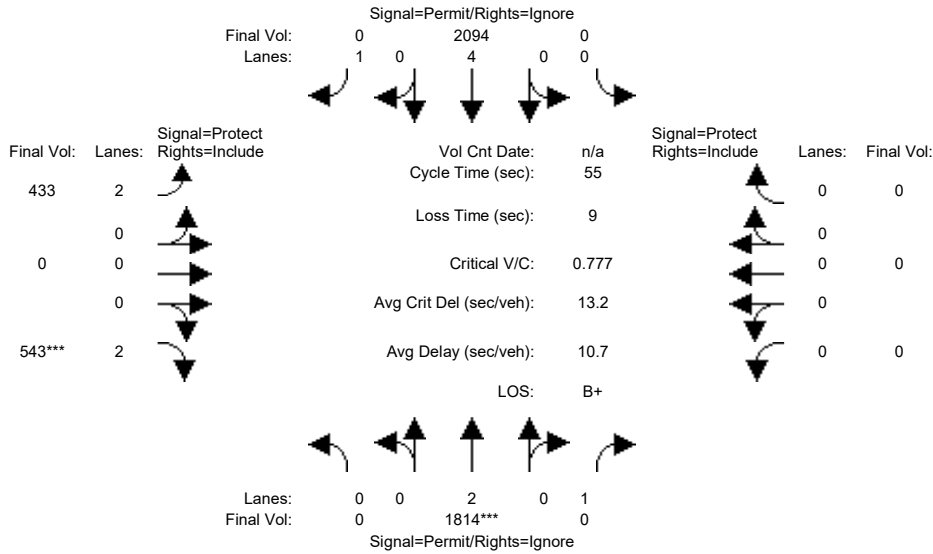
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.23	0.00	0.24
Crit Moves:					****							****
Green Time:	0.0	33.1	0.0	0.0	33.1	0.0	0.0	0.0	0.0	12.9	0.0	12.9
Volume/Cap:	0.00	0.42	0.00	0.00	1.01	0.00	0.00	0.00	0.00	0.99	0.00	1.01
Delay/Veh:	0.0	5.9	0.0	0.0	31.4	0.0	0.0	0.0	0.0	52.2	0.0	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:	0.0	5.9	0.0	0.0	31.4	0.0	0.0	0.0	0.0	52.2	0.0	55.7
LOS by Move:	A	A	A	A	C	A	A	A	A	D-	A	E+
HCM2k95thQ:	0	0	0	0	40	0	0	0	0	25	0	26

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 With Occupied/Re-tenanted Mall Alternative

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



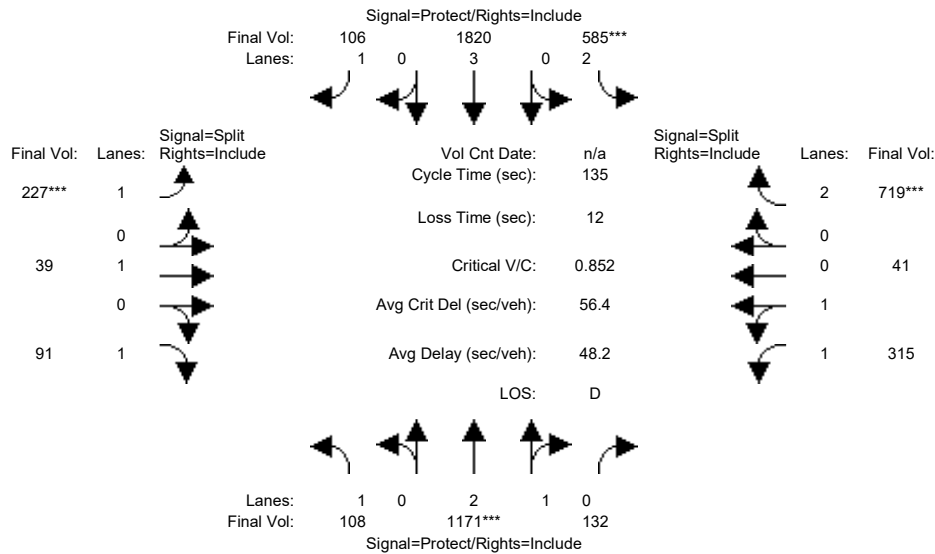
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	436	184	0	528	47	54	0	78	0	0	0
PasserByVol:	0	279	12	0	165	322	148	0	90	0	0	0
Initial Fut:	0	1814	659	0	2094	934	433	0	543	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	1814	0	0	2094	0	433	0	543	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1814	0	0	2094	0	433	0	543	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	1814	0	0	2094	0	433	0	543	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	0.48	0.00	0.00	0.28	0.00	0.14	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	33.8	0.0	0.0	33.8	0.0	12.2	0.0	12.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.78	0.00	0.00	0.45	0.00	0.62	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	5.7	0.0	21.0	0.0	25.6	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	9.5	0.0	0.0	5.7	0.0	21.0	0.0	25.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	A	C	A	A	A
HCM2k95thQ:	0	4	0	0	0	0	10	0	14	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 With Occupied/Re-tenanted Mall 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:	65	214	56	217	158	49	193	27	73	158	35	50
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	108	1171	132	585	1820	106	227	39	91	315	41	719
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1171	132	585	1820	106	227	39	91	315	41	719
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1171	132	585	1820	106	227	39	91	315	41	719
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1171	132	585	1820	106	227	39	91	315	41	719

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	2.68	0.32	2.00	3.00	1.00	1.00	1.00	1.00	1.77	0.23	2.00
Final Sat.:	1750	5032	567	3150	5700	1750	1750	1900	1750	3141	409	3150

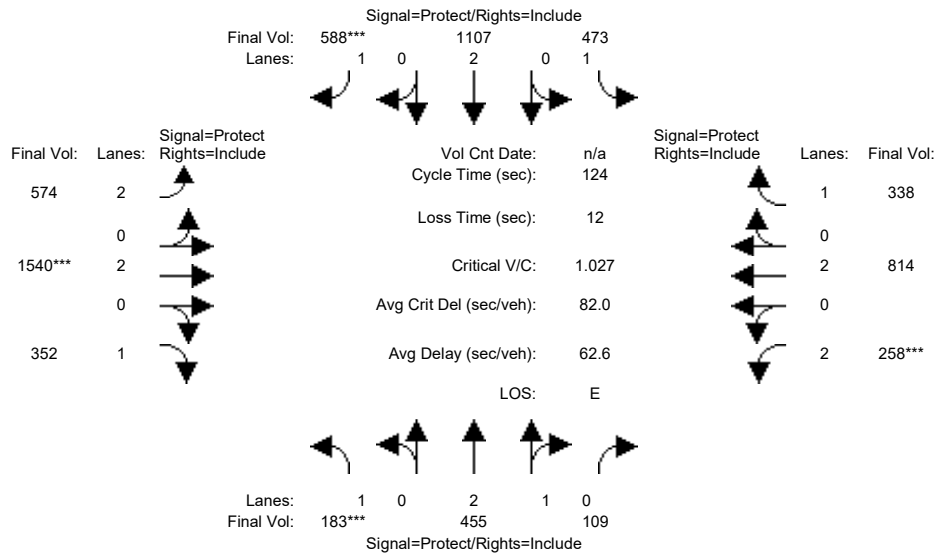
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.19	0.32	0.06	0.13	0.02	0.05	0.10	0.10	0.23
Crit Moves:	****			****			****			****		
Green Time:	10.7	36.9	36.9	29.4	55.6	55.6	20.5	20.5	20.5	36.2	36.2	36.2
Volume/Cap:	0.78	0.85	0.85	0.85	0.78	0.15	0.85	0.13	0.34	0.37	0.37	0.85
Delay/Veh:	84.4	51.3	51.3	60.7	36.0	25.0	78.0	49.7	51.9	40.5	40.5	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:	84.4	51.3	51.3	60.7	36.0	25.0	78.0	49.7	51.9	40.5	40.5	55.2
LOS by Move:	F	D-	D-	E	D+	C	E-	D	D-	D	D	E+
HCM2k95thQ:	9	29	29	26	37	6	22	3	8	12	12	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 With Occupied/Re-tenanted Mall 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:	31	125	11	130	177	94	124	132	25	30	127	85
PasserByVol:	0	16	10	56	26	65	24	60	0	21	74	52
Initial Fut:	183	455	109	473	1107	588	574	1540	352	258	814	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	455	109	473	1107	588	574	1540	352	258	814	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	455	109	473	1107	588	574	1540	352	258	814	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	455	109	473	1107	588	574	1540	352	258	814	338

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	4516	1082	1750	3800	1750	3150	3800	1750	3150	3800	1750

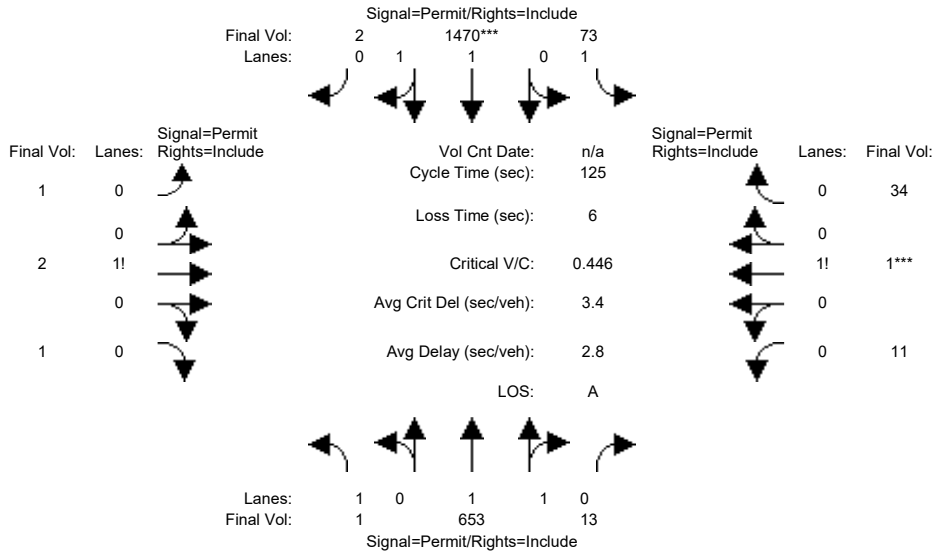
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.27	0.29	0.34	0.18	0.41	0.20	0.08	0.21	0.19
Crit Moves:	***					****		****		****		
Green Time:	12.6	14.4	14.4	38.7	40.6	40.6	27.0	48.9	48.9	9.9	31.8	31.8
Volume/Cap:	1.03	0.87	0.87	0.87	0.89	1.03	0.84	1.03	0.51	1.03	0.84	0.75
Delay/Veh:	130.4	65.5	65.5	53.7	47.9	86.4	55.2	68.0	29.1	121.0	50.0	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:	130.4	65.5	65.5	53.7	47.9	86.4	55.2	68.0	29.1	121.0	50.0	49.6
LOS by Move:	F	E	E	D-	D	F	E+	E	C	F	D	D
HCM2k95thQ:	18	15	15	31	34	46	22	55	14	15	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 PM With Occupied/Re-tenanted Mall 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	168	0	0	231	0	0	0	0	0	0	0
PasserByVol:	0	26	0	0	47	0	0	0	0	0	0	0
Initial Fut:	1	653	13	73	1470	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	653	13	73	1470	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	653	13	73	1470	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	653	13	73	1470	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	3628	72	1750	3695	5	438	875	438	418	38	1293

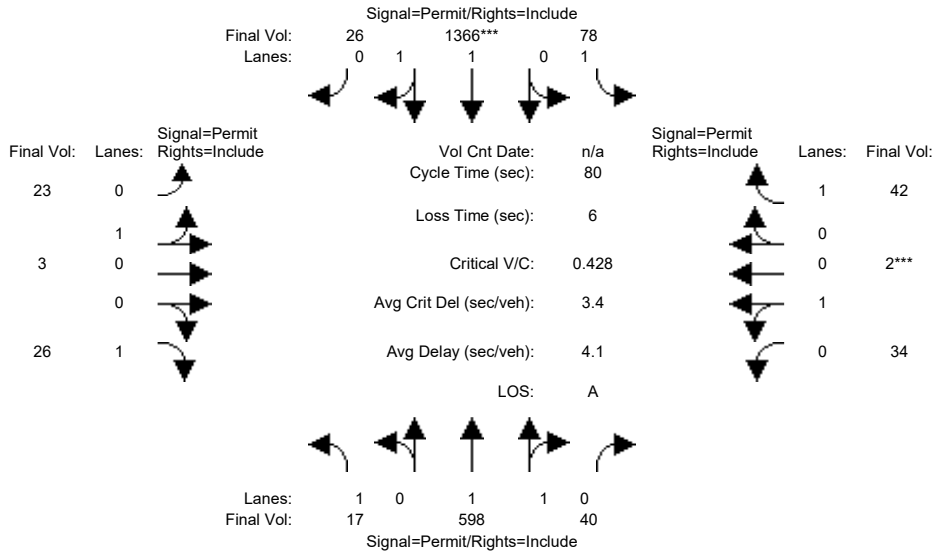
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.04	0.40	0.40	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.21	0.21	0.05	0.46	0.46	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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	11	11	0	0	0	4	4	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 With Occupied/Re-tenanted Mall 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:	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	156	0	13	218	0	0	0	0	0	0	12
PasserByVol:	0	19	0	0	37	0	0	0	0	0	0	0
Initial Fut:	17	598	40	78	1366	26	23	3	26	34	2	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:	17	598	40	78	1366	26	23	3	26	34	2	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	598	40	78	1366	26	23	3	26	34	2	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:	17	598	40	78	1366	26	23	3	26	34	2	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	0.97	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	3468	232	1750	3631	69	1592	208	1750	1700	100	1750

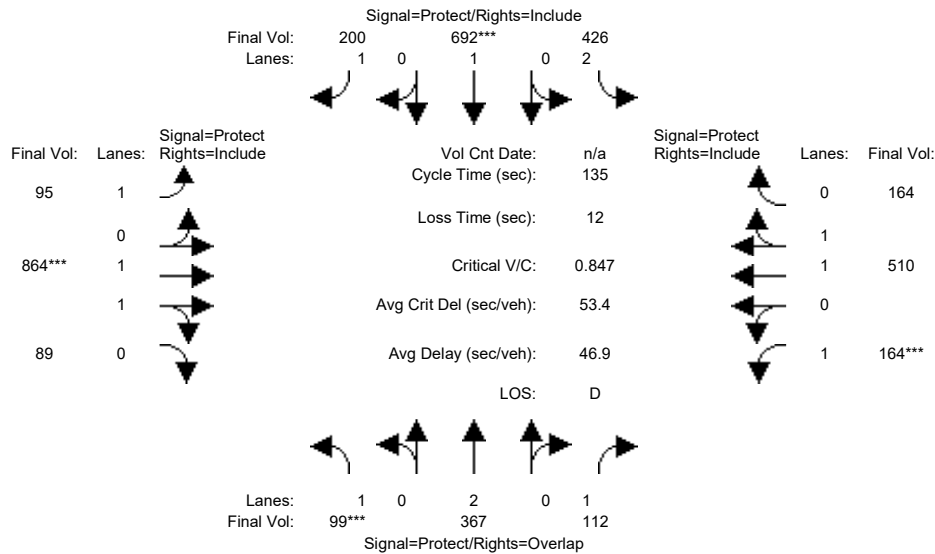
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.04	0.38	0.38	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.22	0.22	0.06	0.47	0.47	0.12	0.12	0.12	0.16	0.16	0.19
Delay/Veh:	1.6	2.0	2.0	1.7	2.7	2.7	31.3	31.3	31.3	31.6	31.6	31.8
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:	1.6	2.0	2.0	1.7	2.7	2.7	31.3	31.3	31.3	31.6	31.6	31.8
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM With Occupied/Re-tenanted Mall Alternative

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	119	9	31	179	7	7	25	0	26	10	30
PasserByVol:	0	12	0	2	26	9	6	0	0	0	0	1
Initial Fut:	99	367	112	426	692	200	95	864	89	164	510	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	367	112	426	692	200	95	864	89	164	510	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	367	112	426	692	200	95	864	89	164	510	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	367	112	426	692	200	95	864	89	164	510	164

Saturation 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	1.50	0.50
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3354	346	1750	2799	900

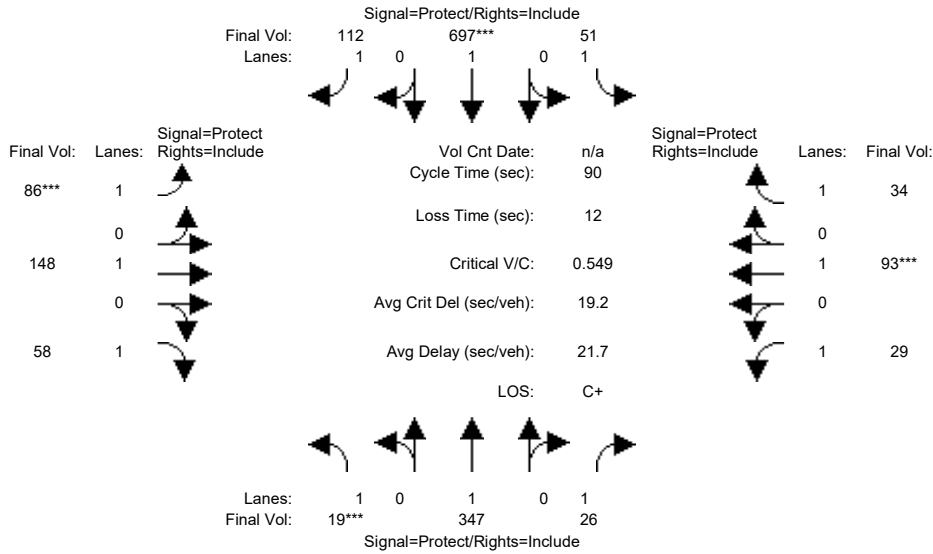
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.06	0.14	0.36	0.11	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	9.0	27.9	42.9	39.1	58.0	58.0	12.8	41.0	41.0	14.9	43.1	43.1
Volume/Cap:	0.85	0.47	0.20	0.47	0.85	0.27	0.57	0.85	0.85	0.85	0.57	0.57
Delay/Veh:	102.9	47.4	33.8	39.8	42.8	25.0	63.1	50.2	50.2	86.7	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:	102.9	47.4	33.8	39.8	42.8	25.0	63.1	50.2	50.2	86.7	38.9	38.9
LOS by Move:	F	D	C-	D	D	C	E	D	D	F	D+	D+
HCM2k95thQ:	10	12	7	16	43	11	8	34	34	15	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 With Occupied/Re-tenanted Mall 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	129	0	0	205	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	23	0	0	0	0	0	0	0
Initial Fut:	19	347	26	51	697	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	347	26	51	697	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	347	26	51	697	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	347	26	51	697	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

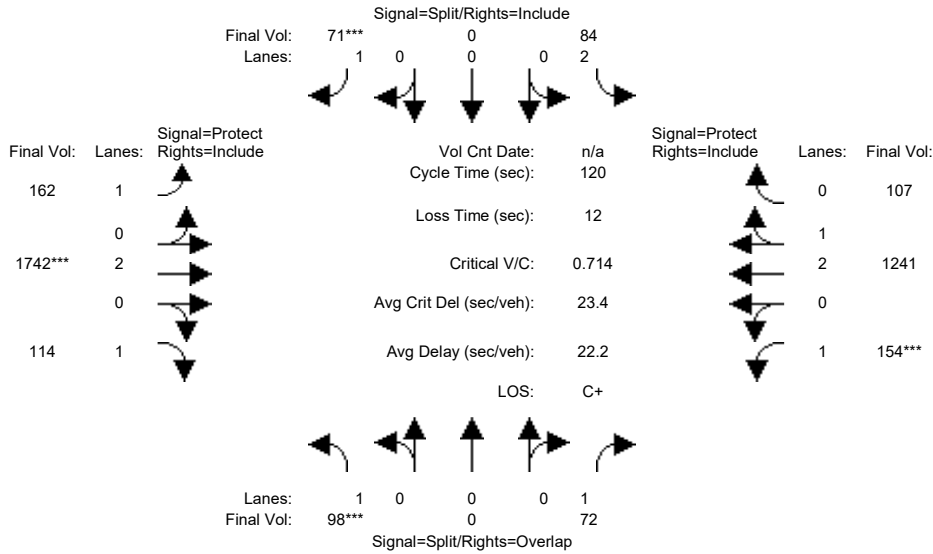
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.03	0.37	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	42.6	42.6	18.2	53.8	53.8	7.2	10.1	10.1	7.1	10.0	10.0
Volume/Cap:	0.14	0.39	0.03	0.14	0.61	0.11	0.61	0.69	0.29	0.21	0.44	0.17
Delay/Veh:	39.2	15.5	12.7	29.7	12.5	7.8	47.9	47.8	37.5	39.6	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	15.5	12.7	29.7	12.5	7.8	47.9	47.8	37.5	39.6	38.9	36.7
LOS by Move:	D	B	B	C	B	A	D	D	D+	D	D+	D+
HCM2k95thQ:	1	12	1	2	21	3	7	11	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 With Occupied/Re-tenanted Mall 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	273	0	0	242	0
PasserByVol:	0	0	0	24	0	21	28	103	0	10	131	25
Initial Fut:	98	0	72	84	0	71	162	1742	114	154	1241	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	1742	114	154	1241	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1742	114	154	1241	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	1742	114	154	1241	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	5155	444

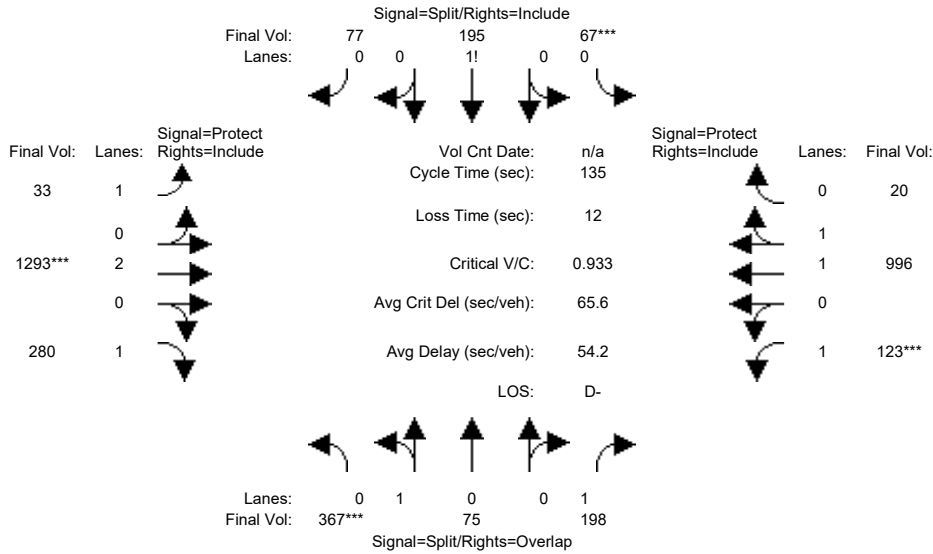
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.46	0.07	0.09	0.24	0.24
Crit Moves:	***					***		***		***		
Green Time:	9.4	0.0	24.2	6.8	0.0	6.8	25.5	77.0	77.0	14.8	66.3	66.3
Volume/Cap:	0.71	0.00	0.20	0.47	0.00	0.71	0.44	0.71	0.10	0.71	0.44	0.44
Delay/Veh:	70.3	0.0	40.2	56.8	0.0	77.4	41.8	15.3	8.3	61.4	15.9	15.9
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:	70.3	0.0	40.2	56.8	0.0	77.4	41.8	15.3	8.3	61.4	15.9	15.9
LOS by Move:	E	A	D	E+	A	E-	D	B	A	E	B	B
HCM2k95thQ:	10	0	5	5	0	8	10	33	3	11	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 PM With Occupied/Re-tenanted Mall 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	23	0	0	0	0	121	0	21	164	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	31	1
Initial Fut:	367	75	198	67	195	77	33	1293	280	123	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	198	67	195	77	33	1293	280	123	996	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	198	67	195	77	33	1293	280	123	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
Final Volume:	367	75	198	67	195	77	33	1293	280	123	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

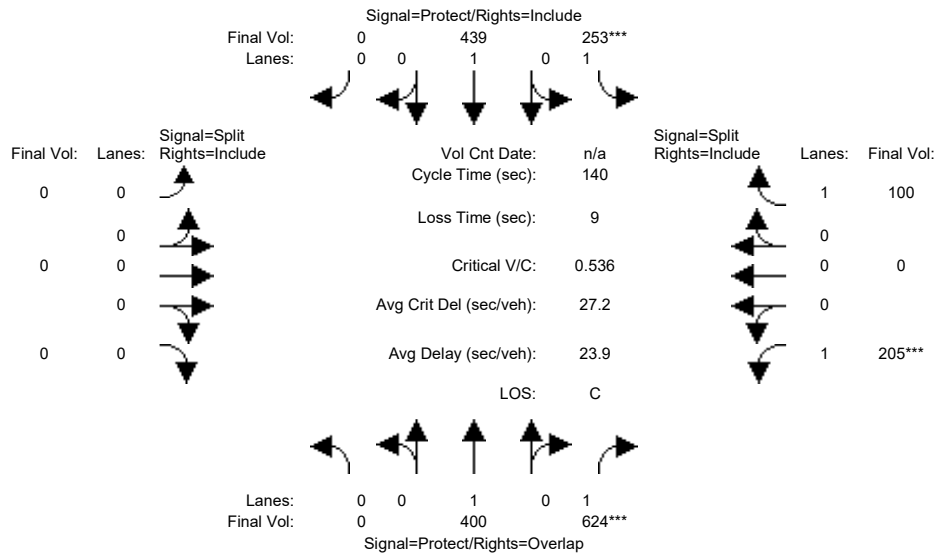
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.11	0.19	0.19	0.19	0.02	0.34	0.16	0.07	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	35.5	35.5	45.7	28.0	28.0	28.0	9.4	49.2	49.2	10.2	50.0	50.0
Volume/Cap:	0.93	0.93	0.33	0.93	0.93	0.93	0.27	0.93	0.44	0.93	0.74	0.74
Delay/Veh:	74.1	74.1	33.6	83.1	83.1	83.1	60.7	52.9	32.9	120.0	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:	74.1	74.1	33.6	83.1	83.1	83.1	60.7	52.9	32.9	120.0	39.1	39.1
LOS by Move:	E	E	C-	F	F	F	E	D-	C-	F	D	D
HCM2k95thQ:	35	35	12	32	32	32	3	42	16	12	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)
Background PM With Occupied/Re-tenanted Mall 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	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	23	35	0	21	0	0	0	0	32	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	400	624	253	439	0	0	0	0	205	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	400	624	253	439	0	0	0	0	205	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	400	624	253	439	0	0	0	0	205	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	400	624	253	439	0	0	0	0	205	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

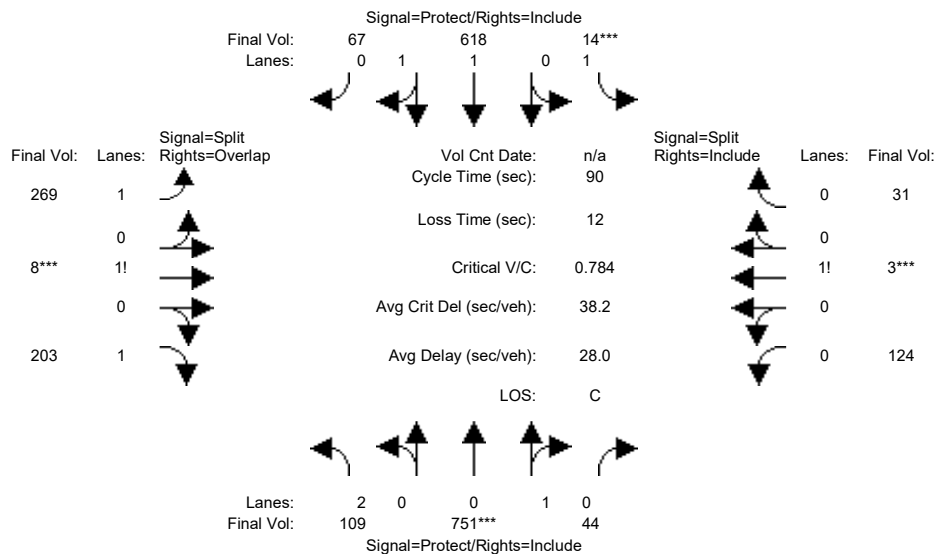
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.36	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	62.6	93.2	37.8	100	0.0	0.0	0.0	0.0	30.6	0.0	30.6
Volume/Cap:	0.00	0.47	0.54	0.54	0.32	0.00	0.00	0.00	0.00	0.54	0.00	0.26
Delay/Veh:	0.0	27.5	12.6	44.8	7.4	0.0	0.0	0.0	0.0	49.9	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.5	12.6	44.8	7.4	0.0	0.0	0.0	0.0	49.9	0.0	45.7
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	20	25	17	12	0	0	0	0	16	0	7

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 With Occupied/Re-tenanted Mall 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:	Tantau Avenue NB			Tantau Avenue SB			Apple Parkway/Tantau 14 EB			Apple Parkway/Tantau 14 WB		
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	58	0	0	53	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	751	44	14	618	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	751	44	14	618	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	751	44	14	618	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	751	44	14	618	67	269	8	203	124	3	31

Saturation Flow Module:	Tantau Avenue NB			Tantau Avenue SB			Apple Parkway/Tantau 14 EB			Apple Parkway/Tantau 14 WB		
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	1.80	0.20	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1700	100	1750	3338	362	2715	57	2478	1373	33	343

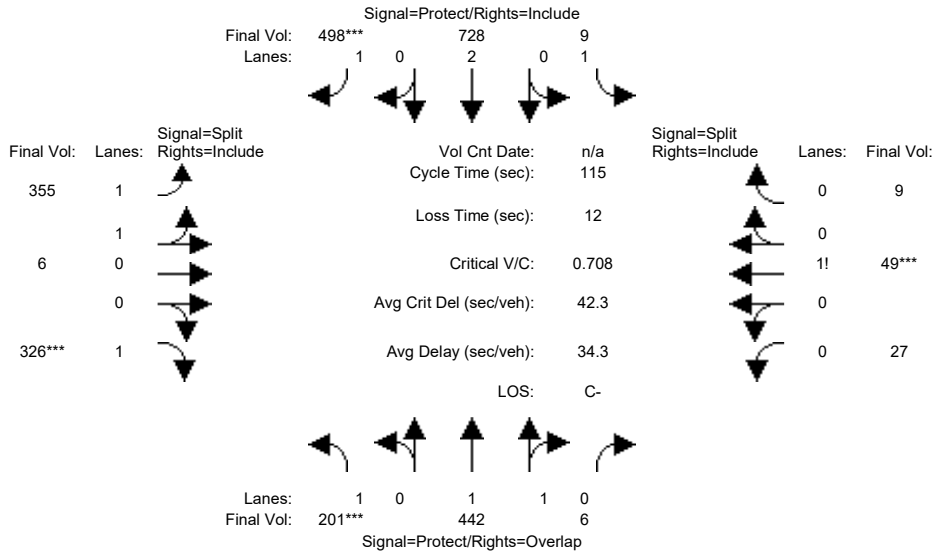
Capacity Analysis Module:	Tantau Avenue NB			Tantau Avenue SB			Apple Parkway/Tantau 14 EB			Apple Parkway/Tantau 14 WB		
Vol/Sat:	0.03	0.44	0.44	0.01	0.19	0.19	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.8	46.4	46.4	7.0	37.6	37.6	14.6	14.6	30.4	10.0	10.0	10.0
Volume/Cap:	0.20	0.86	0.86	0.10	0.44	0.44	0.61	0.86	0.24	0.81	0.81	0.81
Delay/Veh:	31.9	27.0	27.0	38.9	18.9	18.9	36.4	49.2	21.5	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:	31.9	27.0	27.0	38.9	18.9	18.9	36.4	49.2	21.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2k95thQ:	3	36	36	1	13	13	11	19	6	13	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 With Occupied/Re-tenanted Mall Alternative

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
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:	106	0	0	0	0	53	58	0	92	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	201	442	6	9	728	498	355	6	326	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:	201	442	6	9	728	498	355	6	326	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	442	6	9	728	498	355	6	326	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:	201	442	6	9	728	498	355	6	326	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	3650	50	1750	3800	1750	3491	59	1750	556	1009	185

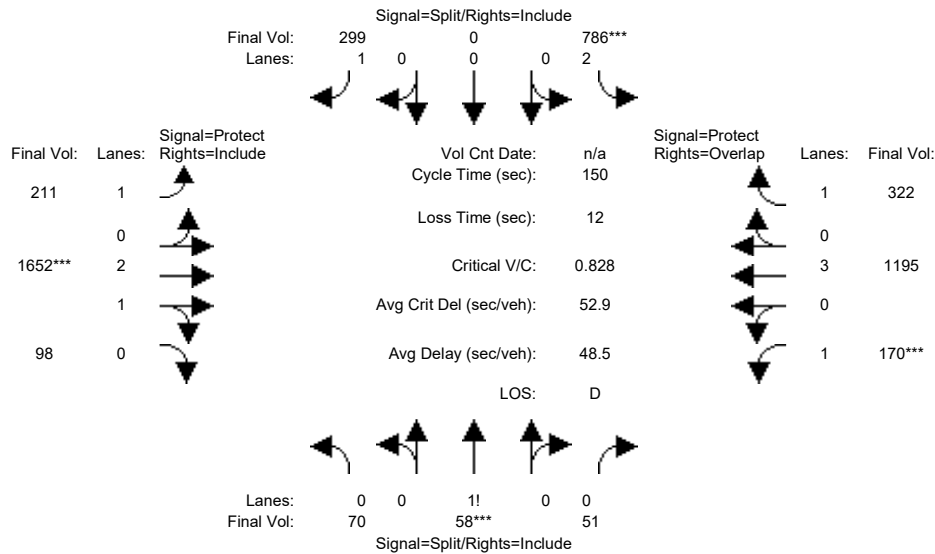
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.19	0.28	0.10	0.10	0.19	0.05	0.05	0.05
Crit Moves:	***					****			****			****
Green Time:	18.2	42.2	52.2	21.2	45.2	45.2	29.6	29.6	29.6	10.0	10.0	10.0
Volume/Cap:	0.72	0.33	0.27	0.03	0.49	0.72	0.40	0.40	0.72	0.56	0.56	0.56
Delay/Veh:	55.1	26.4	19.6	38.5	26.5	33.5	35.6	35.6	44.8	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:	55.1	26.4	19.6	38.5	26.5	33.5	35.6	35.6	44.8	55.0	55.0	55.0
LOS by Move:	E+	C	B-	D+	C	C-	D+	D+	D	D-	D-	D-
HCM2k95thQ:	13	11	9	1	17	28	11	11	21	8	8	8

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 With Occupied/Re-tenanted Mall 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:	12	21	0	92	0	0	0	239	33	0	230	85
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	70	58	51	786	0	299	211	1652	98	170	1195	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	58	51	786	0	299	211	1652	98	170	1195	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	58	51	786	0	299	211	1652	98	170	1195	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	58	51	786	0	299	211	1652	98	170	1195	322

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	0.32	0.28	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	684	567	499	3150	0	1750	1750	5286	314	1750	5700	1750

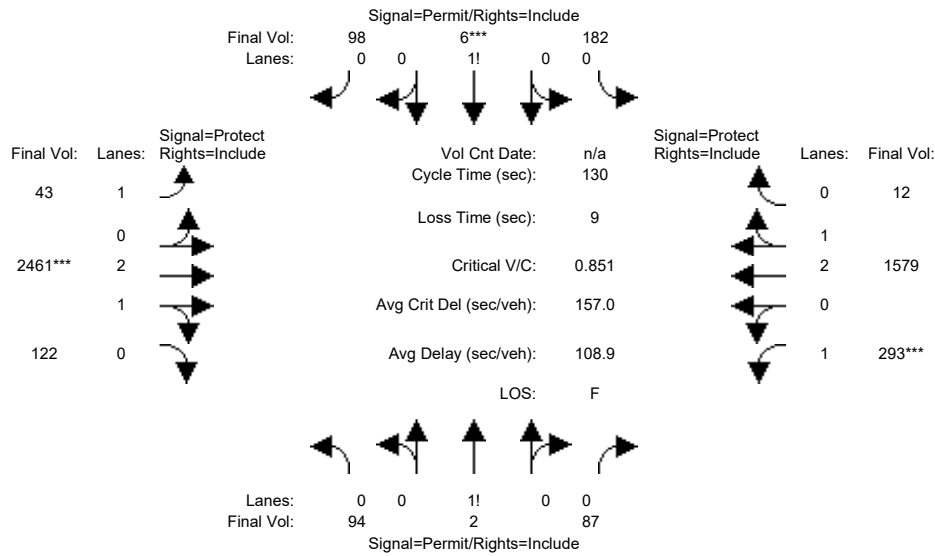
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.25	0.00	0.17	0.12	0.31	0.31	0.10	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	18.5	18.5	18.5	45.2	0.0	45.2	27.1	56.6	56.6	17.6	47.1	92.4
Volume/Cap:	0.83	0.83	0.83	0.83	0.00	0.57	0.67	0.83	0.83	0.83	0.67	0.30
Delay/Veh:	86.6	86.6	86.6	54.9	0.0	45.6	62.6	45.1	45.1	88.1	45.6	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:	86.6	86.6	86.6	54.9	0.0	45.6	62.6	45.1	45.1	88.1	45.6	13.7
LOS by Move:	F	F	F	D-	A	D	E	D	D	F	D	B
HCM2k95thQ:	17	17	17	35	0	22	18	40	40	16	27	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 With Occupied/Re-tenanted Mall 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	331	0	0	315	0
PasserByVol:	0	1	0	39	0	12	5	323	0	88	265	4
Initial Fut:	88	2	82	171	6	92	40	2313	115	275	1484	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	2461	122	293	1579	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2461	122	293	1579	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	2461	122	293	1579	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	5334	265	1750	5559	41

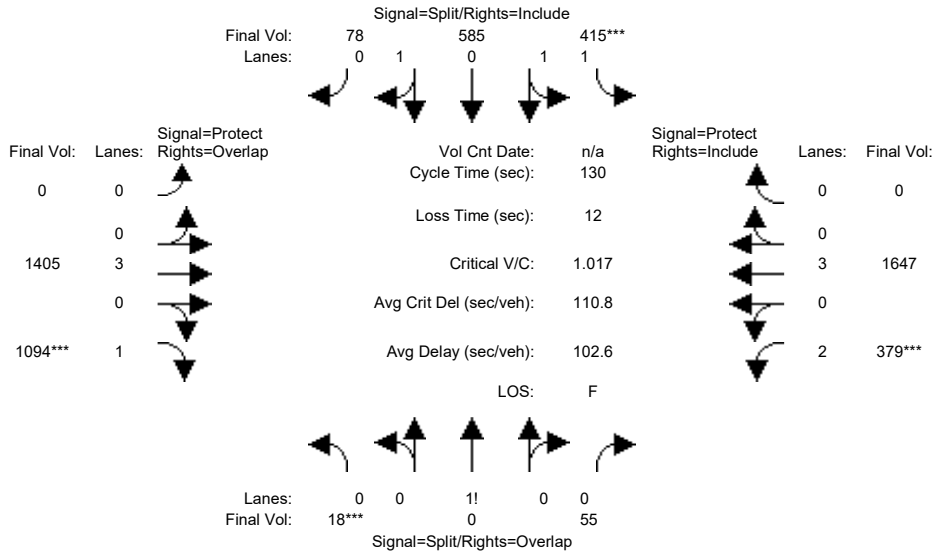
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.46	0.46	0.17	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.30	1.30	0.72	0.58	0.58
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	182	182.4	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	182	182.4	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	89	89	21	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)
Background PM With Occupied/Re-tenanted Mall 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		
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	208	123	30	315	0
PasserByVol:	0	0	0	2	18	4	0	101	343	0	262	0
Initial Fut:	18	0	55	415	585	78	0	1405	1094	379	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:	18	0	55	415	585	78	0	1405	1094	379	1647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	585	78	0	1405	1094	379	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:	18	0	55	415	585	78	0	1405	1094	379	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	0.92	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:

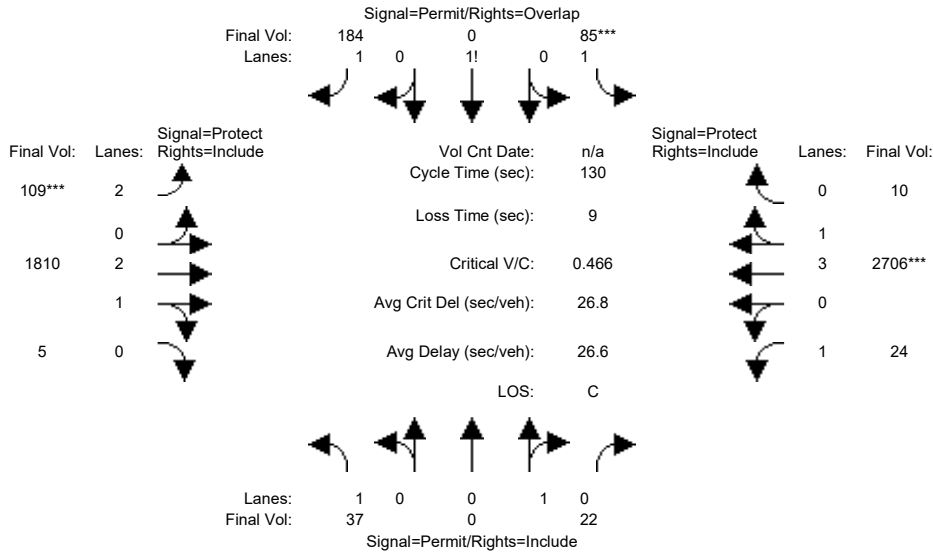
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.25	0.63	0.12	0.29	0.00
Crit Moves:	***			***					***	***		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.16	1.28	0.75	0.77	0.00
Delay/Veh:	47.8	0.0	28.9	57.9	57.9	57.9	0.0	150	179.4	75.7	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	150	179.4	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	50	136	21	41	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 With Occupied/Re-tenanted Mall 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	209	0	0	352	0
PasserByVol:	0	0	0	0	0	0	24	72	0	0	264	0
Initial Fut:	35	0	21	80	0	173	102	1701	5	23	2544	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	1810	5	24	2706	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1810	5	24	2706	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	1810	5	24	2706	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

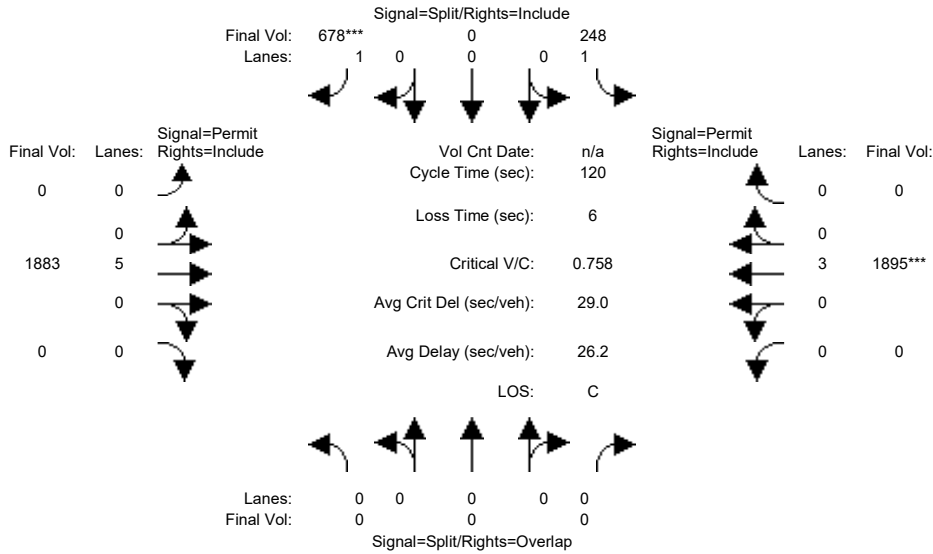
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.32	0.32	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.67	0.67	0.14	0.71	0.71
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.4	26.4	53.6	25.4	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:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	26.4	26.4	53.6	25.4	25.4
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2k95thQ:	2	0	1	4	0	6	5	30	30	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)
Background PM With Occupied/Re-tenanted Mall 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:												
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	81	0	209	0	0	271	0
PasserByVol:	0	0	0	0	0	17	0	79	0	0	249	0
Initial Fut:	0	0	0	248	0	678	0	1883	0	0	1895	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	678	0	1883	0	0	1895	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	678	0	1883	0	0	1895	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	678	0	1883	0	0	1895	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

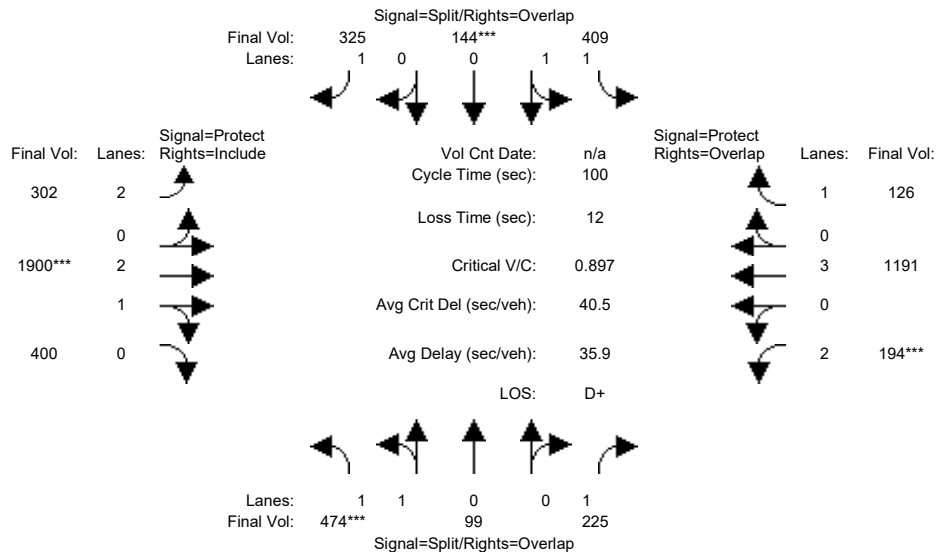
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.39	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	61.4	0.0	61.4	0.0	52.6	0.0	0.0	52.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.76	0.00	0.45	0.00	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	16.9	0.0	27.2	0.0	23.7	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	16.9	0.0	27.2	0.0	23.7	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	11	0	38	0	17	0	0	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 PM With Occupied/Re-tenanted Mall 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	89	28	0	123	138	85	102	131	26	109	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	474	99	225	409	144	325	302	1900	400	194	1191	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	99	225	409	144	325	302	1900	400	194	1191	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	99	225	409	144	325	302	1900	400	194	1191	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	99	225	409	144	325	302	1900	400	194	1191	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:	1.66	0.34	1.00	1.49	0.51	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2937	613	1750	2625	924	1750	3150	4625	974	3150	5700	1750

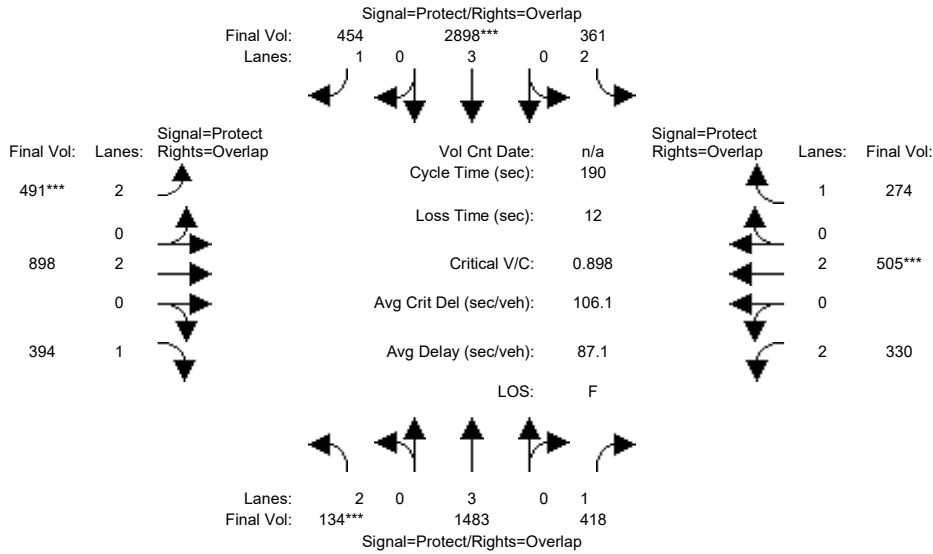
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.16	0.16	0.19	0.10	0.41	0.41	0.06	0.21	0.07
Crit Moves:	***			****			****			****		
Green Time:	18.0	18.0	25.0	17.3	17.3	33.9	16.6	45.7	45.7	7.0	36.1	53.5
Volume/Cap:	0.90	0.90	0.52	0.90	0.90	0.55	0.58	0.90	0.90	0.88	0.58	0.13
Delay/Veh:	55.8	55.8	33.4	56.6	56.6	27.9	40.1	29.8	29.8	76.8	26.2	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	55.8	33.4	56.6	56.6	27.9	40.1	29.8	29.8	76.8	26.2	11.7
LOS by Move:	E+	E+	C-	E+	E+	C	D	C	C	E-	C	B+
HCM2k95thQ:	23	23	13	22	22	17	10	38	38	12	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)
Background PM With Occupied/Re-tenanted Mall 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:												
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	322	24	84	606	111	65	78	0	20	74	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1854	418	361	3668	454	491	898	394	330	505	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	1483	418	361	2898	454	491	898	394	330	505	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1483	418	361	2898	454	491	898	394	330	505	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	1483	418	361	2898	454	491	898	394	330	505	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

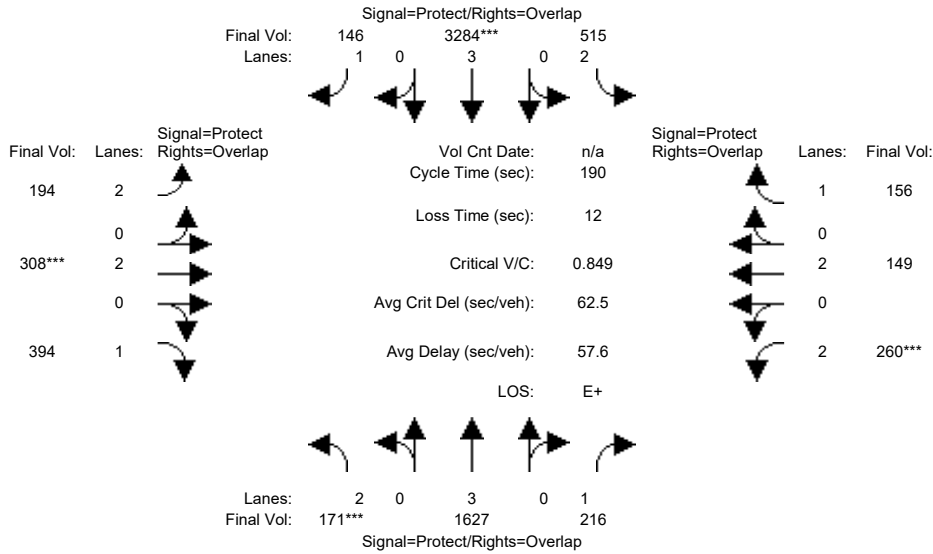
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.24	0.11	0.51	0.26	0.16	0.24	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.56	0.42	0.93	1.02	0.41	1.21	1.00	0.70	0.93	0.60	0.46
Delay/Veh:	87.7	57.5	42.2	116.2	98.7	37.1	195.6	101	58.9	111.7	66.4	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	57.5	42.2	116.2	98.7	37.1	195.6	101	58.9	111.7	66.4	48.0
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	41	36	27	94	38	37	43	34	25	24	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 With Occupied/Re-tenanted Mall 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	331	1	0	612	14	16	19	0	1	18	0
PasserByVol:	40	46	14	17	185	12	10	20	195	8	12	1
Initial Fut:	171	2034	216	515	4157	146	194	308	394	260	149	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	1627	216	515	3284	146	194	308	394	260	149	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1627	216	515	3284	146	194	308	394	260	149	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	1627	216	515	3284	146	194	308	394	260	149	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

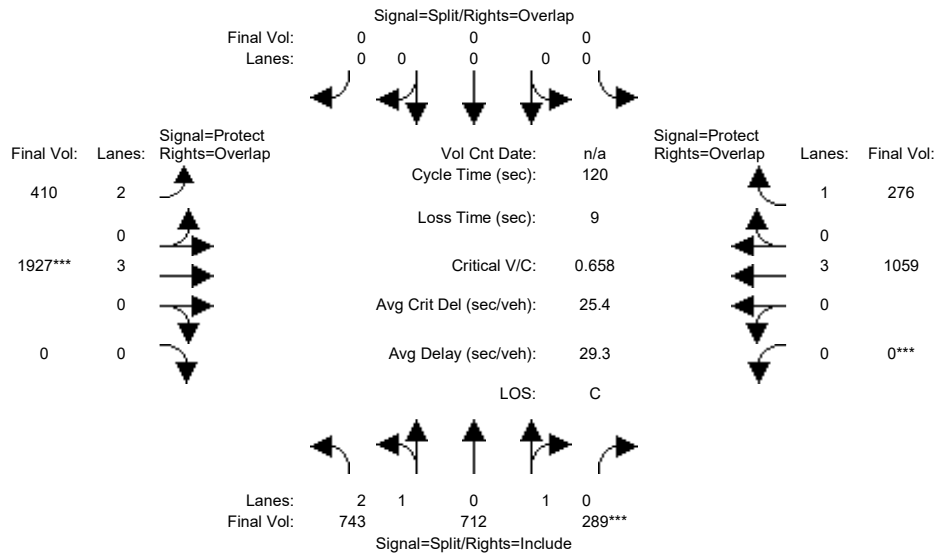
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.12	0.16	0.58	0.08	0.06	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.63	0.22	0.76	1.01	0.13	0.72	0.52	0.89	0.73	0.21	0.22
Delay/Veh:	82.6	39.7	20.2	73.5	58.5	12.1	91.6	72.9	86.6	87.3	64.8	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	39.7	20.2	73.5	58.5	12.1	91.6	72.9	86.6	87.3	64.8	37.2
LOS by Move:	F	D	C+	E	E+	B	F	E	F	F	E	D+
HCM2k95thQ:	12	39	12	27	93	6	13	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 With Occupied/Re-tenanted Mall 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:	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:	95	85	39	0	0	0	52	202	0	0	176	23
PasserByVol:	194	13	0	0	0	0	33	45	0	0	57	0
Initial Fut:	743	712	289	0	0	0	410	1927	0	0	1059	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:	743	712	289	0	0	0	410	1927	0	0	1059	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	712	289	0	0	0	410	1927	0	0	1059	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:	743	712	289	0	0	0	410	1927	0	0	1059	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:

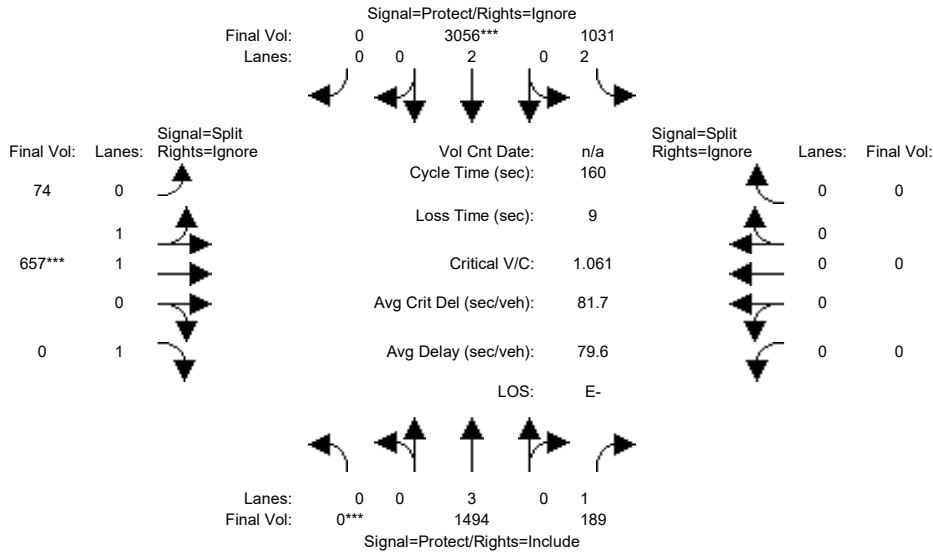
Vol/Sat:	0.24	0.27	0.27	0.00	0.00	0.00	0.13	0.34	0.00	0.00	0.19	0.16
Crit Moves:	****						****			****		
Green Time:	49.4	49.4	49.4	0.0	0.0	0.0	25.4	61.6	0.0	0.0	36.3	36.3
Volume/Cap:	0.57	0.66	0.66	0.00	0.00	0.00	0.61	0.66	0.00	0.00	0.61	0.52
Delay/Veh:	27.5	29.1	29.1	0.0	0.0	0.0	44.6	22.0	0.0	0.0	36.6	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:	27.5	29.1	29.1	0.0	0.0	0.0	44.6	22.0	0.0	0.0	36.6	35.6
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	23	27	27	0	0	0	15	30	0	0	20	16

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 With Occupied/Re-tenanted Mall 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:	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	266	32	171	315	0	0	44	181	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1494	189	1031	3056	0	74	657	1164	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	1494	189	1031	3056	0	74	657	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1494	189	1031	3056	0	74	657	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	1494	189	1031	3056	0	74	657	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	375	3325	1750	0	0	0

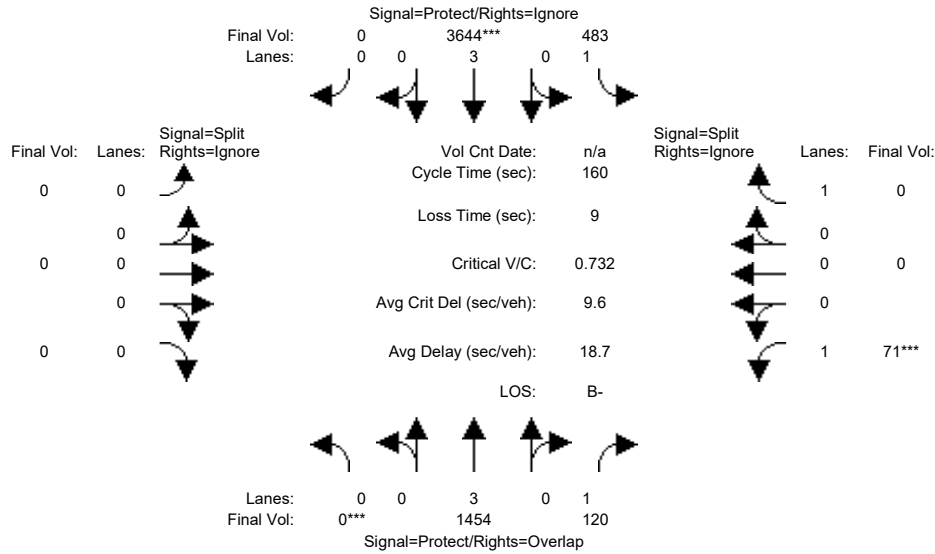
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.33	0.80	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.26	1.17	1.17	0.00	0.78	0.78	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.2	28.0	147.1	86.9	0.0	59.8	59.8	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	34.2	28.0	147.1	86.9	0.0	59.8	59.8	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	28	28	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 With Occupied/Re-tenanted Mall 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	298	0	3	493	0	0	0	0	1	0	1
PasserByVol:	0	107	0	13	373	16	0	0	0	0	0	3
Initial Fut:	0	1454	120	483	3644	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	1454	120	483	3644	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1454	120	483	3644	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	1454	120	483	3644	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

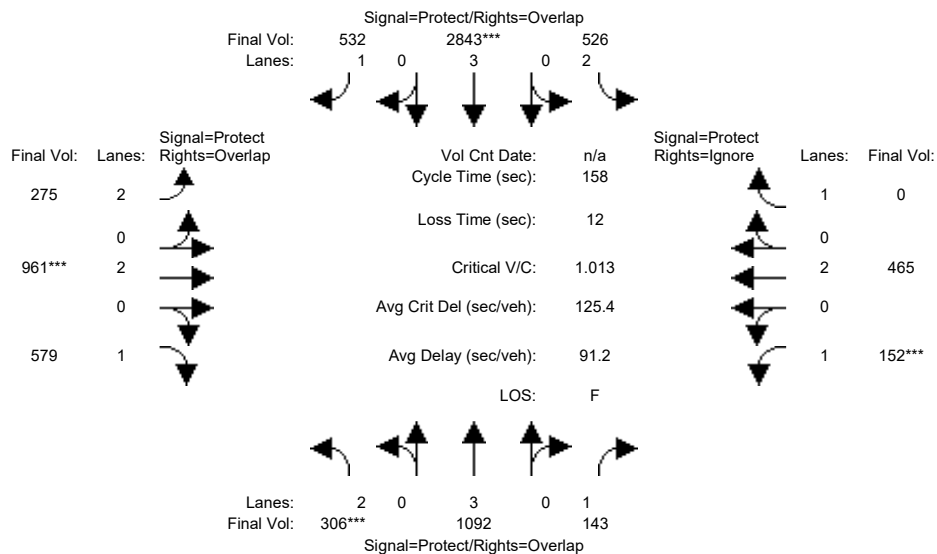
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.07	0.28	0.65	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.12	0.77	0.79	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	31.5	14.8	51.3	8.5	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	31.5	14.8	51.3	8.5	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	29	5	35	47	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 With Occupied/Re-tenanted Mall 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	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:	58	287	0	3	464	27	9	3	76	0	3	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	306	1092	143	526	2843	532	275	961	579	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:	306	1092	143	526	2843	532	275	961	579	152	465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	1092	143	526	2843	532	275	961	579	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:	306	1092	143	526	2843	532	275	961	579	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

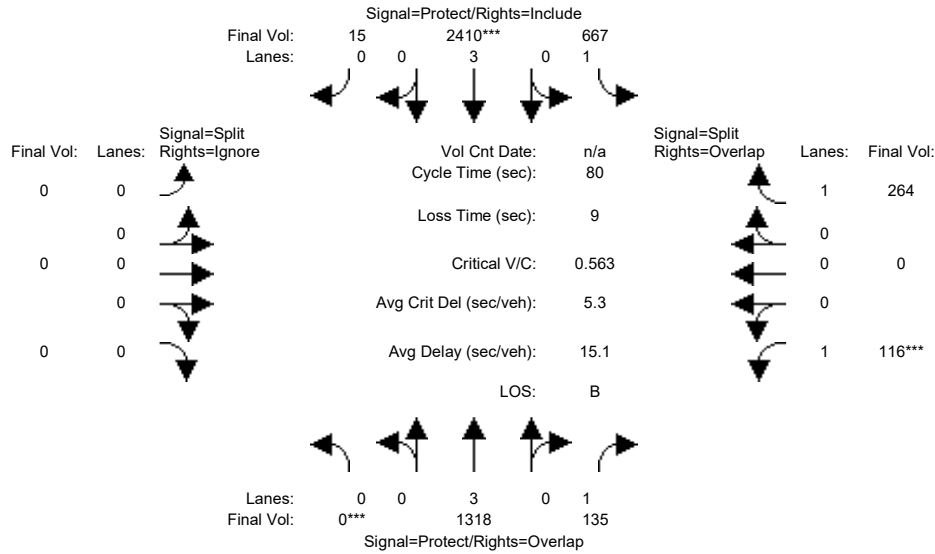
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.08	0.17	0.50	0.30	0.09	0.25	0.33	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.81	0.53	0.18	0.97	1.21	0.58	0.75	0.89	0.82	0.81	0.44	0.00
Delay/Veh:	79.9	37.8	20.0	95.7	153	33.3	76.3	63.2	49.1	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:	79.9	37.8	20.0	95.7	153	33.3	76.3	63.2	49.1	91.0	47.4	0.0
LOS by Move:	E-	D+	C+	F	F	C-	E-	E	D	F	D	A
HCM2k95thQ:	17	21	6	29	98	36	15	39	45	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 With Occupied/Re-tenanted Mall 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	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	341	0	4	536	0	0	0	0	0	0	4
PasserByVol:	0	77	0	22	243	15	0	0	0	0	0	1
Initial Fut:	0	1318	135	667	2410	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	1318	135	667	2410	15	0	0	0	116	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1318	135	667	2410	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	1318	135	667	2410	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	5565	35	0	0	0	1750	0	1750

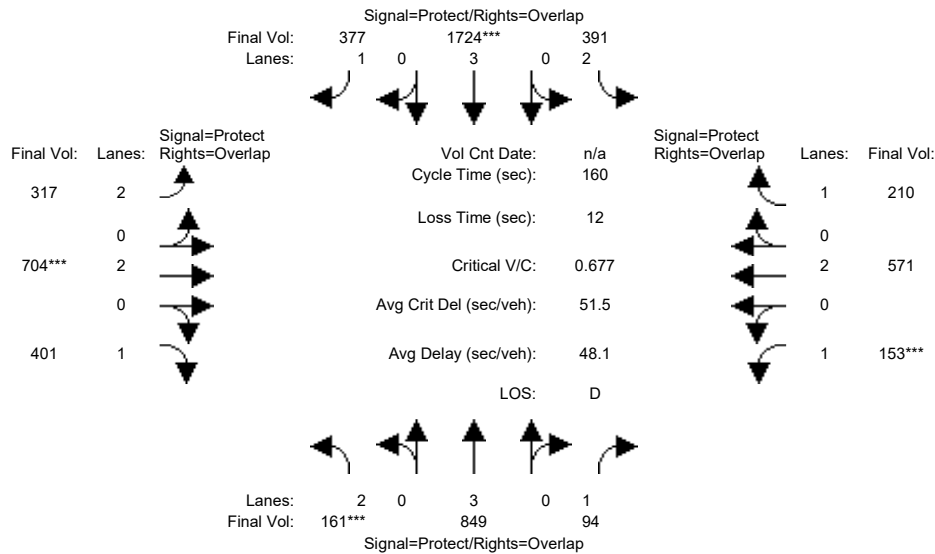
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.38	0.43	0.43	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.63	0.16	0.94	0.56	0.56	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.4	11.8	42.4	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	21.4	11.8	42.4	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	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
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Occupied/Re-Tenanted Mall 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:												
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	341	0	0	536	0	0	0	0	0	0	0
PasserByVol:	0	74	0	17	214	18	1	0	0	0	2	1
Initial Fut:	161	849	94	391	1724	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	849	94	391	1724	377	317	704	401	153	571	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	849	94	391	1724	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	849	94	391	1724	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

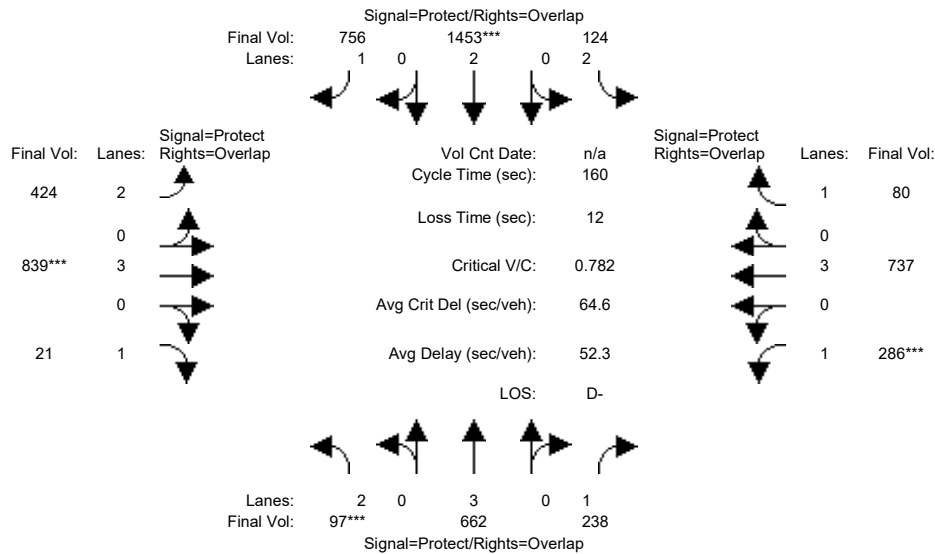
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.05	0.12	0.30	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.54	0.13	0.59	0.83	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	49.6	29.7	58.3	49.7	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	49.6	29.7	58.3	49.7	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	21	6	19	43	20	16	25	27	16	23	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 With Occupied/Re-tenanted Mall 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	319	0	0	512	24	22	0	0	0	0	0
PasserByVol:	16	8	0	1	71	171	97	21	0	20	18	0
Initial Fut:	97	662	238	124	1453	756	424	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	662	238	124	1453	756	424	839	21	286	737	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	662	238	124	1453	756	424	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	662	238	124	1453	756	424	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

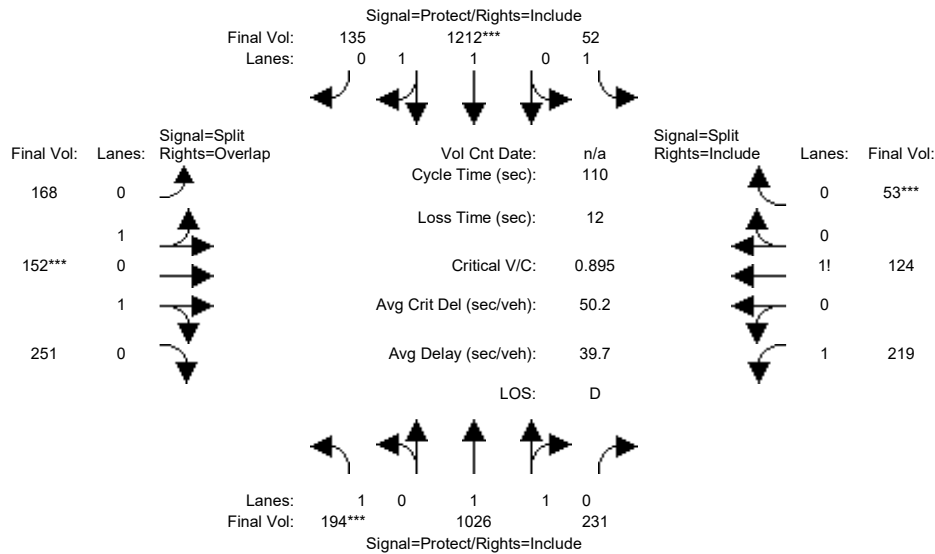
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.14	0.04	0.38	0.43	0.13	0.15	0.01	0.16	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	57.0	84.0	19.0	63.0	94.0	31.0	45.0	58.0	27.0	41.0	60.0
Volume/Cap:	0.38	0.33	0.26	0.33	0.97	0.74	0.69	0.52	0.03	0.97	0.50	0.12
Delay/Veh:	70.6	37.6	21.0	65.2	64.4	26.8	63.6	48.8	32.9	109.7	51.1	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	37.6	21.0	65.2	64.4	26.8	63.6	48.8	32.9	109.7	51.1	32.8
LOS by Move:	E	D+	C+	E	E	C	E	D	C-	F	D-	C-
HCM2k95thQ:	6	14	13	7	63	47	20	20	1	33	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)
Background PM With Occupied/Re-tenanted Mall 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:	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	22	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	106	0	0	183	0	0	0	0	0	0	0
Initial Fut:	194	1026	231	52	1212	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	1026	231	52	1212	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1026	231	52	1212	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	1026	231	52	1212	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	3020	680	1750	3329	371	1059	958	1582	2419	757	324

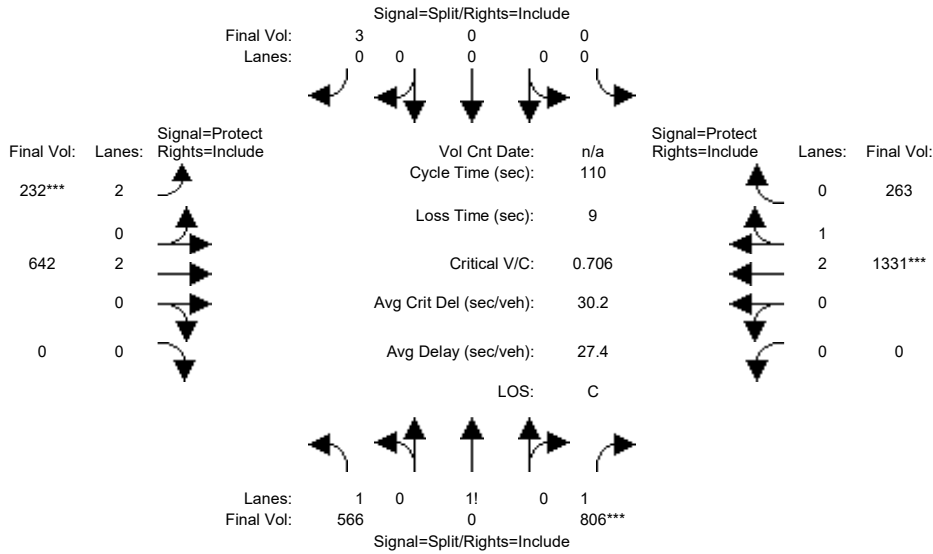
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.03	0.36	0.36	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.6	49.2	49.2	9.2	44.8	44.8	19.5	19.5	33.1	20.1	20.1	20.1
Volume/Cap:	0.89	0.76	0.76	0.35	0.89	0.89	0.89	0.89	0.53	0.49	0.89	0.89
Delay/Veh:	81.6	27.6	27.6	49.1	37.8	37.8	59.4	59.4	32.4	40.9	64.1	64.1
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:	81.6	27.6	27.6	49.1	37.8	37.8	59.4	59.4	32.4	40.9	64.1	64.1
LOS by Move:	F	C	C	D	D+	D+	E+	E+	C-	D	E	E
HCM2k95thQ:	15	32	32	3	35	35	24	24	16	11	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 With Occupied/Re-tenanted Mall 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	0	0	0	0	0	22	0	0	24	0
PasserByVol:	0	0	64	0	0	3	0	42	0	0	161	8
Initial Fut:	566	0	806	0	0	3	232	642	0	0	1331	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	642	0	0	1331	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	806	0	0	3	232	642	0	0	1331	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	642	0	0	1331	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	2.49	0.51
Final Sat.:	2472	0	2778	0	0	0	3150	3800	0	0	4675	924

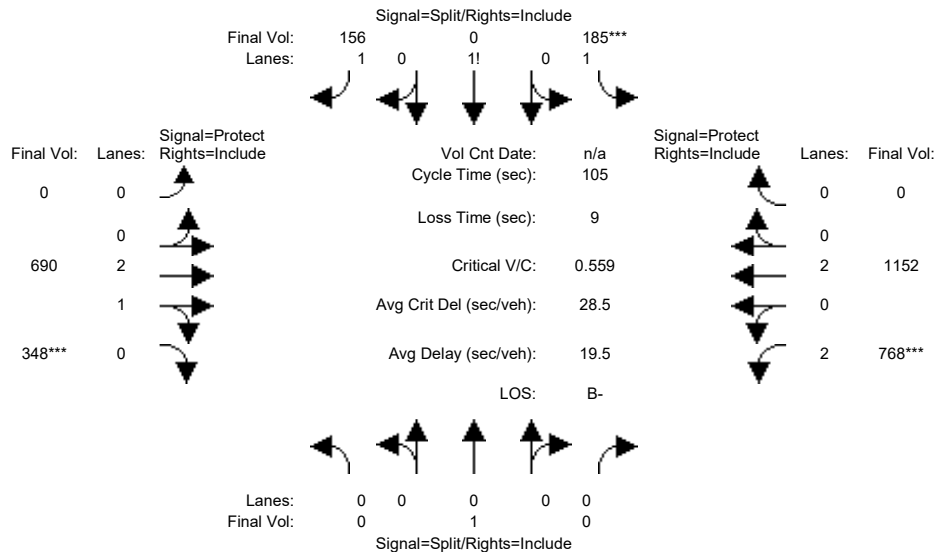
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.29	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.28	0.28
Crit Moves:			****				****				****	
Green Time:	45.2	0.0	45.2	0.0	0.0	0.0	11.5	55.8	0.0	0.0	44.3	44.3
Volume/Cap:	0.56	0.00	0.71	0.00	0.00	xxxx	0.71	0.33	0.00	0.00	0.71	0.71
Delay/Veh:	25.1	0.0	28.1	0.0	0.0	0.0	54.5	16.2	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:	25.1	0.0	28.1	0.0	0.0	0.0	54.5	16.2	0.0	0.0	28.4	28.4
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2k95thQ:	21	0	28	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)
Background PM With Occupied/Re-tenanted Mall Alternative

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	22	0	0	24	0
PasserByVol:	0	1	0	17	0	0	0	23	0	149	24	0
Initial Fut:	0	1	0	185	0	156	0	690	348	768	1152	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	690	348	768	1152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	185	0	156	0	690	348	768	1152	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	690	348	768	1152	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

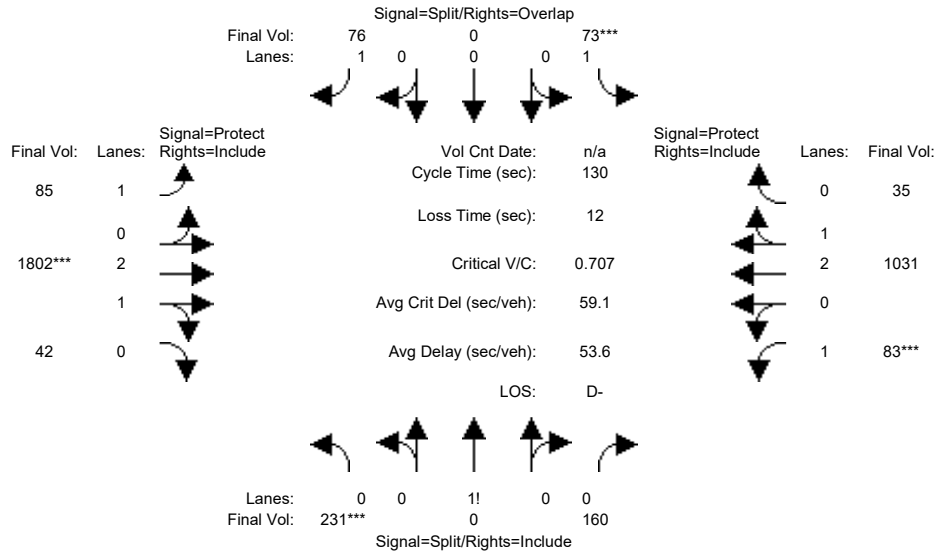
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.24	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	37.3	37.3	45.8	83.1	0.0
Volume/Cap:	0.00	xxxx	0.00	0.56	0.00	0.50	0.00	0.51	0.56	0.56	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	43.6	0.0	26.9	27.6	22.6	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	44.6	0.0	43.6	0.0	26.9	27.6	22.6	3.4	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	19	11	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 With Occupied/Re-tenanted Mall 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	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	4	236	0	0	195	0
PasserByVol:	0	0	0	2	0	0	2	42	2	0	57	10
Initial Fut:	215	0	149	68	0	71	79	1676	39	77	959	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	85	1802	42	83	1031	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	73	0	76	85	1802	42	83	1031	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	85	1802	42	83	1031	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	5472	127	1750	5413	186

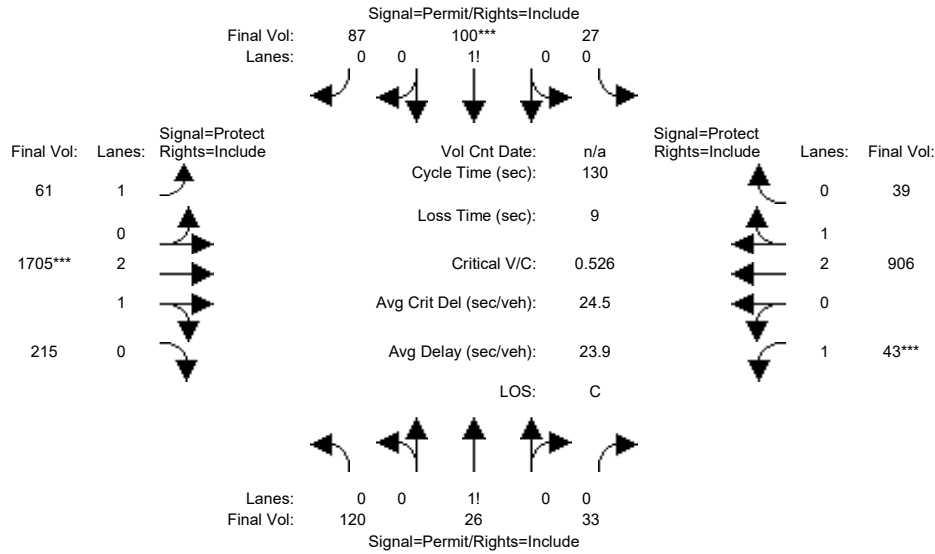
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.33	0.33	0.05	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.35	0.97	0.97	0.62	0.69	0.69
Delay/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	57.2	57.2	66.4	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	0.0	70.4	38.7	0.0	25.8	51.6	57.2	57.2	66.4	43.3	43.3
LOS by Move:	E	A	E	D+	A	C	D-	E+	E+	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	45	45	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 With Occupied/Re-tenanted Mall 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:												
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	15	13	206	17	0	166	0
PasserByVol:	3	0	2	1	0	2	6	33	5	6	52	7
Initial Fut:	116	25	32	26	97	84	59	1654	209	42	879	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:	120	26	33	27	100	87	61	1705	215	43	906	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	26	33	27	100	87	61	1705	215	43	906	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:	120	26	33	27	100	87	61	1705	215	43	906	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:	0.68	0.14	0.18	0.12	0.47	0.41	1.00	2.65	0.35	1.00	2.87	0.13
Final Sat.:	1173	253	324	220	820	710	1750	4971	628	1750	5368	232

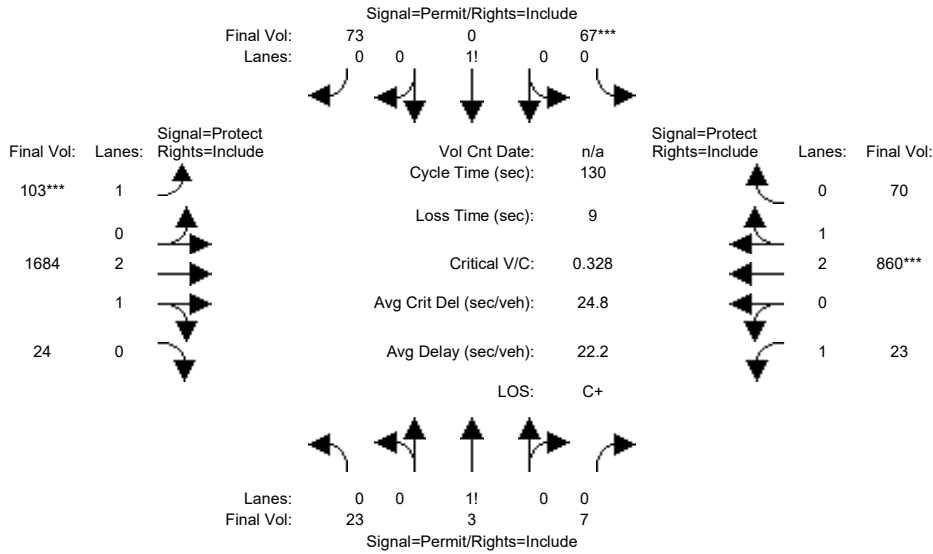
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.34	0.34	0.02	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.28	0.65	0.65	0.21	0.32	0.32
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.1	22.3	22.3	52.7	18.1	18.1
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:	37.5	37.5	37.5	38.5	38.5	38.5	52.1	22.3	22.3	52.7	18.1	18.1
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 With Occupied/Re-tenanted Mall 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:	14	0	0	0	0	12	13	181	13	0	141	0
PasserByVol:	2	0	2	1	0	2	6	28	2	8	60	9
Initial Fut:	23	3	7	66	0	72	101	1650	24	23	843	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:	23	3	7	67	0	73	103	1684	24	23	860	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	3	7	67	0	73	103	1684	24	23	860	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:	23	3	7	67	0	73	103	1684	24	23	860	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:	0.70	0.09	0.21	0.48	0.00	0.52	1.00	2.96	0.04	1.00	2.76	0.24
Final Sat.:	1220	159	371	837	0	913	1750	5520	80	1750	5176	424

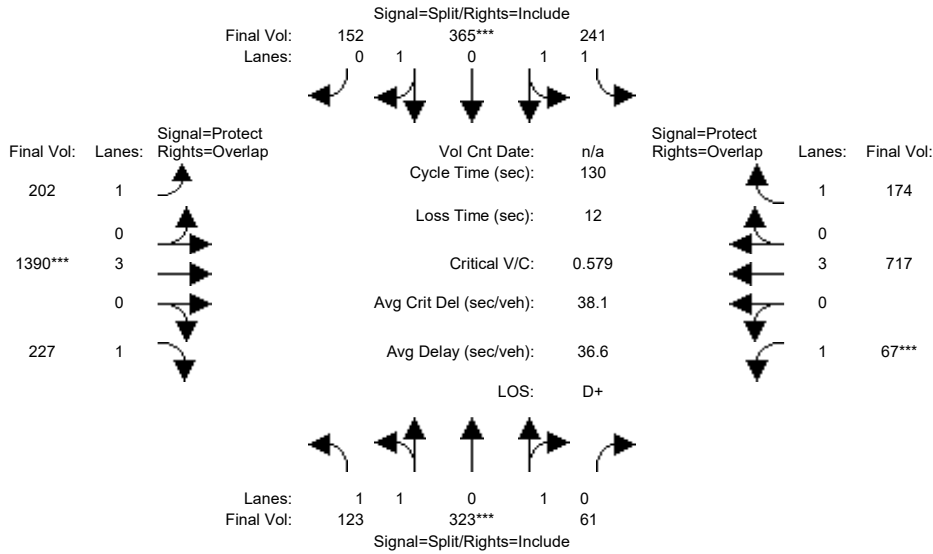
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.31	0.31	0.01	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.07	0.07	0.07	0.30	0.00	0.30	0.35	0.56	0.56	0.11	0.34	0.34
Delay/Veh:	35.5	35.5	35.5	38.1	0.0	38.1	48.4	19.8	19.8	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:	35.5	35.5	35.5	38.1	0.0	38.1	48.4	19.8	19.8	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	7	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 With Occupied/Re-tenanted Mall 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:	10	0	0	0	0	10	11	160	11	0	121	0
PasserByVol:	2	0	0	7	0	1	1	30	2	2	75	23
Initial Fut:	123	323	61	241	365	152	202	1390	227	67	717	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:	123	323	61	241	365	152	202	1390	227	67	717	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	323	61	241	365	152	202	1390	227	67	717	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:	123	323	61	241	365	152	202	1390	227	67	717	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	2611	1087	1750	5700	1750	1750	5700	1750

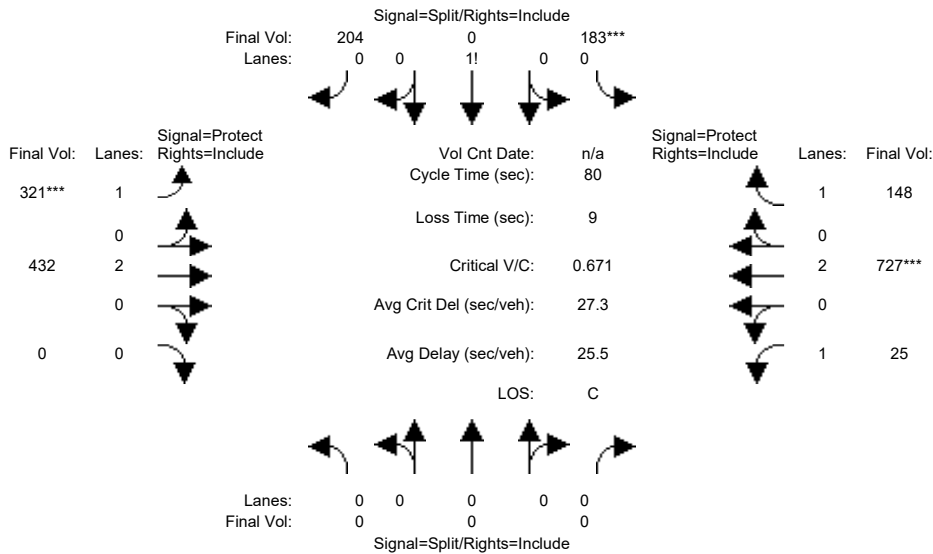
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.12	0.24	0.13	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.3	23.3	23.3	31.4	31.4	31.4	30.3	54.7	78.0	8.6	33.0	64.4
Volume/Cap:	0.39	0.58	0.58	0.57	0.58	0.58	0.50	0.58	0.22	0.58	0.50	0.20
Delay/Veh:	47.3	49.8	49.8	44.0	44.1	44.1	44.2	29.2	12.0	66.1	41.6	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:	47.3	49.8	49.8	44.0	44.1	44.1	44.2	29.2	12.0	66.1	41.6	18.5
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	B-
HCM2k95thQ:	10	15	15	18	18	18	14	24	8	7	16	8

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 Occupied/Re-Tenanted Mall Alternative

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	122	0	121	271	28	0	0	42	118
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	183	0	204	321	432	0	25	727	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:	0	0	0	183	0	204	321	432	0	25	727	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	204	321	432	0	25	727	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:	0	0	0	183	0	204	321	432	0	25	727	148

Saturation 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	0.47	0.00	0.53	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	828	0	922	1750	3800	0	1750	3800	1750

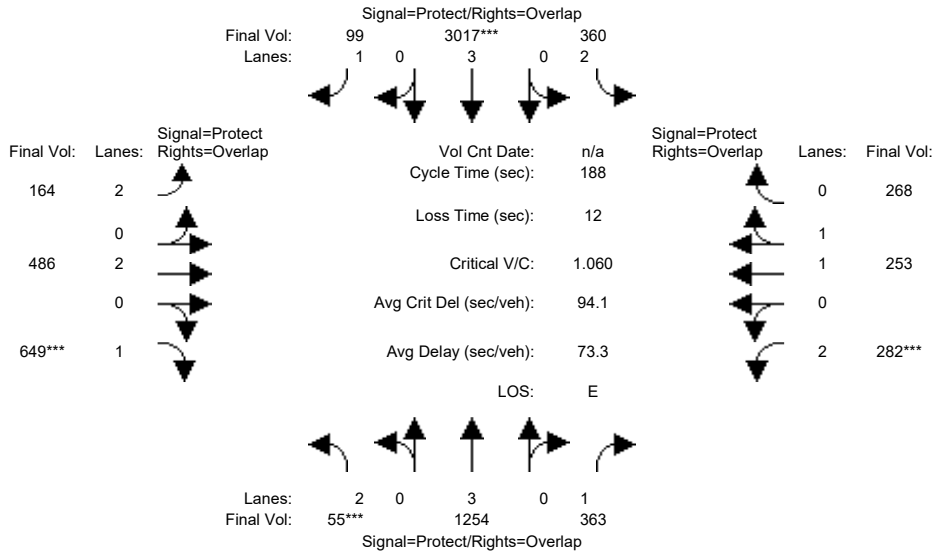
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.18	0.11	0.00	0.01	0.19	0.08
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.3	0.0	26.3	21.9	26.3	0.0	18.4	22.8	22.8
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.67	0.67	0.35	0.00	0.06	0.67	0.30
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	26.2	29.6	20.5	0.0	24.1	27.0	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:	0.0	0.0	0.0	26.2	0.0	26.2	29.6	20.5	0.0	24.1	27.0	22.7
LOS by Move:	A	A	A	C	A	C	C	C+	A	C	C	C+
HCM2kAvgQ:	0	0	0	10	0	10	8	4	0	0	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 Occupied/Re-Tenanted Mall Alternative

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
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	174	0	0	235	0	0	0	6	12	0	0
PasserByVol:	9	173	5	4	155	7	1	0	0	8	0	8
Initial Fut:	55	1567	363	360	3819	99	164	486	649	282	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	1254	363	360	3017	99	164	486	649	282	253	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1254	363	360	3017	99	164	486	649	282	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
Final Volume:	55	1254	363	360	3017	99	164	486	649	282	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

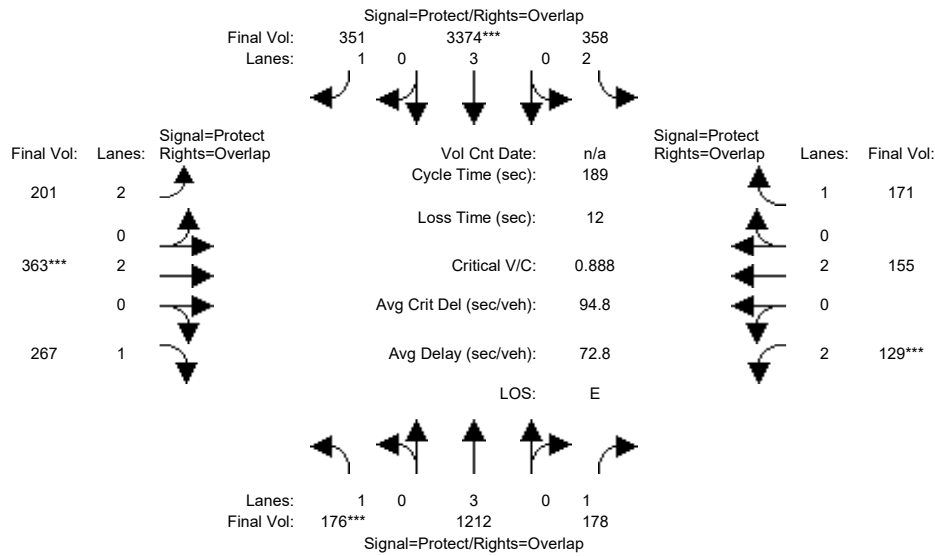
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.21	0.11	0.53	0.06	0.05	0.13	0.37	0.09	0.13	0.15
Crit Moves:	***			****			****		****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.26	0.46	0.34	0.78	0.95	0.09	0.65	0.74	1.55	0.64	0.58	0.41
Delay/Veh:	80.5	31.7	17.0	82.8	45.5	12.7	85.9	75.3	328.7	76.6	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	31.7	17.0	82.8	45.5	12.7	85.9	75.3	328.7	76.6	62.4	41.6
LOS by Move:	F	C	B	F	D	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	15	10	13	56	2	6	14	69	10	13	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 PM Occupied/Re-Tenanted Mall 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:	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	174	0	0	253	0	0	0	2	4	0	0
PasserByVol:	9	123	6	5	136	20	4	3	2	0	6	4
Initial Fut:	176	1515	178	358	4271	351	201	363	267	129	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	1212	178	358	3374	351	201	363	267	129	155	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1212	178	358	3374	351	201	363	267	129	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	1212	178	358	3374	351	201	363	267	129	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

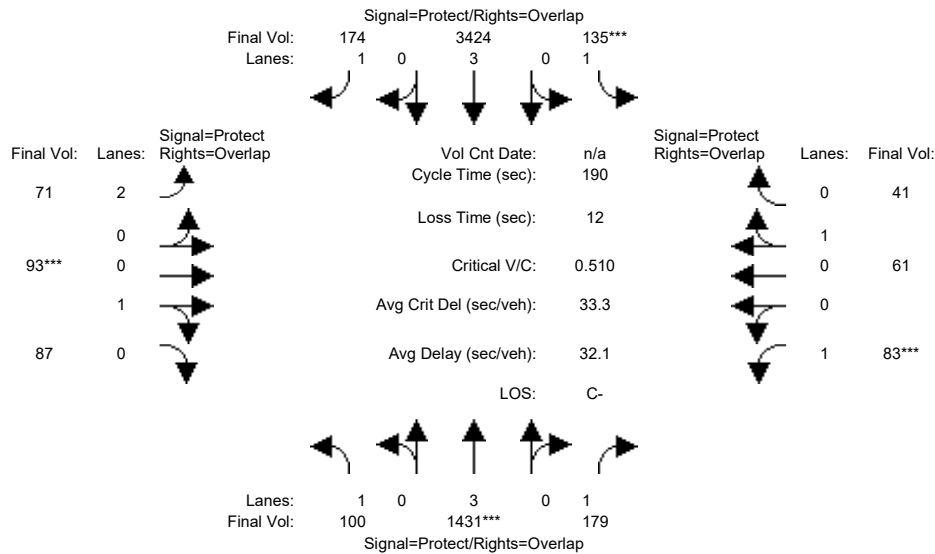
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.10	0.11	0.59	0.20	0.06	0.10	0.15	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.95	0.43	0.17	0.80	1.11	0.32	0.68	0.46	0.49	0.46	0.20	0.29
Delay/Veh:	132.5	29.1	17.3	84.3	96.8	15.8	84.9	63.2	51.1	79.1	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	29.1	17.3	84.3	96.8	15.8	84.9	63.2	51.1	79.1	60.2	43.4
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2kAvgQ:	12	14	5	11	72	9	8	9	13	4	3	7

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 Occupied/Re-Tenanted Mall 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:	0	174	0	0	259	0	0	0	2	0	0	0
PasserByVol:	9	112	3	8	43	13	0	7	0	9	6	5
Initial Fut:	100	1789	179	135	4334	174	71	93	87	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	1431	179	135	3424	174	71	93	87	83	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1431	179	135	3424	174	71	93	87	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	1431	179	135	3424	174	71	93	87	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	930	870	1750	1076	724

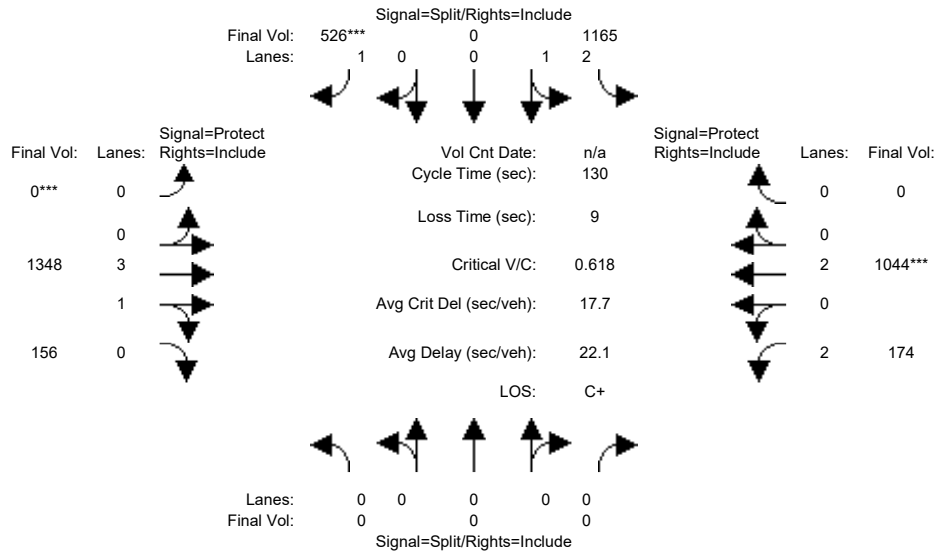
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.10	0.08	0.60	0.10	0.02	0.10	0.10	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.69	0.40	0.15	0.66	0.92	0.14	0.30	0.78	0.47	0.71	0.47	0.24
Delay/Veh:	93.0	17.2	9.8	83.9	30.9	7.3	79.6	92.0	63.2	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	17.2	9.8	83.9	30.9	7.3	79.6	92.0	63.2	100.8	75.5	55.9
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E-	E+
HCM2kAvgQ:	6	12	3	7	50	3	2	12	9	6	6	5

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 #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

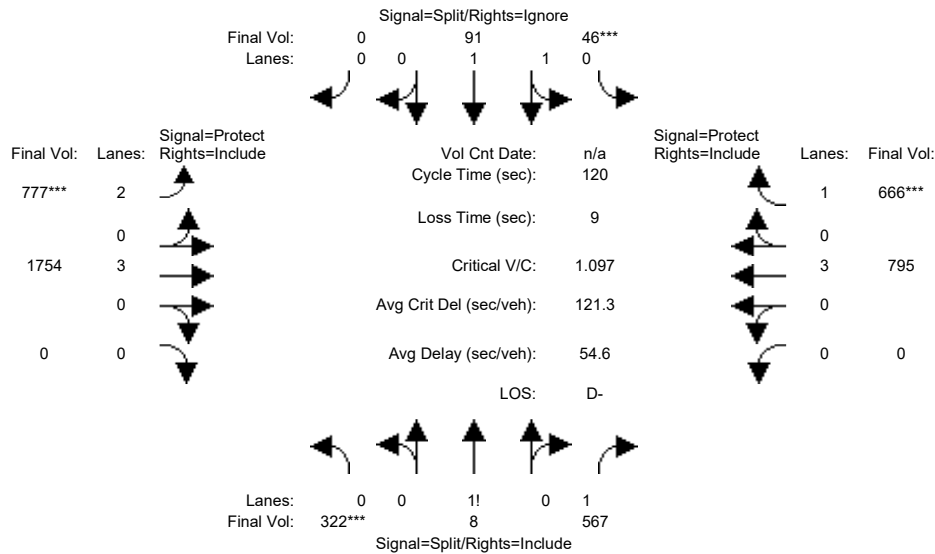
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.30	0.00	0.20	0.20	0.06	0.27	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	63.2	0.0	63.2	0.0	45.3	45.3	12.5	57.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.62	0.00	0.58	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
HCM2kAvgQ:	0	0	0	12	0	17	0	10	10	4	10	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 #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

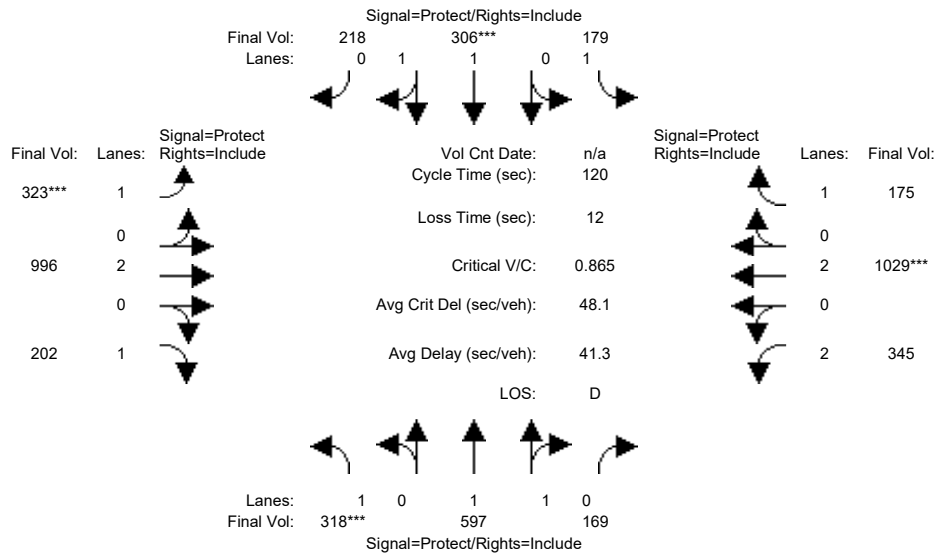
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.31	0.00	0.00	0.14	0.38
Crit Moves:	***			****			****					****
Green Time:	36.2	36.2	36.2	10.0	10.0	0.0	25.5	64.8	0.0	0.0	39.3	39.3
Volume/Cap:	1.16	1.16	0.73	0.44	0.44	0.00	1.16	0.57	0.00	0.00	0.43	1.16
Delay/Veh:	128.7	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
HCM2kAvgQ:	39	39	15	3	3	0	26	5	0	0	5	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 #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:	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

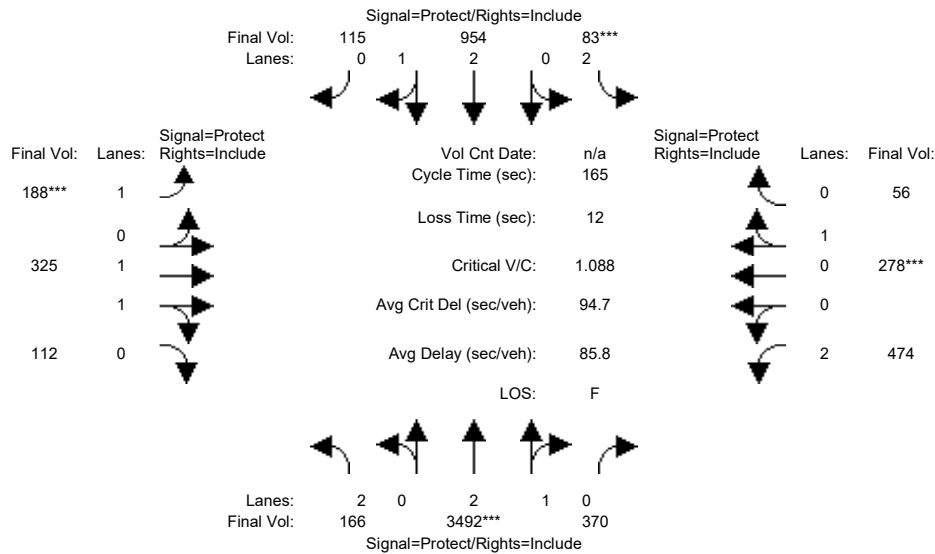
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.10	0.14	0.14	0.18	0.26	0.12	0.11	0.27	0.10
Crit Moves:	***				****		****			****		
Green Time:	25.2	30.0	30.0	14.8	19.7	19.7	25.6	44.5	44.5	18.6	37.6	37.6
Volume/Cap:	0.87	0.83	0.83	0.83	0.87	0.87	0.87	0.71	0.31	0.71	0.87	0.32
Delay/Veh:	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+
HCM2kAvgQ:	15	16	16	9	12	12	13	12	4	7	16	4

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

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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:

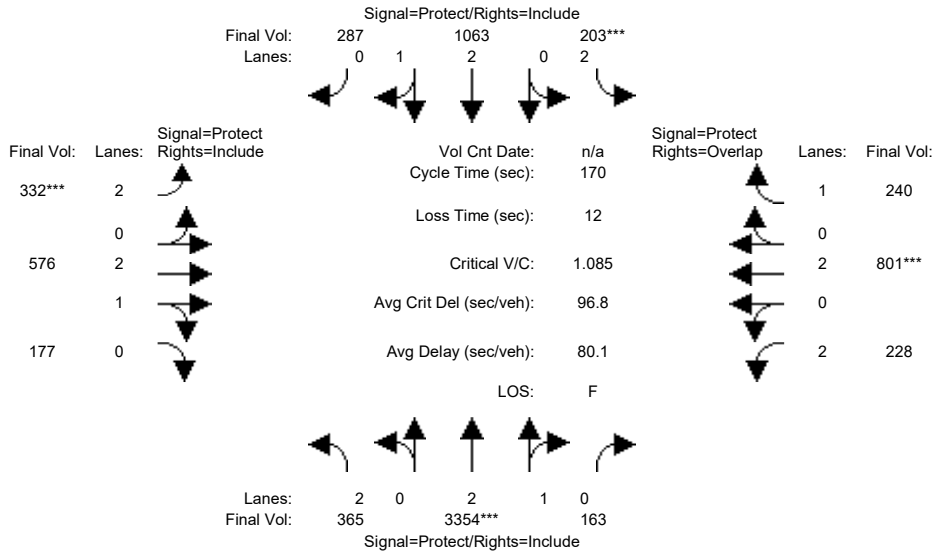
Vol/Sat:	0.05	0.69	0.69	0.03	0.19	0.19	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.7	102	102.5	7.0	85.8	85.8	16.0	19.1	19.1	24.4	27.6	27.6
Volume/Cap:	0.37	1.11	1.11	0.62	0.37	0.37	1.11	1.02	1.02	1.02	1.11	1.11
Delay/Veh:	64.4	85.8	85.8	86.4	23.6	23.6	176.4	121	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
HCM2kAvgQ:	4	77	77	3	10	10	16	16	16	19	25	25

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

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Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga 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	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

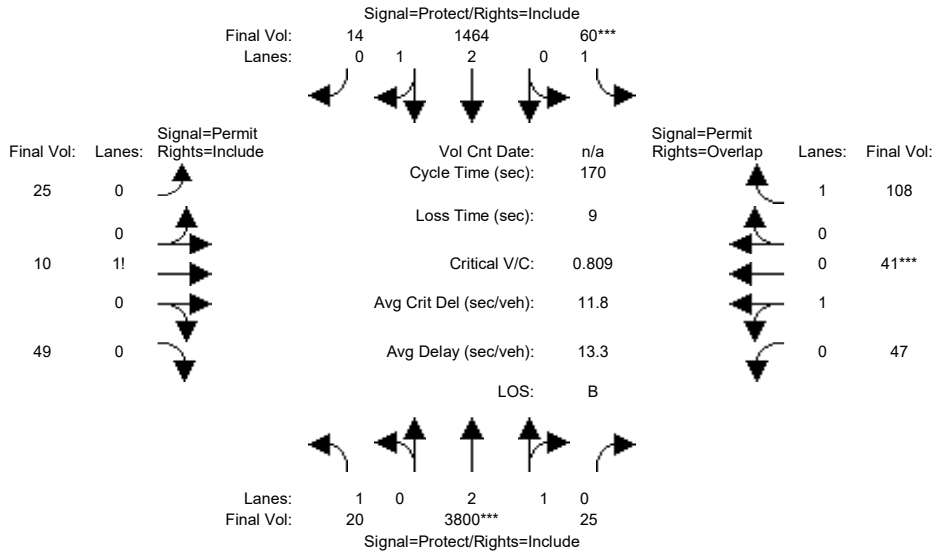
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.06	0.24	0.24	0.11	0.13	0.13	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	35.2	98.4	98.4	10.1	73.3	73.3	16.5	32.2	32.2	17.3	33.0	43.1
Volume/Cap:	0.56	1.09	1.09	1.09	0.56	0.56	1.09	0.71	0.71	0.71	1.09	0.54
Delay/Veh:	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+
HCM2kAvgQ:	10	73	73	8	17	17	16	13	13	7	25	11

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

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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

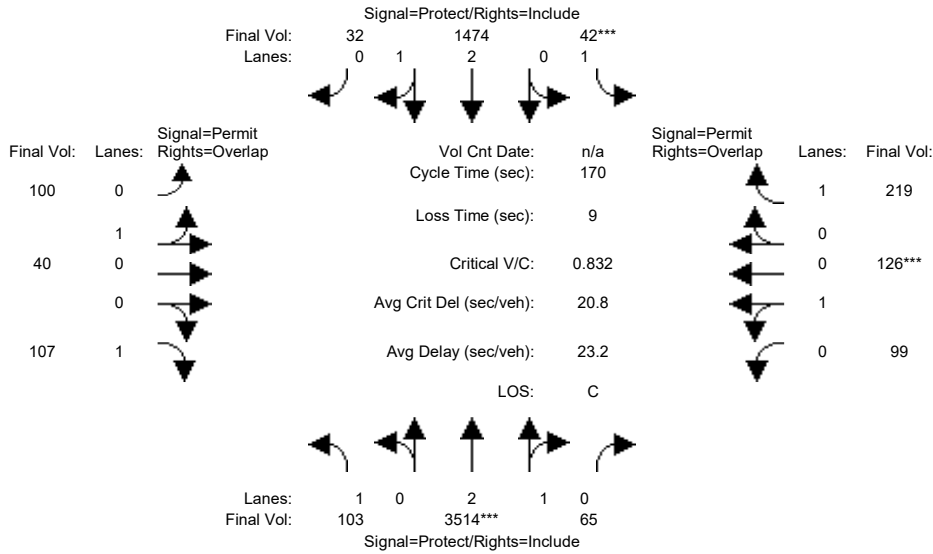
Capacity Analysis Module:												
Vol/Sat:	0.01	0.68	0.68	0.03	0.26	0.26	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	20.3	144	143.5	7.2	130	130.4	10.3	10.3	10.3	10.3	10.3	17.5
Volume/Cap:	0.10	0.81	0.81	0.81	0.34	0.34	0.79	0.79	0.79	0.81	0.81	0.60
Delay/Veh:	66.8	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-
HCM2kAvgQ:	1	32	32	4	8	8	6	6	6	7	7	7

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

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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

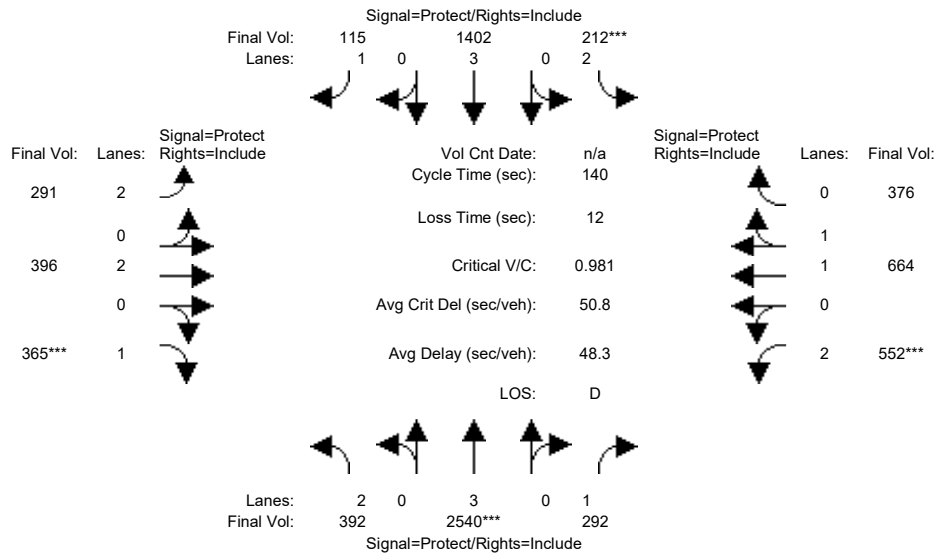
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.27	0.27	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	24.4	129	128.8	7.0	111	111.4	25.2	25.2	49.6	25.2	25.2	32.2
Volume/Cap:	0.41	0.84	0.84	0.58	0.41	0.41	0.52	0.52	0.21	0.84	0.84	0.66
Delay/Veh:	67.4	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
HCM2kAvgQ:	5	39	39	2	12	12	7	7	4	14	14	12

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:	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:	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

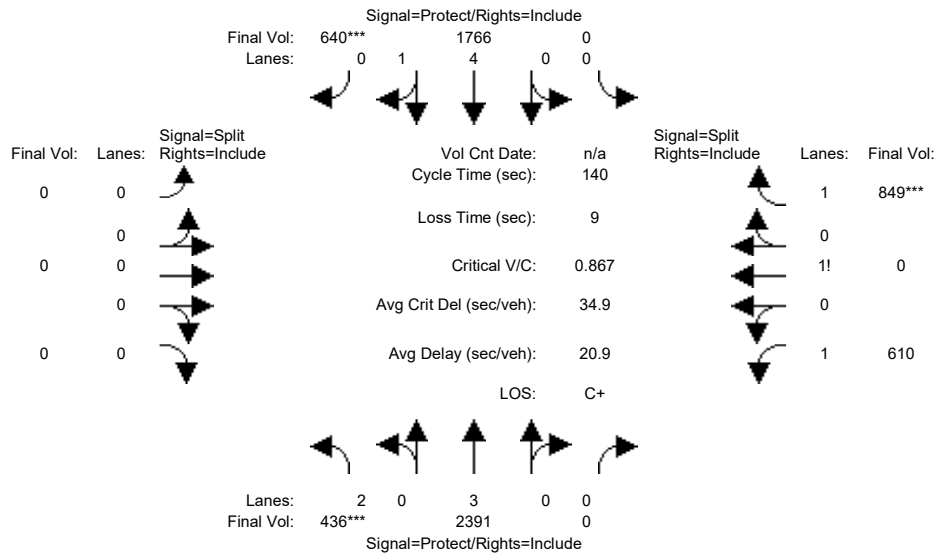
Capacity Analysis Module:												
Vol/Sat:	0.12	0.45	0.17	0.07	0.25	0.07	0.09	0.10	0.21	0.18	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	24.6	63.6	63.6	9.6	48.6	48.6	13.5	29.8	29.8	25.0	41.2	41.2
Volume/Cap:	0.71	0.98	0.37	0.98	0.71	0.19	0.95	0.49	0.98	0.98	0.95	0.95
Delay/Veh:	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
HCM2kAvgQ:	10	40	5	7	14	2	9	7	20	17	25	25

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:												
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:												
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

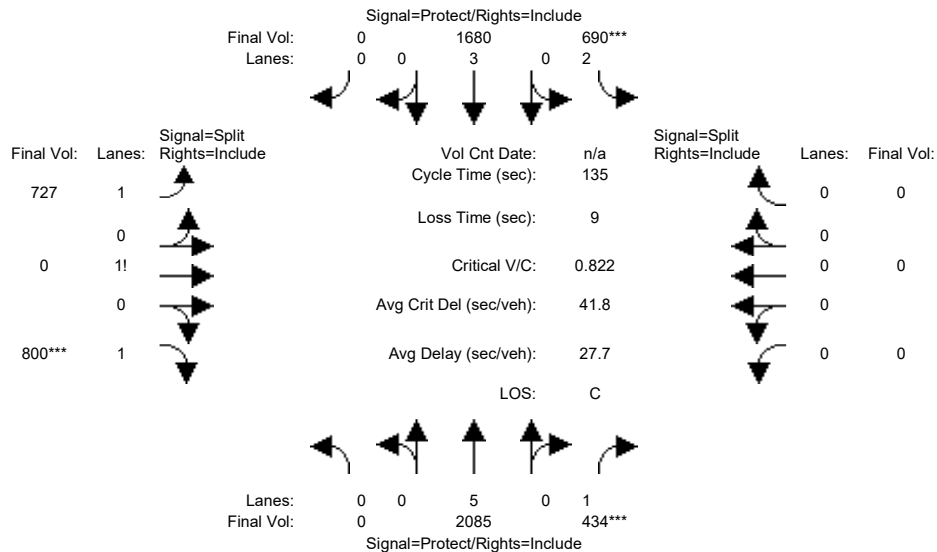
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.00	0.00	0.23	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	***					***						***
Green Time:	22.4	81.5	0.0	0.0	59.1	59.1	0.0	0.0	0.0	49.5	0.0	49.5
Volume/Cap:	0.87	0.72	0.00	0.00	0.55	0.87	0.00	0.00	0.00	0.69	0.00	0.87
Delay/Veh:	64.8	2.3	0.0	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
HCM2kAvgQ:	11	5	0	0	10	25	0	0	0	18	0	26

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

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



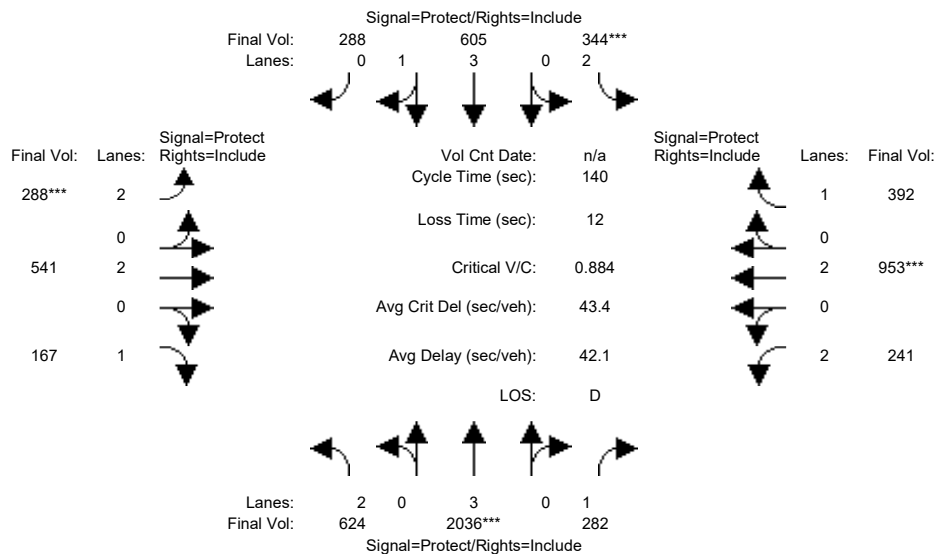
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1571	407	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	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
HCM2kAvgQ:	0	14	17	16	3	0	21	0	23	0	0	0

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

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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
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:	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

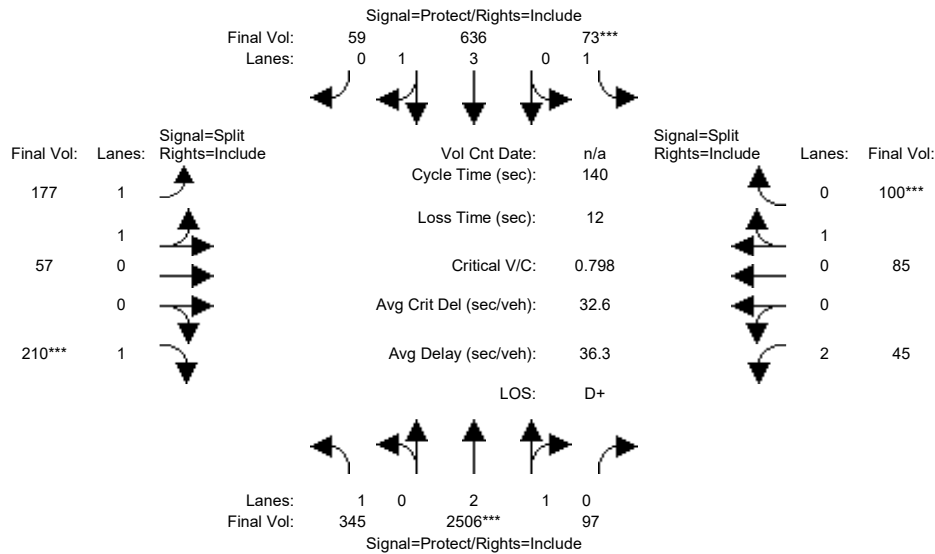
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.16	0.11	0.11	0.16	0.09	0.14	0.10	0.08	0.25	0.22
Crit Moves:	****			****			****			****		
Green Time:	40.3	56.5	56.5	17.3	33.5	33.5	14.5	35.2	35.2	18.9	39.7	39.7
Volume/Cap:	0.69	0.88	0.40	0.88	0.44	0.69	0.88	0.57	0.38	0.57	0.88	0.79
Delay/Veh:	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-
HCM2kAvgQ:	12	24	6	10	6	11	8	9	6	6	20	16

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

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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	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

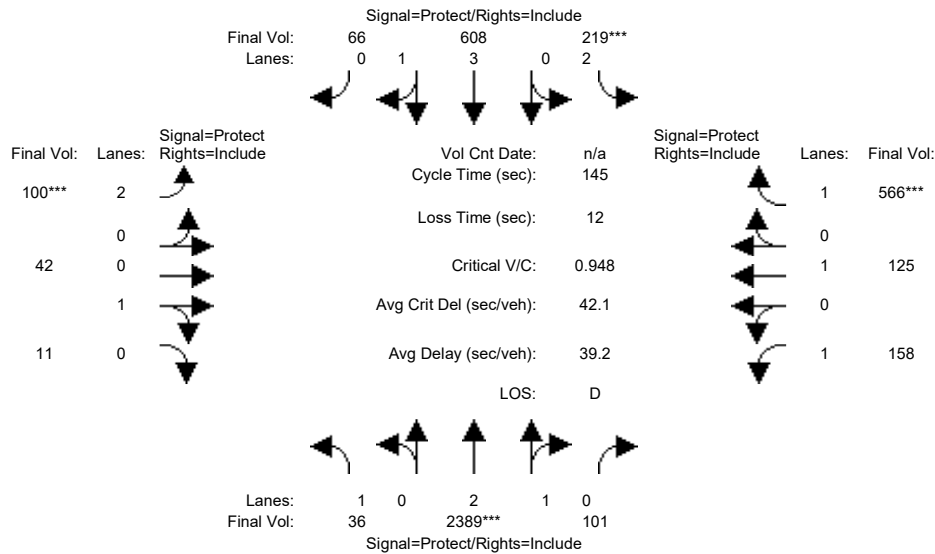
Capacity Analysis Module:												
Vol/Sat:	0.20	0.46	0.46	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.5	81.6	81.6	7.3	28.4	28.4	21.1	21.1	21.1	18.0	18.0	18.0
Volume/Cap:	0.46	0.80	0.80	0.80	0.46	0.46	0.44	0.44	0.80	0.11	0.80	0.80
Delay/Veh:	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-
HCM2kAvgQ:	10	27	27	4	6	6	5	5	11	1	10	10

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

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Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						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	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

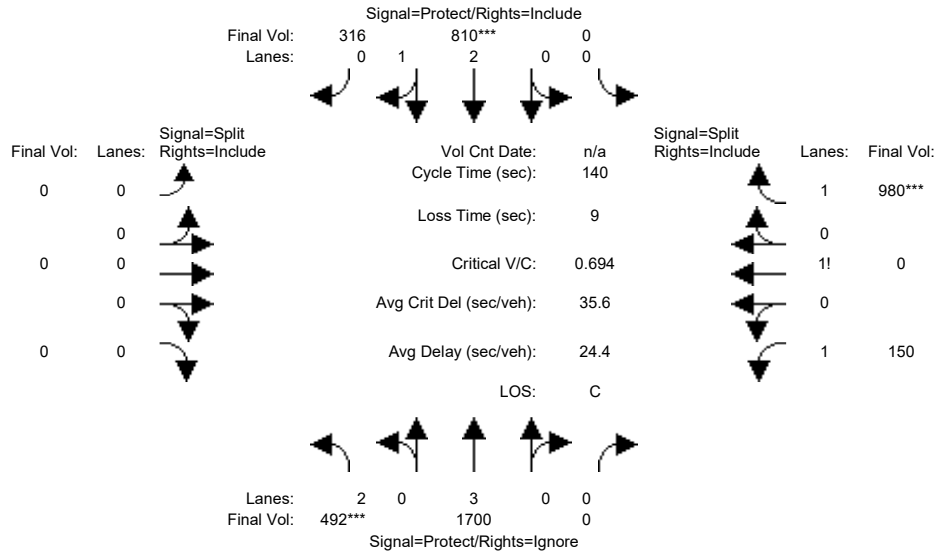
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	27.0	66.9	66.9	10.5	50.3	50.3	7.0	24.1	24.1	31.6	48.7	48.7
Volume/Cap:	0.11	0.96	0.96	0.96	0.26	0.26	0.66	0.18	0.18	0.41	0.20	0.96
Delay/Veh:	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-
HCM2kAvgQ:	1	37	37	7	4	4	4	2	2	6	4	30

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

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



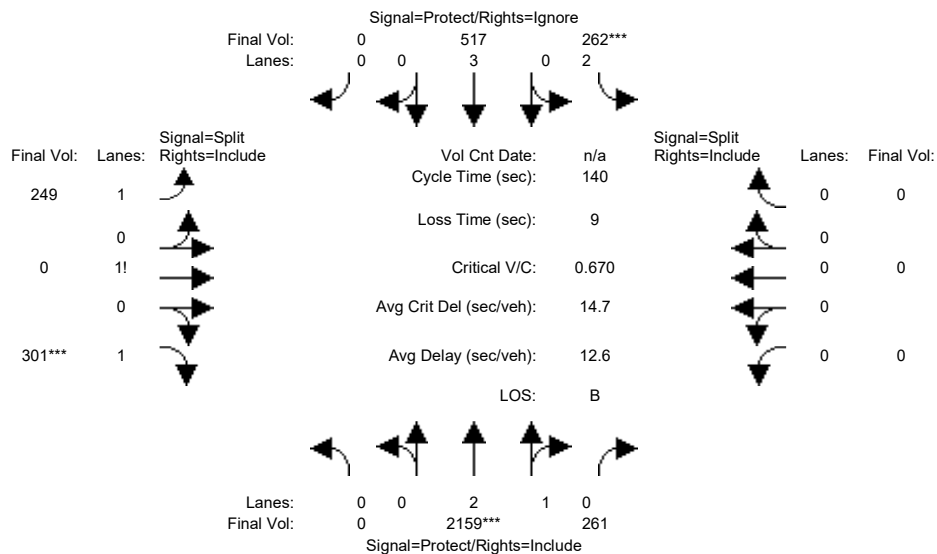
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	492	1444	0	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-
HCM2kAvgQ:	11	7	0	0	13	13	0	0	0	4	0	20

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

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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

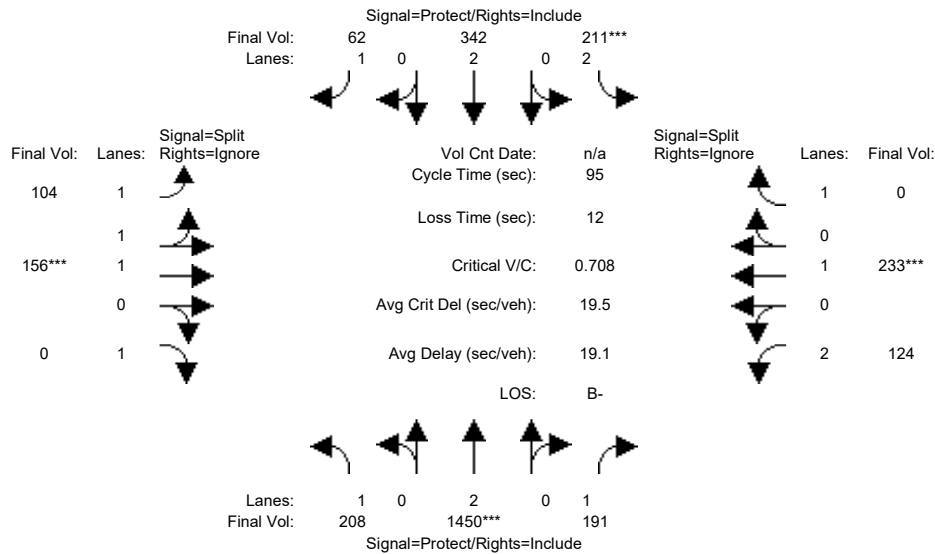
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.08	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	90.4	90.4	17.4	108	0.0	23.2	0.0	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.12	0.00	0.59	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	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
HCM2kAvgQ:	0	1	1	6	0	0	8	0	9	0	0	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-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:	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:

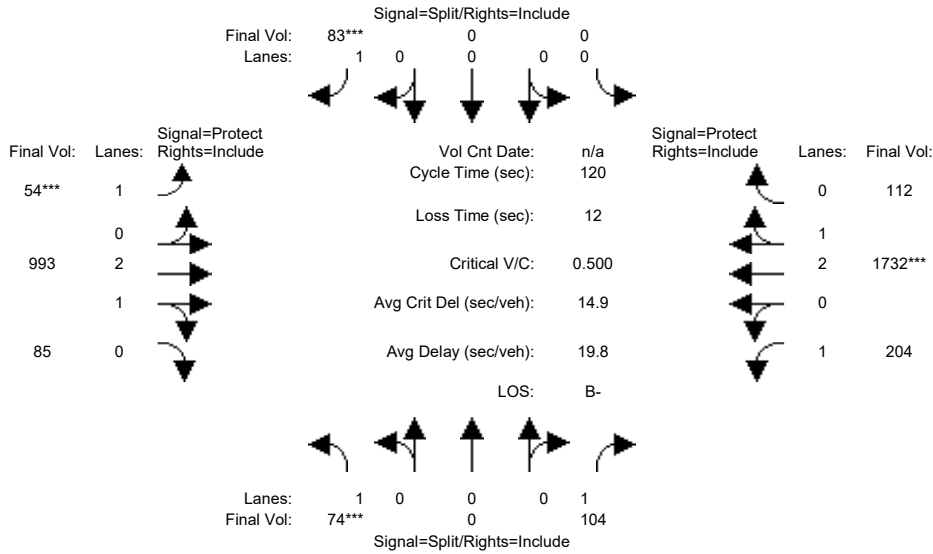
Vol/Sat:	0.12	0.38	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.4	48.8	48.8	8.6	26.9	26.9	10.0	10.0	0.0	15.7	15.7	0.0
Volume/Cap:	0.37	0.74	0.21	0.74	0.32	0.13	0.45	0.45	0.00	0.24	0.74	0.00
Delay/Veh:	17.5	7.0	3.9	49.5	19.9	18.7	40.5	40.5	0.0	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
HCM2kAvgQ:	4	10	1	4	3	1	3	3	0	2	7	0

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

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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

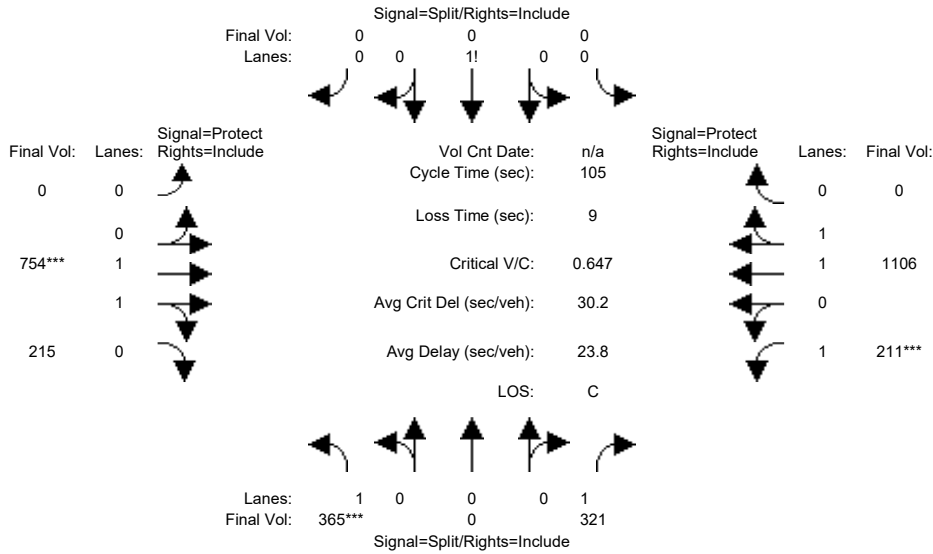
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.19	0.19	0.12	0.33	0.33
Crit Moves:	***					***	***				***	
Green Time:	14.3	0.0	14.3	0.0	0.0	11.4	7.4	53.9	53.9	32.6	79.1	79.1
Volume/Cap:	0.36	0.00	0.50	0.00	0.00	0.50	0.50	0.43	0.43	0.43	0.50	0.50
Delay/Veh:	49.7	0.0	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+
HCM2kAvgQ:	3	0	4	0	0	4	2	9	9	6	11	11

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

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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:	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

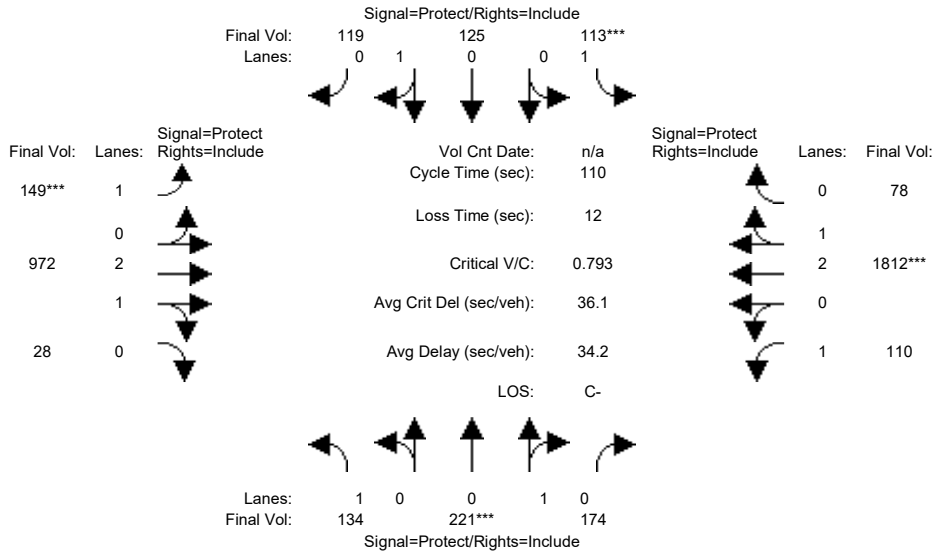
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	33.9	0.0	33.9	0.0	0.0	0.0	0.0	42.5	42.5	19.6	62.1	0.0
Volume/Cap:	0.65	0.00	0.57	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.51	0.00
Delay/Veh:	33.0	0.0	30.9	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
HCM2kAvgQ:	12	0	10	0	0	0	0	13	13	7	10	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:	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

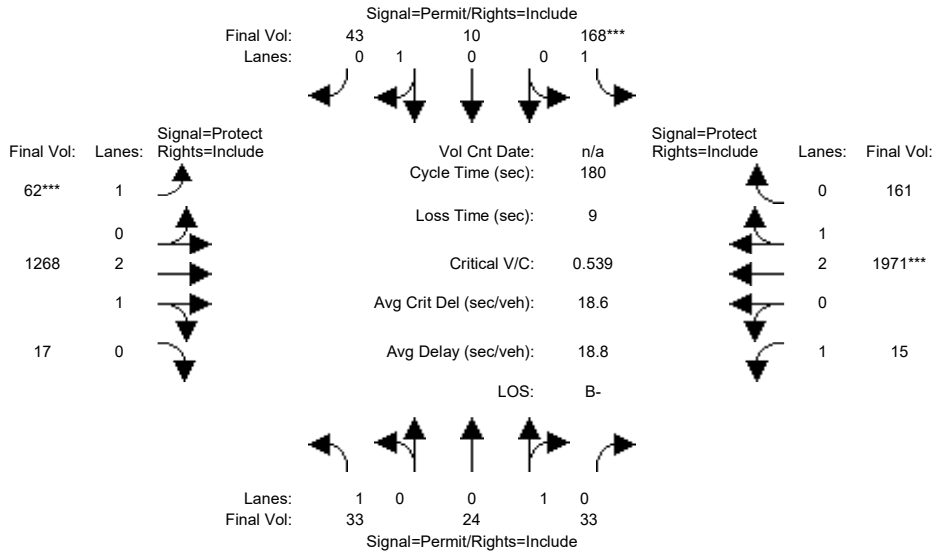
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.06	0.14	0.14	0.09	0.18	0.18	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	14.2	30.4	30.4	9.0	25.2	25.2	11.8	43.2	43.2	15.4	46.8	46.8
Volume/Cap:	0.59	0.79	0.79	0.79	0.59	0.59	0.79	0.45	0.45	0.45	0.79	0.79
Delay/Veh:	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
HCM2kAvgQ:	5	14	14	6	8	8	6	8	8	4	19	19

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:	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

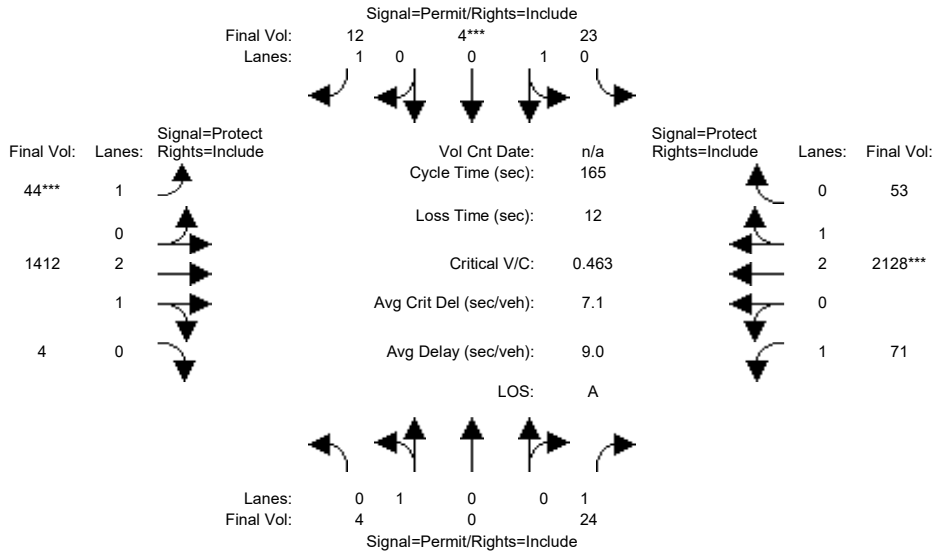
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.23	0.23	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	32.1	32.1	32.1	32.1	32.1	32.1	11.8	119	118.8	20.1	127	127.1
Volume/Cap:	0.11	0.18	0.18	0.54	0.17	0.17	0.54	0.35	0.35	0.08	0.54	0.54
Delay/Veh:	62.1	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
HCM2kAvgQ:	2	3	3	9	3	3	4	10	10	1	18	18

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

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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
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:	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

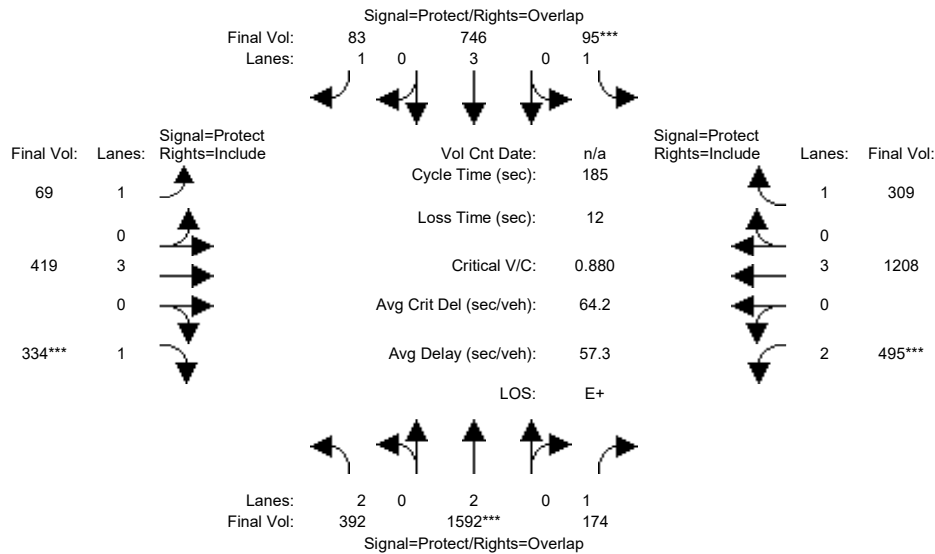
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.01	0.03	0.25	0.25	0.04	0.39	0.39
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	8.7	122	122.5	20.5	134	134.3
Volume/Cap:	0.04	0.00	0.23	0.25	0.25	0.11	0.48	0.34	0.34	0.33	0.48	0.48
Delay/Veh:	73.1	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
HCM2kAvgQ:	0	0	1	2	2	1	2	8	8	3	10	10

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

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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:	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:												
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

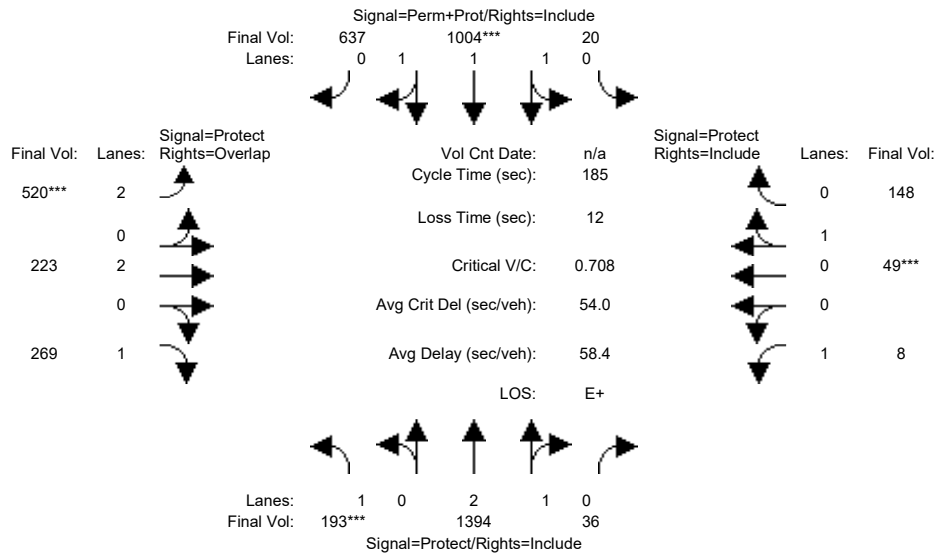
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.10	0.05	0.13	0.05	0.04	0.07	0.19	0.16	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.5	88.1	121.1	11.4	51.0	62.5	11.5	40.1	40.1	33.0	61.7	61.7
Volume/Cap:	0.47	0.88	0.15	0.88	0.47	0.14	0.64	0.34	0.88	0.88	0.64	0.53
Delay/Veh:	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
HCM2kAvgQ:	10	38	4	8	11	3	5	6	22	16	18	14

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

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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:	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

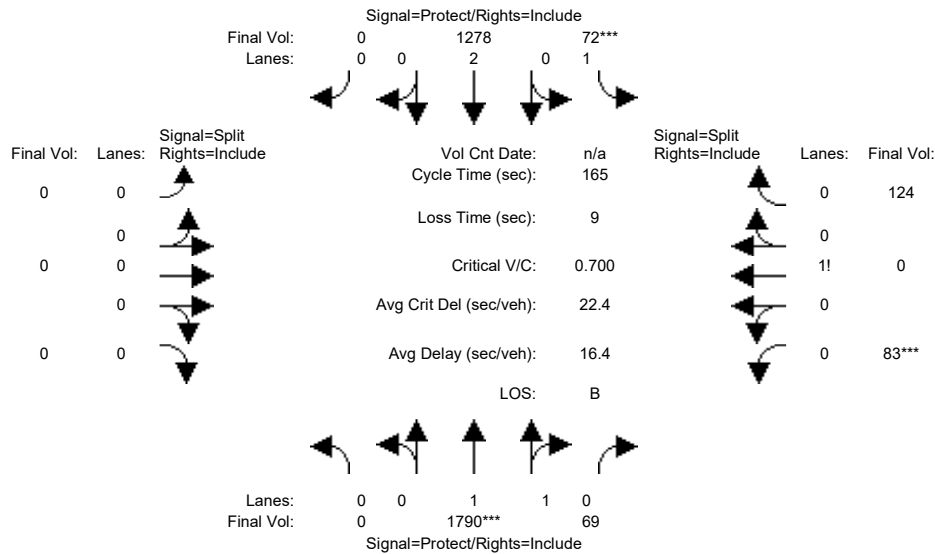
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.00	0.28	0.35	0.17	0.06	0.15	0.00	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	27.1	54.7	54.7	62.2	86.8	86.8	35.4	35.4	62.4	23.4	23.4	23.4
Volume/Cap:	0.75	0.86	0.86	0.82	0.59	0.75	0.86	0.31	0.46	0.04	0.86	0.86
Delay/Veh:	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
HCM2kAvgQ:	11	25	25	27	20	30	17	5	12	0	14	14

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

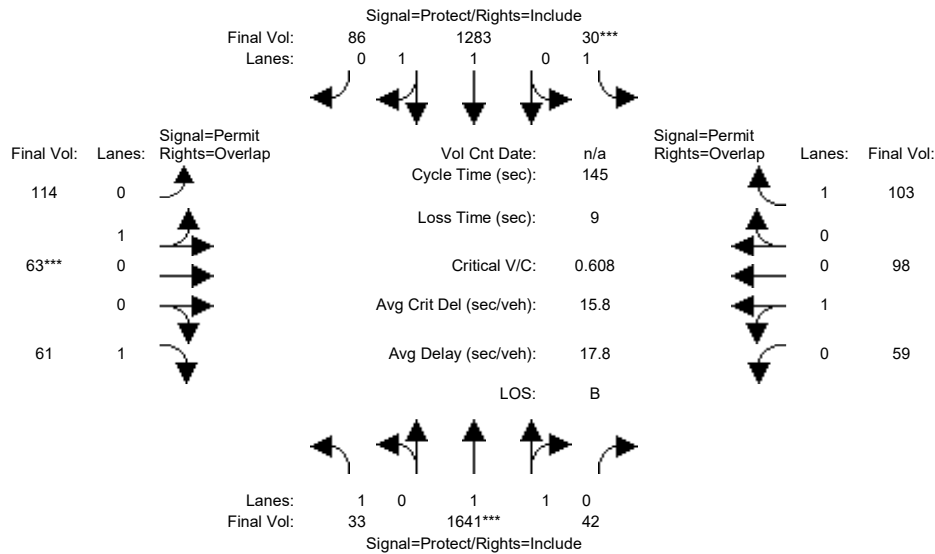
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.04	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	118	118.4	9.7	128	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.70	0.70	0.70	0.43	0.00	0.00	0.00	0.00	0.70	0.00	0.70
Delay/Veh:	0.0	14.1	14.1	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
HCM2kAvgQ:	0	27	27	4	11	0	0	0	0	12	0	12

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:	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

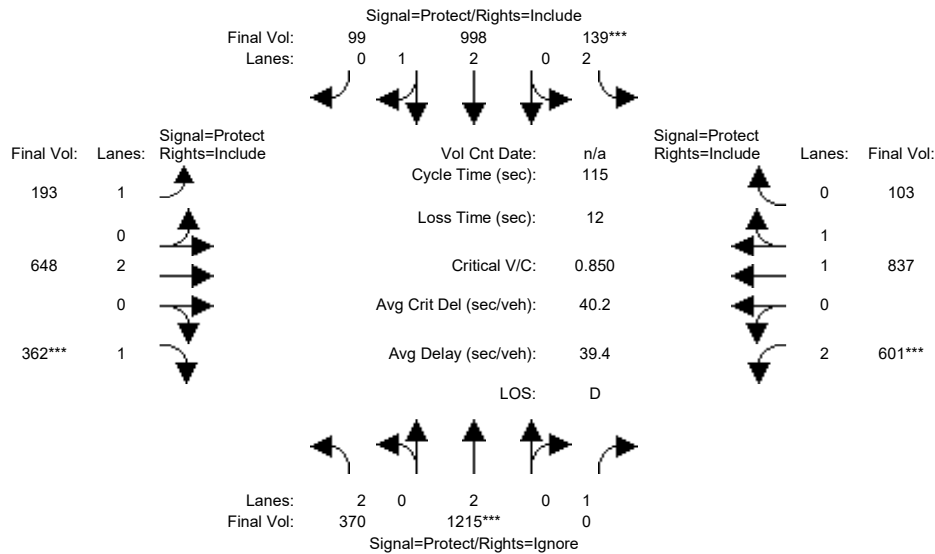
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.02	0.37	0.37	0.10	0.10	0.03	0.09	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.0	106	106.1	7.0	100	100.0	22.9	22.9	36.0	22.9	22.9	29.9
Volume/Cap:	0.21	0.62	0.62	0.36	0.54	0.54	0.62	0.62	0.14	0.55	0.55	0.29
Delay/Veh:	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
HCM2kAvgQ:	1	18	18	1	15	15	9	9	2	7	7	4

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:	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

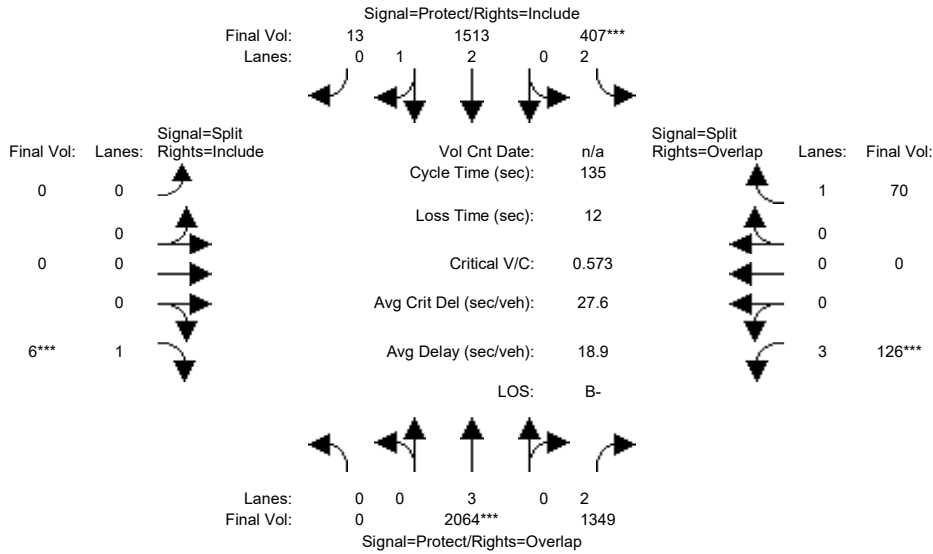
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.04	0.20	0.20	0.11	0.17	0.21	0.19	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.7	42.8	0.0	7.0	31.1	31.1	16.1	27.7	27.7	25.5	37.1	37.1
Volume/Cap:	0.72	0.86	0.00	0.72	0.72	0.72	0.79	0.71	0.86	0.86	0.79	0.79
Delay/Veh:	44.9	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+
HCM2kAvgQ:	7	18	0	3	11	11	7	10	14	12	15	15

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:	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	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

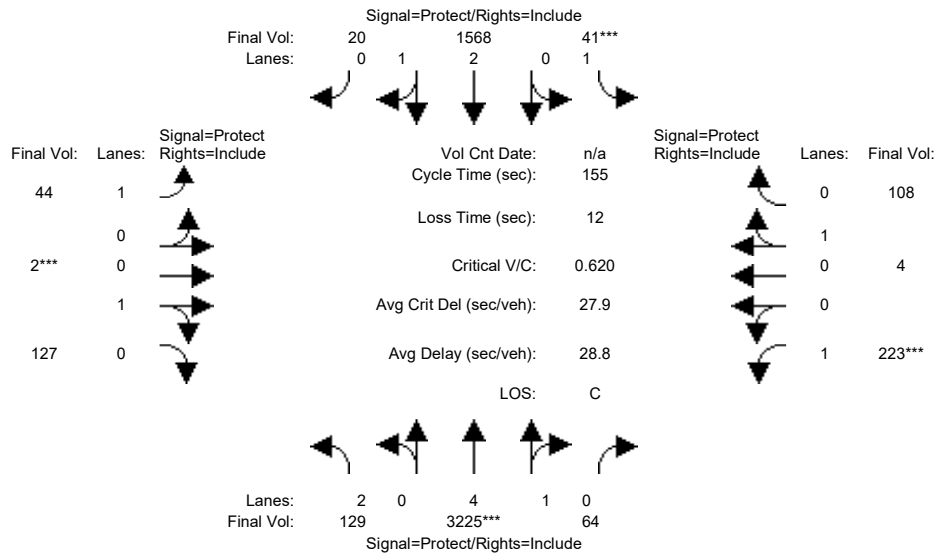
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.43	0.13	0.27	0.27	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	75.9	85.9	27.1	103	103.0	0.0	0.0	10.0	10.0	0.0	37.1
Volume/Cap:	0.00	0.64	0.67	0.64	0.36	0.36	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	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+
HCM2kAvgQ:	0	19	21	9	7	7	0	0	0	2	0	2

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

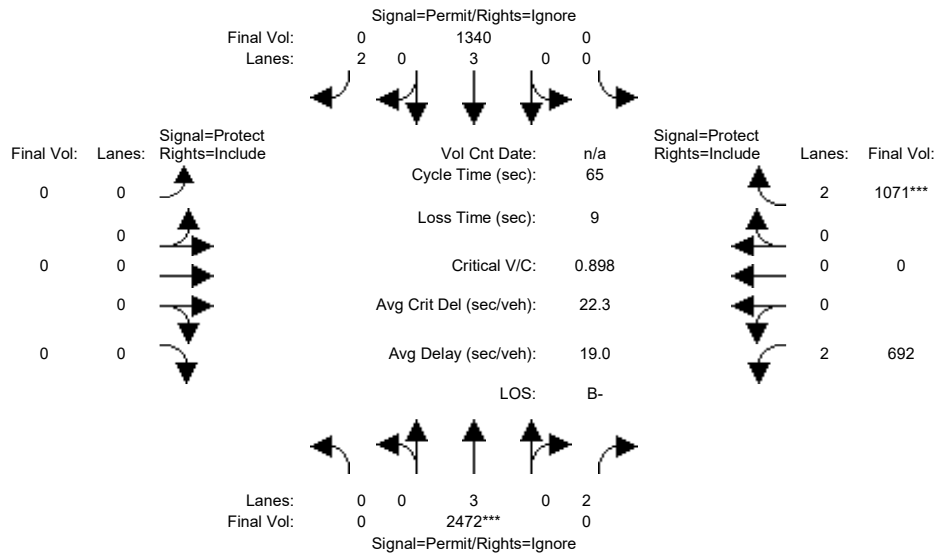
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.02	0.28	0.28	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.9	86.7	86.7	7.0	80.8	80.8	20.3	17.8	17.8	31.6	29.0	29.0
Volume/Cap:	0.49	0.63	0.63	0.52	0.54	0.54	0.19	0.63	0.63	0.63	0.33	0.33
Delay/Veh:	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+
HCM2kAvgQ:	3	20	20	2	17	17	2	7	7	11	5	5

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	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

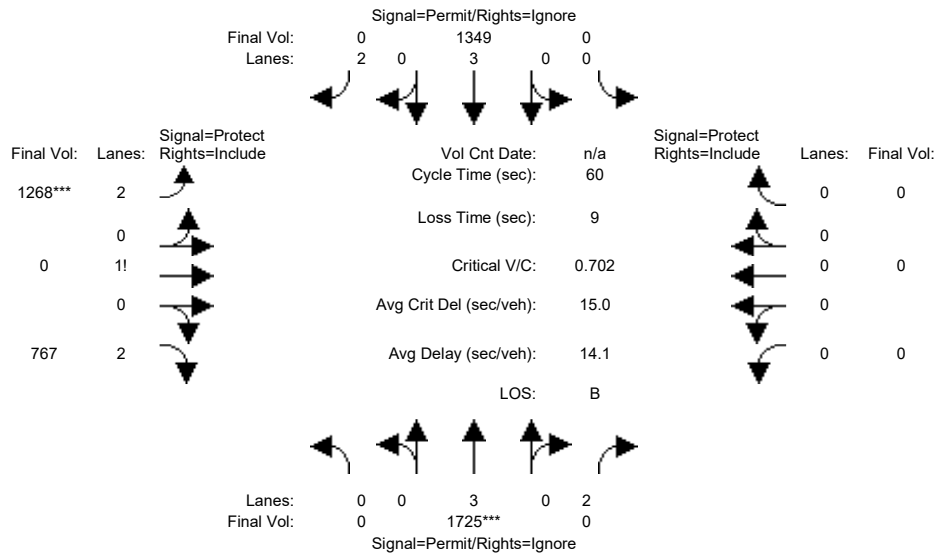
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.22	0.00	0.34
Crit Moves:	****											
Green Time:	0.0	31.4	0.0	0.0	31.4	0.0	0.0	0.0	0.0	24.6	0.0	24.6
Volume/Cap:	0.00	0.90	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.58	0.00	0.90
Delay/Veh:	0.0	19.7	0.0	0.0	11.5	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
HCM2kAvgQ:	0	13	0	0	3	0	0	0	0	7	0	16

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

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



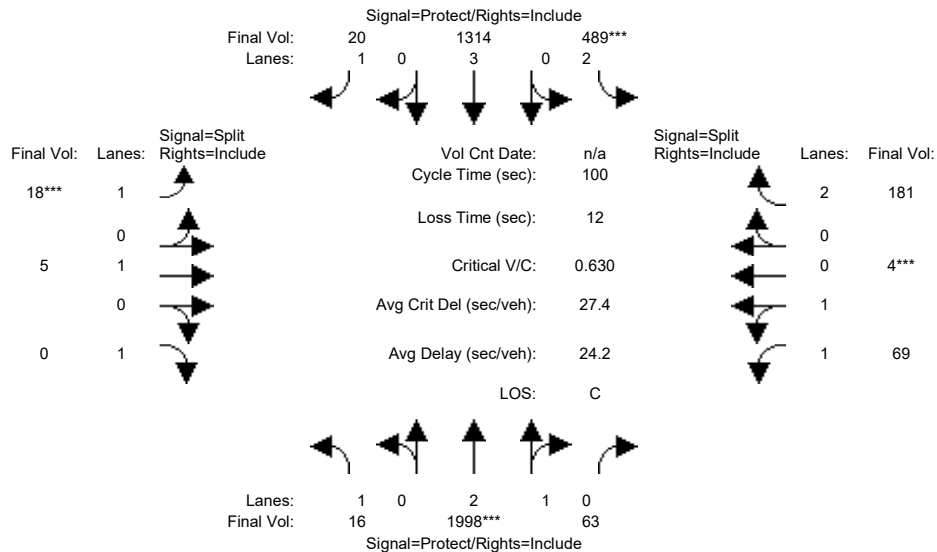
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	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	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
Final Volume:	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
HCM2kAvgQ:	0	8	0	0	4	0	10	0	6	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:												
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

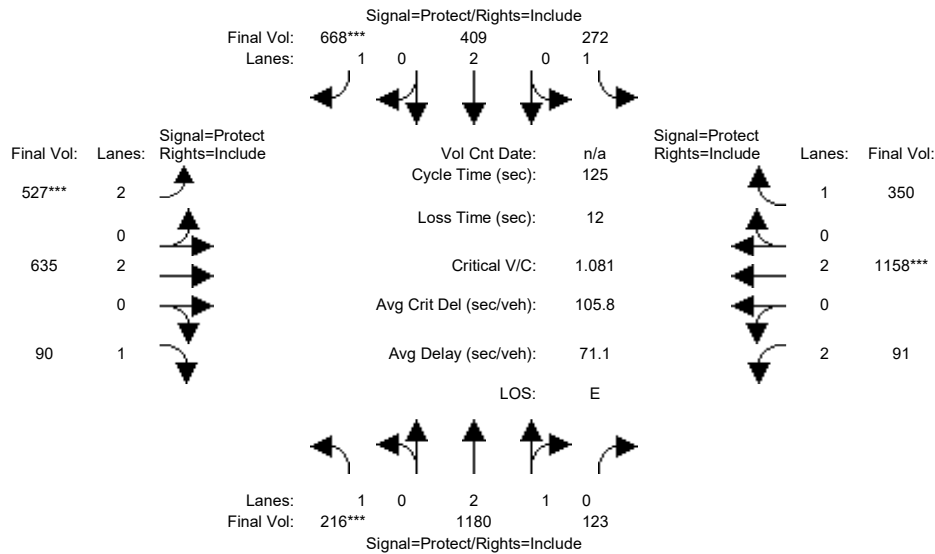
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.16	0.23	0.01	0.01	0.00	0.00	0.02	0.02	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	47.8	47.8	20.2	52.2	52.2	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.77	0.77	0.77	0.44	0.02	0.10	0.03	0.00	0.21	0.21	0.57
Delay/Veh:	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
HCM2kAvgQ:	0	19	19	9	8	0	1	0	0	1	1	3

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

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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		
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

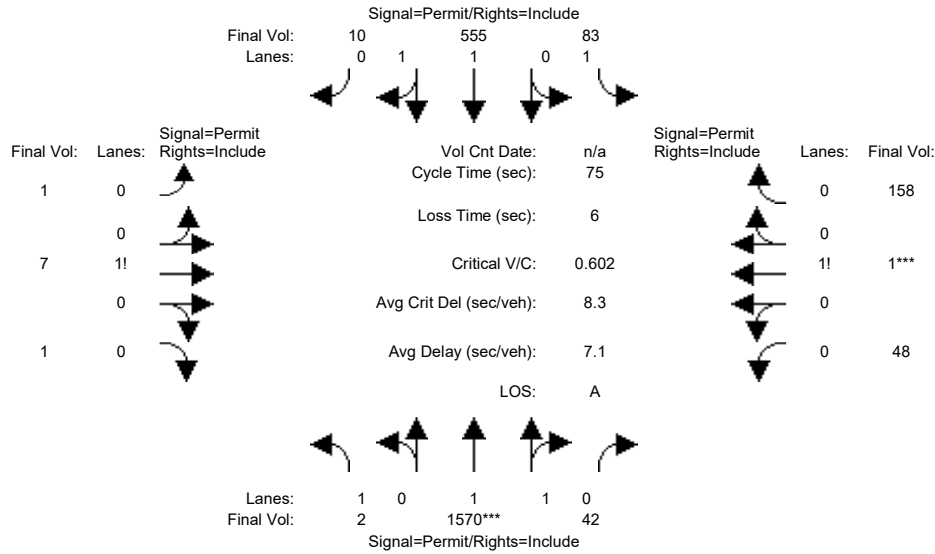
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.16	0.11	0.38	0.17	0.17	0.05	0.03	0.30	0.20
Crit Moves:	***					***	***				***	
Green Time:	14.3	35.0	35.0	23.4	44.1	44.1	19.3	40.9	40.9	13.7	35.2	35.2
Volume/Cap:	1.08	0.83	0.83	0.83	0.30	1.08	1.08	0.51	0.16	0.26	1.08	0.71
Delay/Veh:	142.2	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
HCM2kAvgQ:	12	16	16	13	5	39	17	8	2	2	29	12

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

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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	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

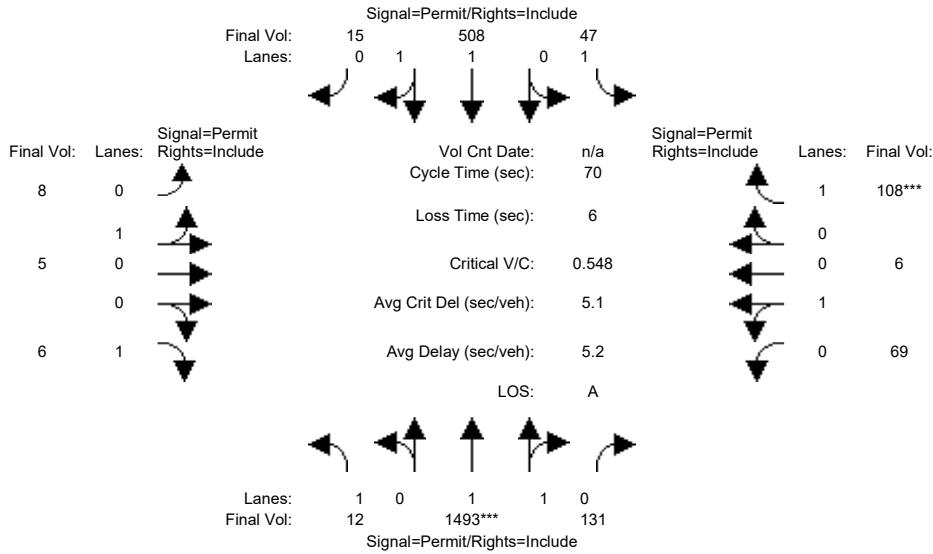
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.05	0.15	0.15	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	54.3	54.3	54.3	54.3	54.3	54.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.00	0.60	0.60	0.07	0.21	0.21	0.03	0.03	0.03	0.60	0.60	0.60
Delay/Veh:	2.9	5.5	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
HCM2kAvgQ:	0	9	9	1	2	2	0	0	0	6	6	6

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

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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
Final Volume:	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

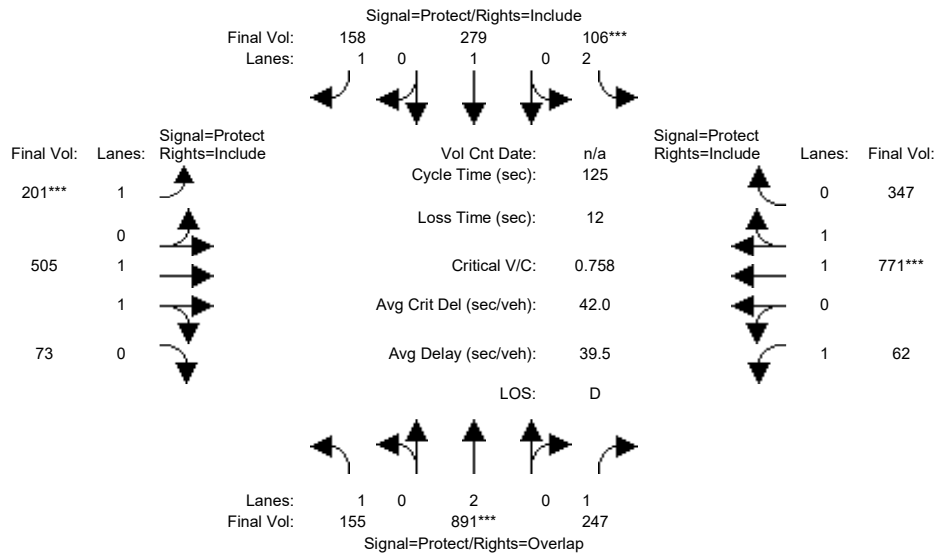
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.03	0.14	0.14	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.57	0.57	0.03	0.18	0.18	0.05	0.05	0.02	0.29	0.29	0.43
Delay/Veh:	1.8	3.5	3.5	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
HCM2kAvgQ:	0	7	7	0	2	2	0	0	0	2	2	3

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:	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:	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

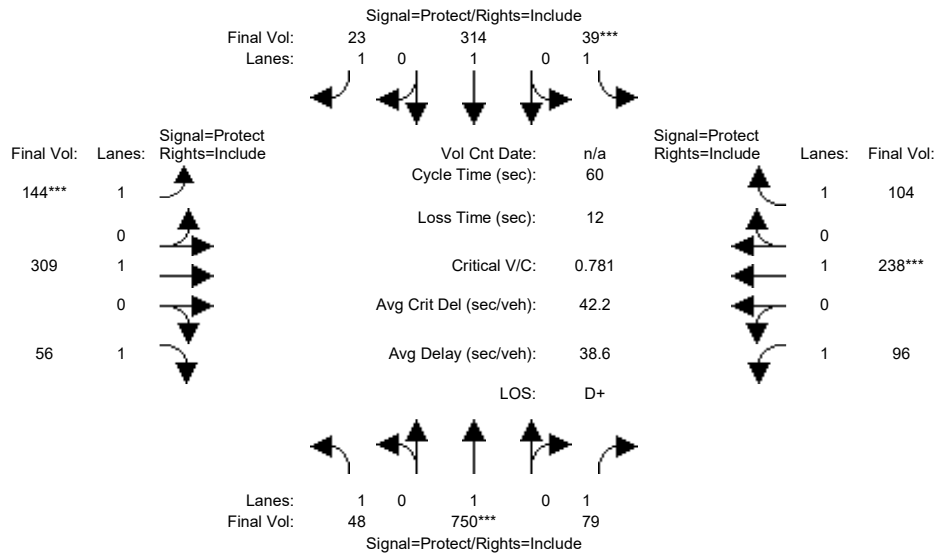
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.14	0.03	0.15	0.09	0.11	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	17.0	38.1	56.0	7.0	28.2	28.2	18.7	50.0	50.0	17.9	49.2	49.2
Volume/Cap:	0.65	0.77	0.31	0.60	0.65	0.40	0.77	0.39	0.39	0.25	0.77	0.77
Delay/Veh:	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+
HCM2kAvgQ:	6	14	6	2	10	5	8	8	8	2	19	19

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:	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	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:												
	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

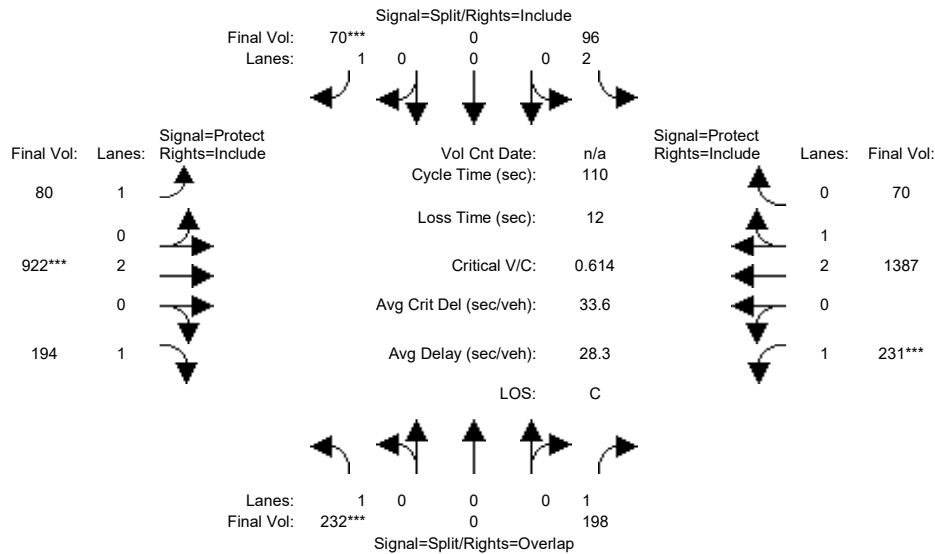
Capacity Analysis Module:												
	0.03	0.39	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Vol/Sat:	0.03	0.39	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.99	0.11	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+
HCM2kAvgQ:	1	18	1	1	5	0	4	11	1	2	6	2

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

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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch 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	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

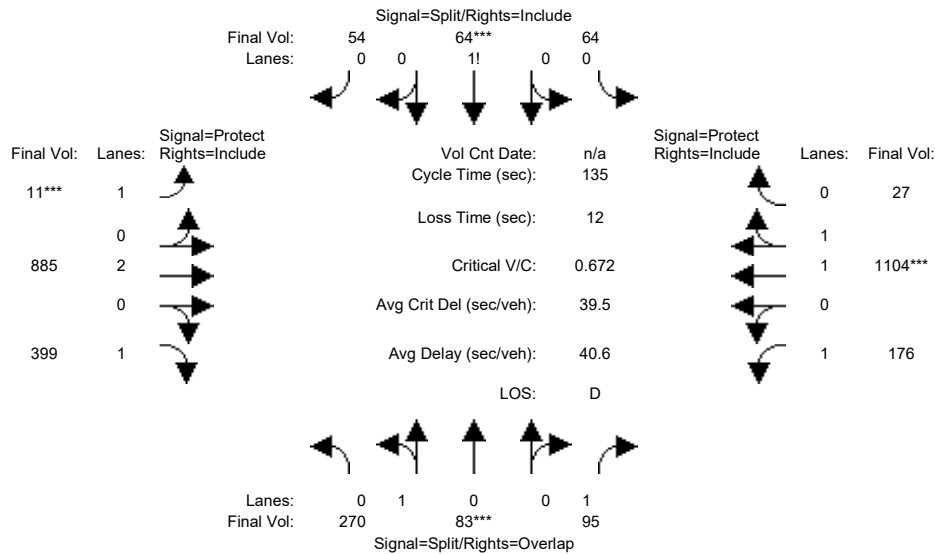
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.24	0.11	0.13	0.26	0.26
Crit Moves:	***					***		***		***		
Green Time:	23.7	0.0	47.4	7.2	0.0	7.2	17.4	43.5	43.5	23.6	49.7	49.7
Volume/Cap:	0.61	0.00	0.26	0.47	0.00	0.61	0.29	0.61	0.28	0.61	0.58	0.58
Delay/Veh:	42.0	0.0	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+
HCM2kAvgQ:	8	0	5	3	0	4	2	12	5	7	12	12

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:												
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
Final Volume:	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

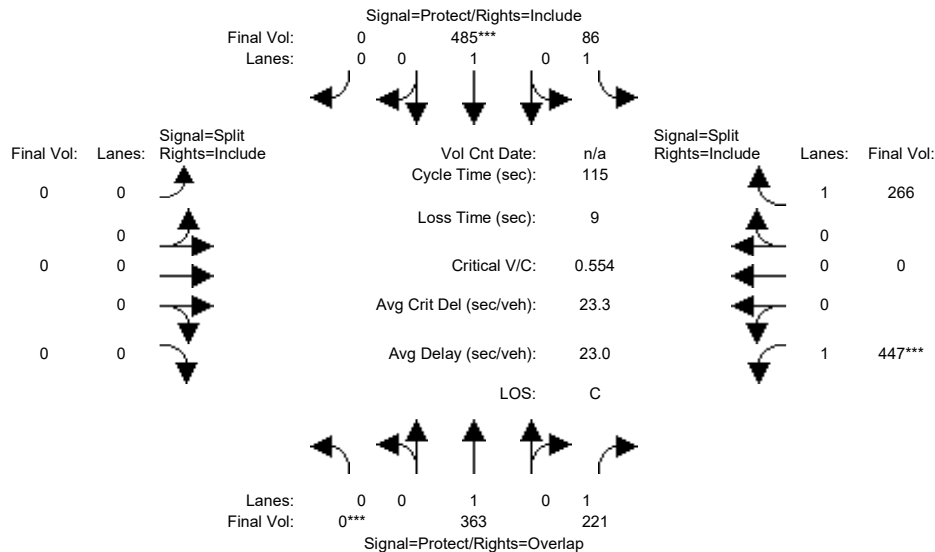
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	37.6	37.6	57.3	19.9	19.9	19.9	7.0	45.8	45.8	19.8	58.5	58.5
Volume/Cap:	0.71	0.71	0.13	0.71	0.71	0.71	0.12	0.69	0.67	0.69	0.71	0.71
Delay/Veh:	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-
HCM2kAvgQ:	14	14	2	9	9	9	0	15	15	7	18	18

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

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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	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

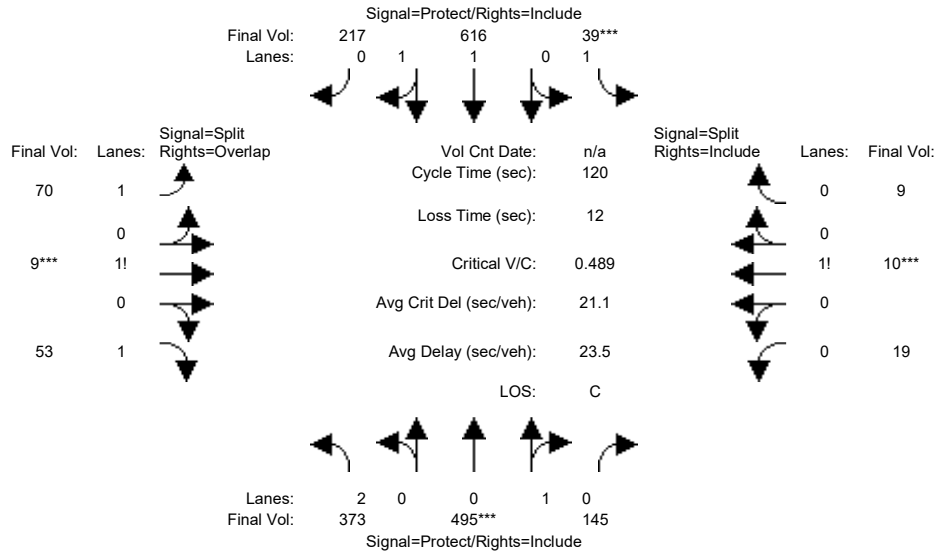
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.13	0.05	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	40.2	93.2	12.8	53.0	0.0	0.0	0.0	0.0	53.0	0.0	53.0
Volume/Cap:	0.00	0.55	0.16	0.44	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.33
Delay/Veh:	0.0	31.0	2.4	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-
HCM2kAvgQ:	0	10	2	3	12	0	0	0	0	12	0	6

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

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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

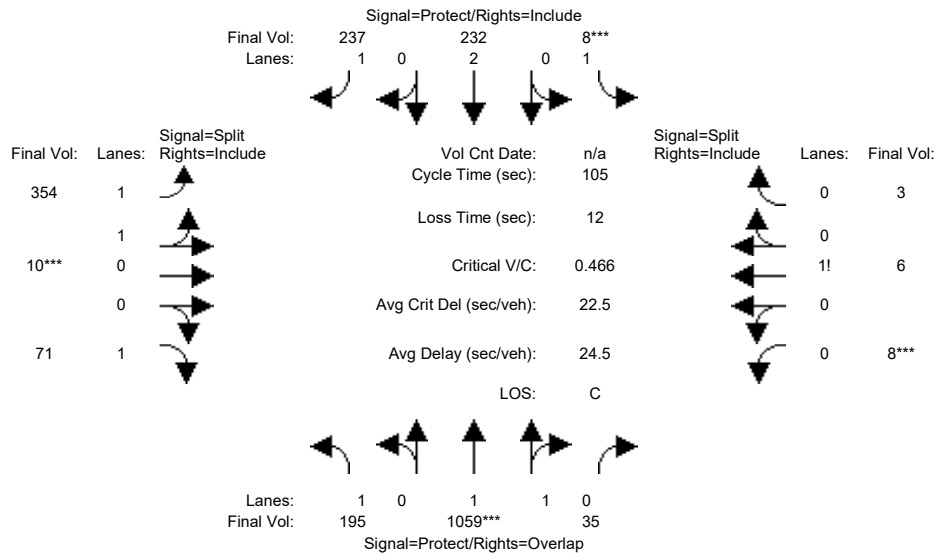
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.36	0.36	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.3	81.0	81.0	7.0	57.7	57.7	10.0	10.0	40.3	10.0	10.0	10.0
Volume/Cap:	0.47	0.53	0.53	0.38	0.47	0.47	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-
HCM2kAvgQ:	7	12	12	1	10	10	2	3	1	2	2	2

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

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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
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

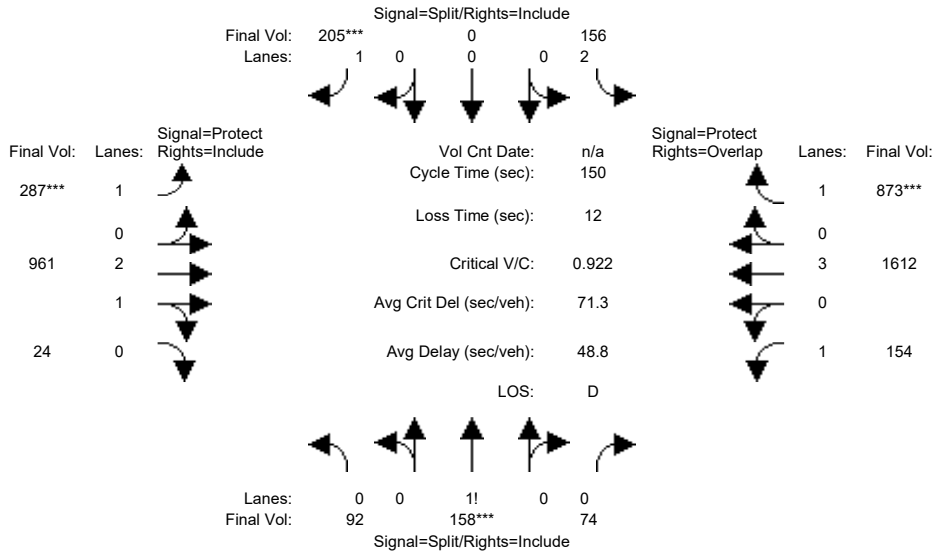
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.00	0.06	0.14	0.10	0.10	0.04	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	28.6	56.4	66.4	7.0	34.8	34.8	19.6	19.6	19.6	10.0	10.0	10.0
Volume/Cap:	0.41	0.55	0.47	0.07	0.18	0.41	0.55	0.55	0.22	0.10	0.10	0.10
Delay/Veh:	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
HCM2kAvgQ:	5	11	9	0	3	6	6	6	2	1	1	1

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

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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

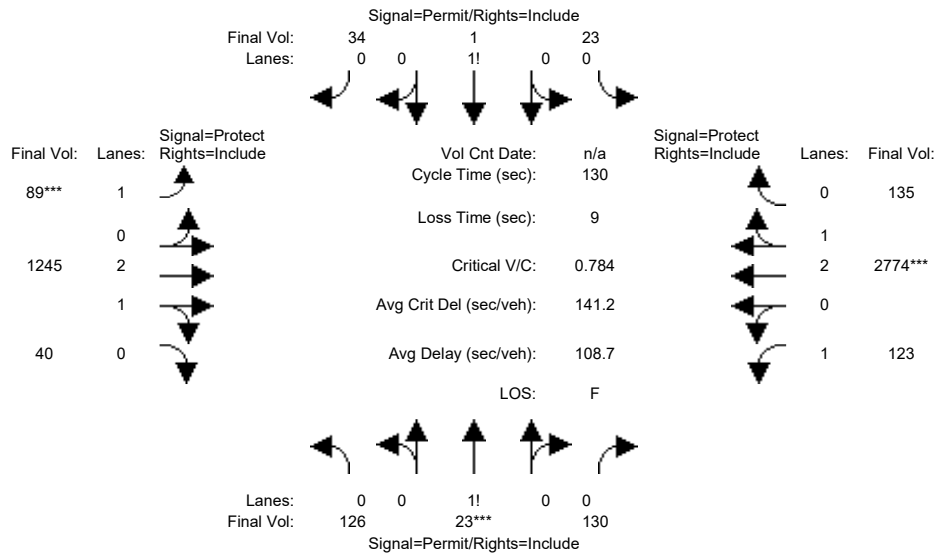
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.12	0.16	0.18	0.18	0.09	0.28	0.50
Crit Moves:	****			****			****			****		
Green Time:	28.2	28.2	28.2	19.1	0.0	19.1	25.0	60.5	60.5	30.3	65.8	84.9
Volume/Cap:	0.99	0.99	0.99	0.39	0.00	0.92	0.99	0.44	0.44	0.44	0.64	0.88
Delay/Veh:	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+
HCM2kAvgQ:	21	21	21	4	0	12	16	11	11	6	18	35

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:												
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

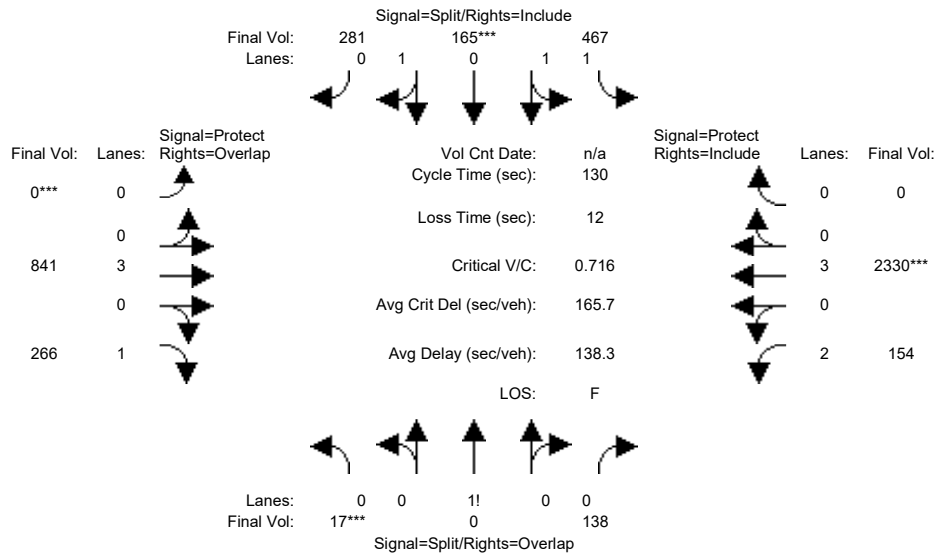
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.52	0.52
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.64	0.64	0.33	1.25	1.25
Delay/Veh:	32.0	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
HCM2kAvgQ:	9	9	9	2	2	2	3	14	14	4	61	61

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		
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:	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

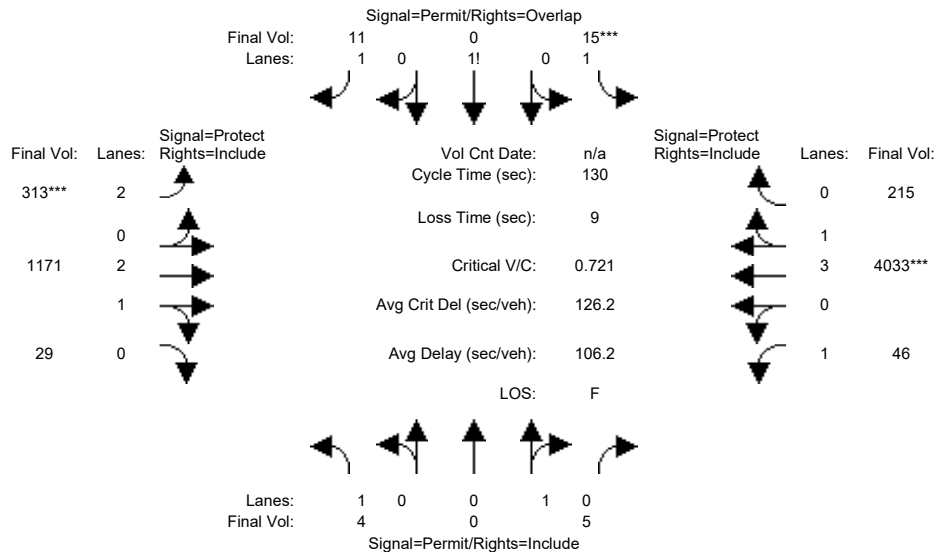
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.15	0.15	0.05	0.41	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.83	0.31	0.38	1.34	0.00
Delay/Veh:	47.2	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
HCM2kAvgQ:	7	0	5	14	14	14	0	15	9	4	64	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:												
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

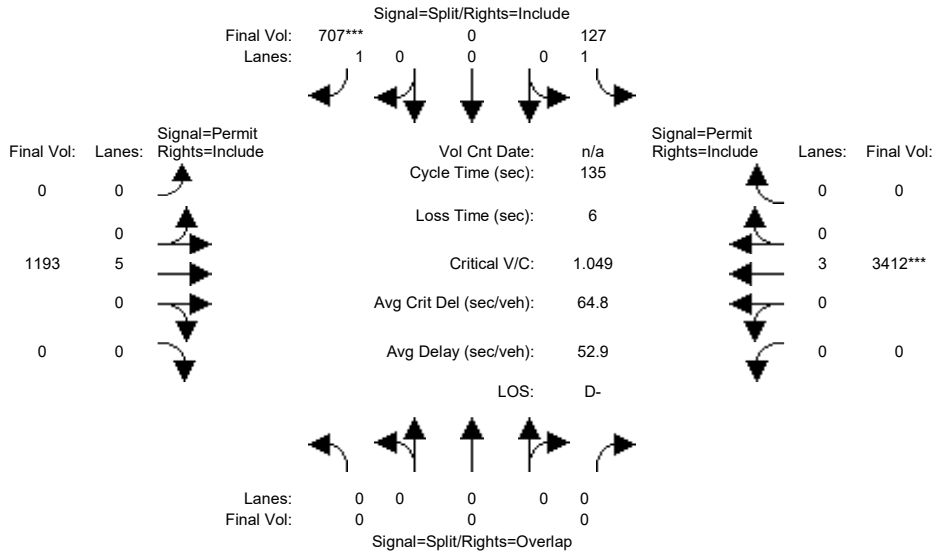
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.21	0.21	0.03	0.57	0.57
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.57	0.57	0.12	1.21	1.21
Delay/Veh:	27.9	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
HCM2kAvgQ:	0	0	0	0	0	0	7	12	12	1	62	62

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

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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	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

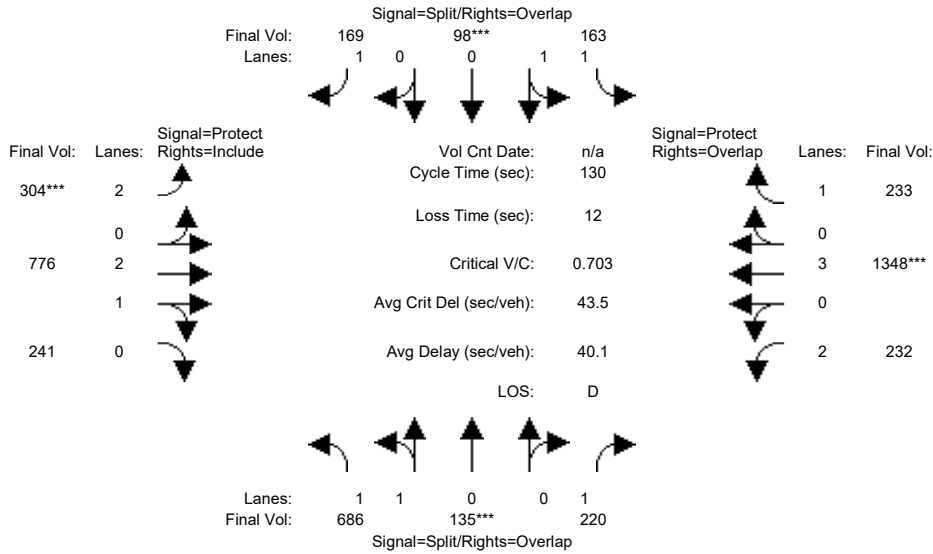
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.40	0.00	0.13	0.00	0.00	0.60	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	52.0	0.0	52.0	0.0	77.0	0.0	0.0	77.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	1.05	0.00	0.22	0.00	0.00	1.05	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	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
HCM2kAvgQ:	0	0	0	4	0	41	0	5	0	0	55	0

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	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

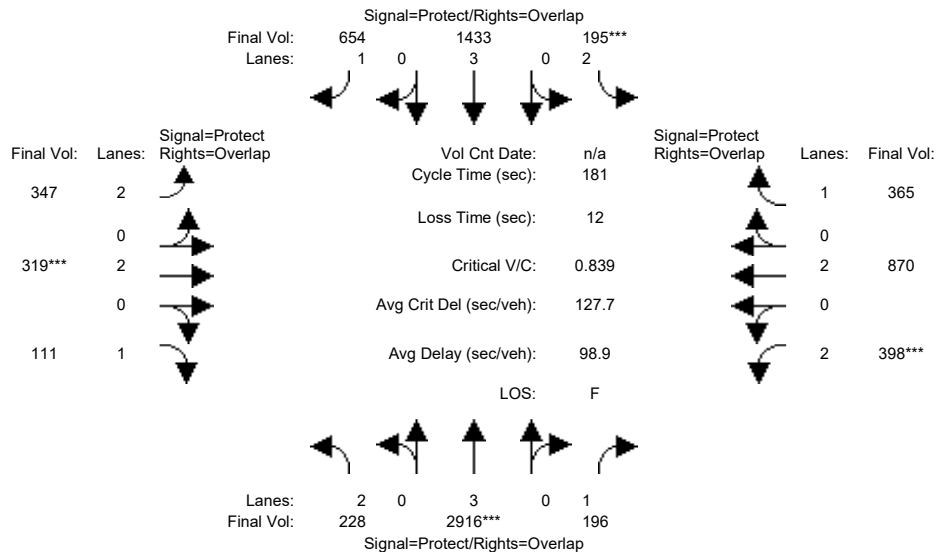
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.13	0.07	0.07	0.10	0.10	0.18	0.18	0.07	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	42.8	42.8	60.6	13.6	13.6	31.5	17.9	43.8	43.8	17.8	43.8	57.4
Volume/Cap:	0.70	0.70	0.27	0.70	0.70	0.40	0.70	0.54	0.54	0.54	0.70	0.30
Delay/Veh:	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
HCM2kAvgQ:	16	16	6	7	7	6	7	11	11	6	16	6

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

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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

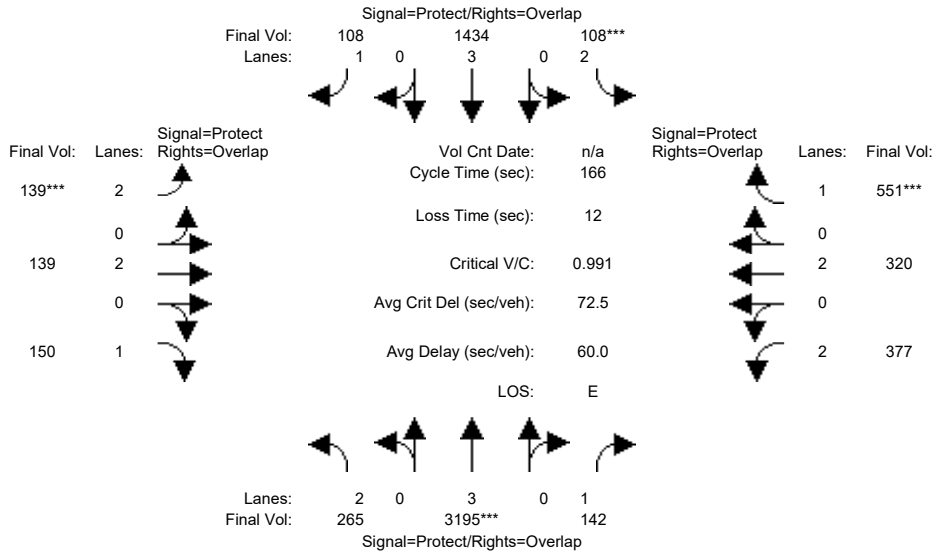
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.11	0.06	0.25	0.37	0.11	0.08	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.09	0.20	0.49	0.49	0.58	0.84	0.35	0.19	1.28	1.10	0.63
Delay/Veh:	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-
HCM2kAvgQ:	7	60	9	7	23	34	12	7	5	22	32	19

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

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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	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
FinalVolume:	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

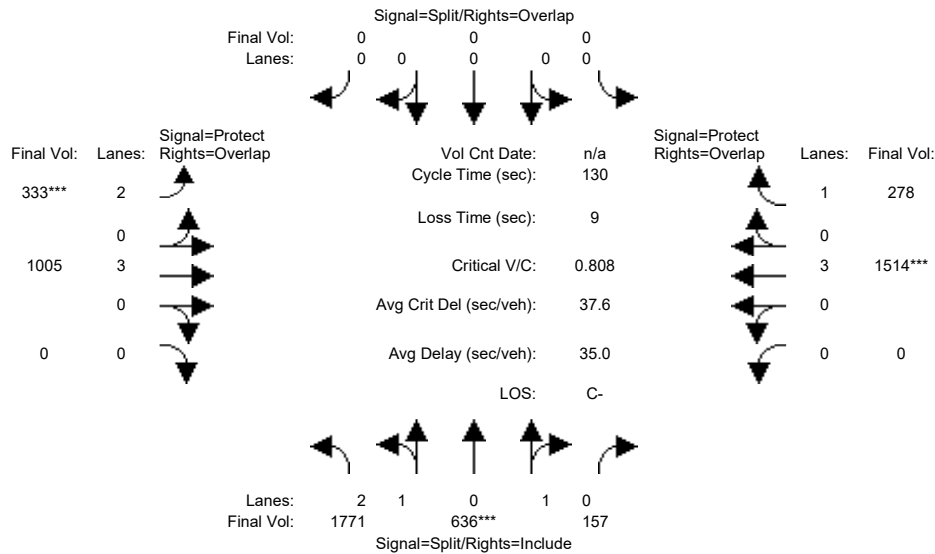
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.08	0.03	0.25	0.06	0.04	0.04	0.09	0.12	0.08	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.9	89.3	116.8	13.0	86.4	100.4	14.0	24.2	40.1	27.5	37.7	50.7
Volume/Cap:	0.88	1.04	0.12	0.44	0.48	0.10	0.52	0.25	0.35	0.72	0.37	1.03
Delay/Veh:	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
HCM2kAvgQ:	11	64	2	3	15	2	4	3	7	12	7	37

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

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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:	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:

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:

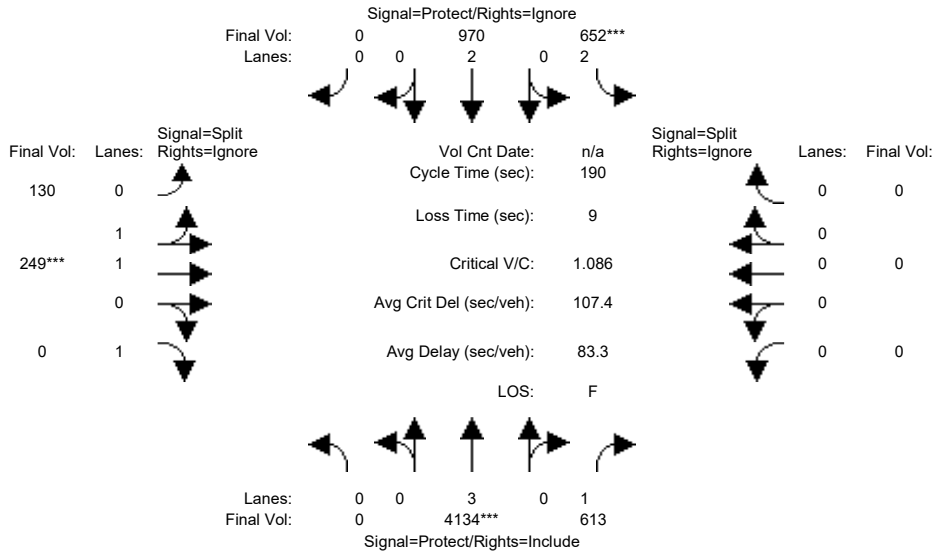
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.11	0.18	0.00	0.00	0.27	0.16
Crit Moves:	****						****			****		
Green Time:	61.2	61.2	61.2	0.0	0.0	0.0	17.0	59.8	0.0	0.0	42.7	42.7
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.81	0.38	0.00	0.00	0.81	0.48
Delay/Veh:	31.0	31.0	31.0	0.0	0.0	0.0	66.2	23.1	0.0	0.0	42.6	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+
HCM2kAvgQ:	26	26	26	0	0	0	8	8	0	0	18	9

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					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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

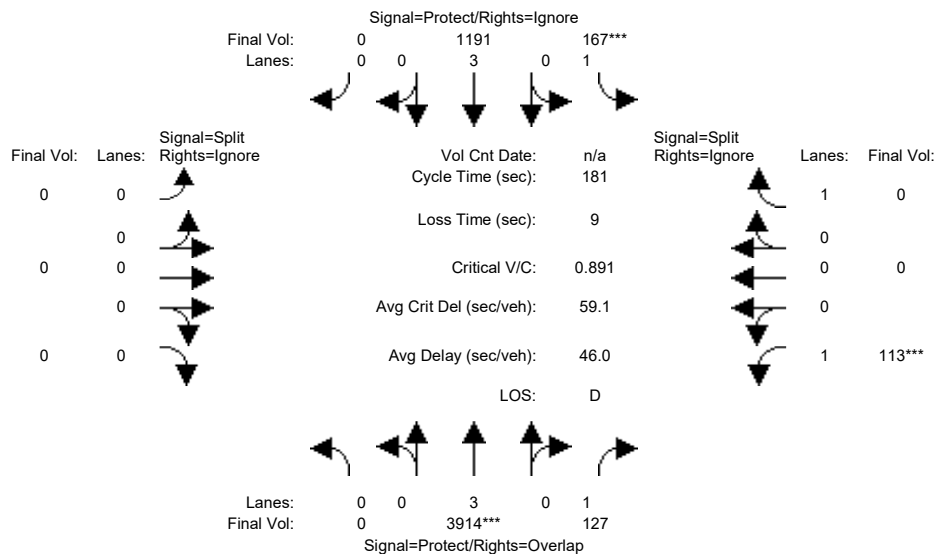
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.35	0.21	0.26	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	117.6	33.6	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.17	0.57	1.17	0.32	0.00	0.65	0.65	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	99.7	11.9	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
HCM2kAvgQ:	0	99	12	32	0	0	10	10	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		
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	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

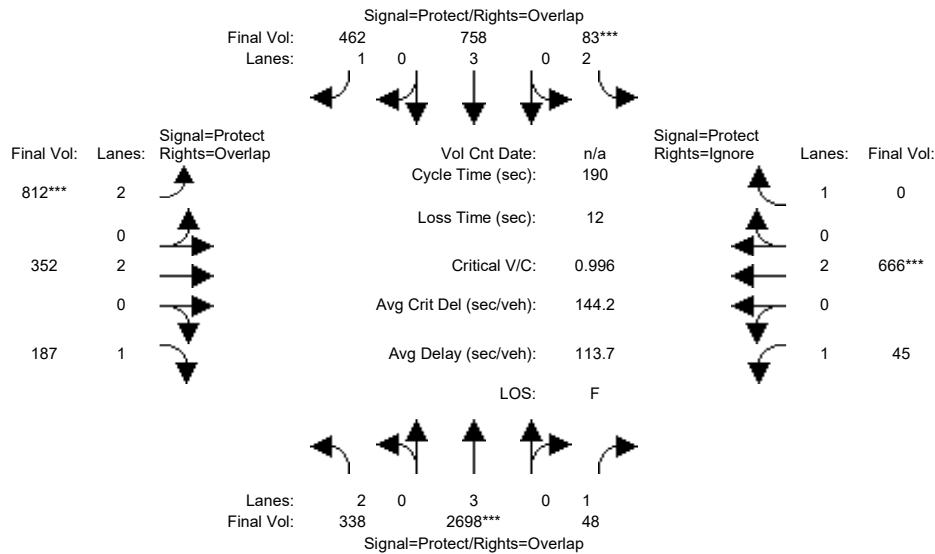
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.07	0.10	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.04	0.09	0.62	0.26	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	58.0	4.1	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
HCM2kAvgQ:	0	75	2	9	5	0	0	0	0	7	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					
	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:	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

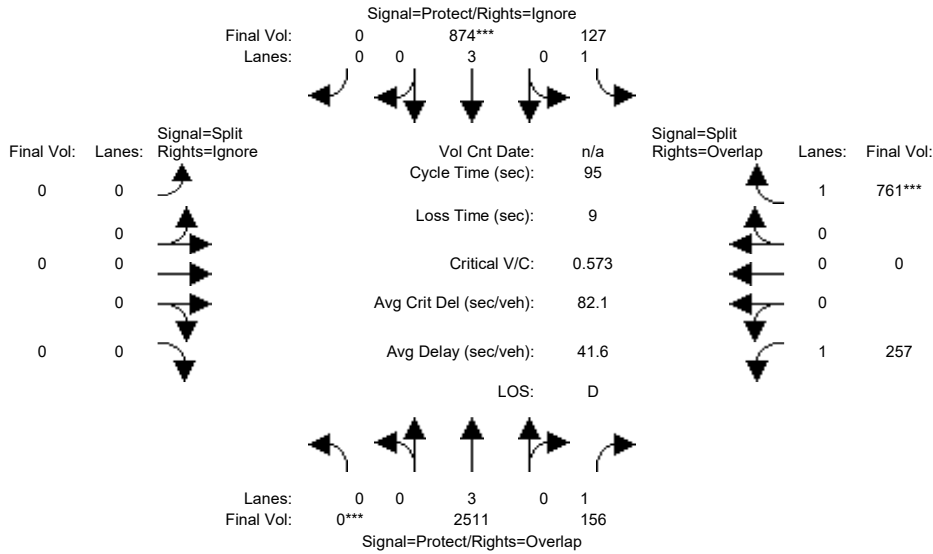
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.03	0.03	0.13	0.26	0.26	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****		****				****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.01	1.27	0.06	0.35	0.39	0.43	0.95	0.22	0.20	0.43	0.80	0.00
Delay/Veh:	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
HCM2kAvgQ:	13	73	1	3	12	20	30	6	6	3	20	0

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

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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:	North Bound			South Bound			East Bound			West Bound		
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
FinalVolume:	0	2511	156	127	874	0	0	0	0	257	0	761

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	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

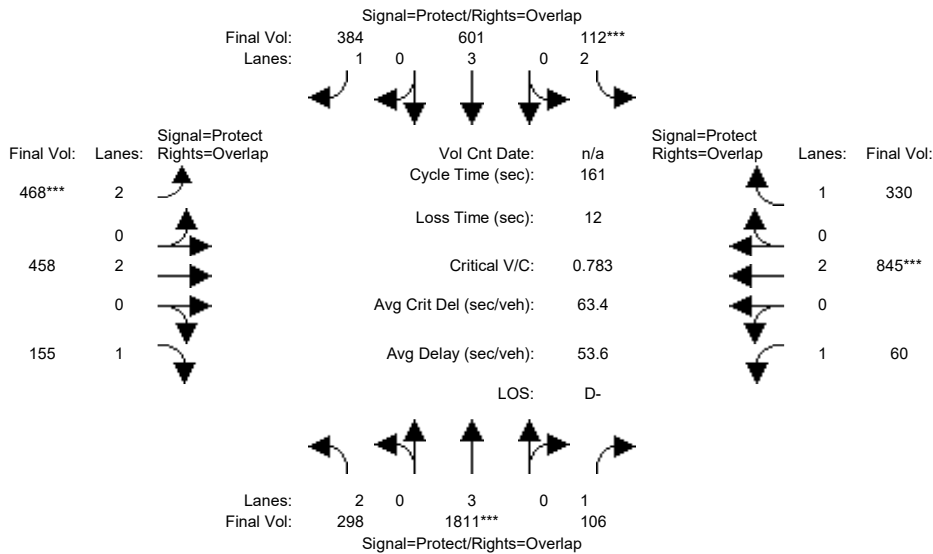
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.44	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***			***								***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.78	0.12	0.49	0.22	0.00	0.00	0.00	0.00	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
HCM2kAvgQ:	0	17	1	4	3	0	0	0	0	10	0	48

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

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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

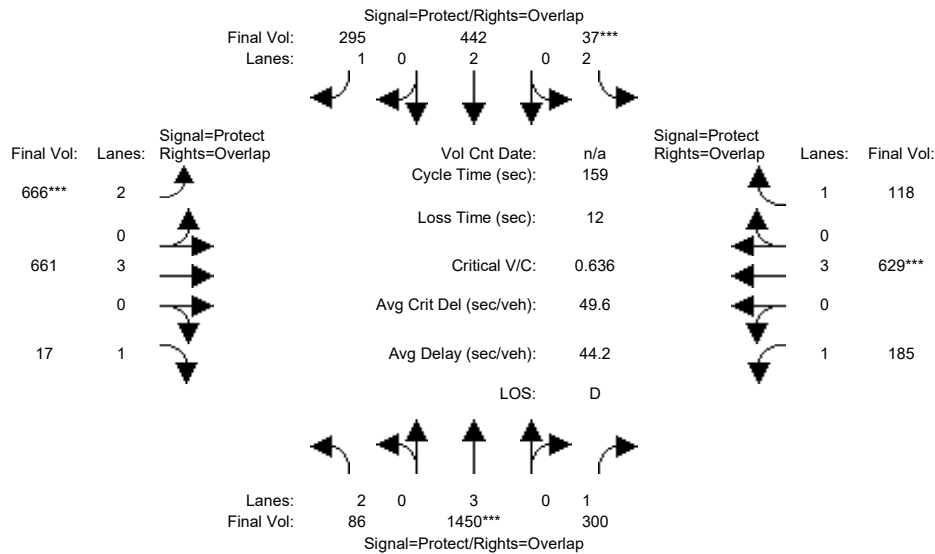
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	0.97	0.15	0.34	0.40	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	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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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

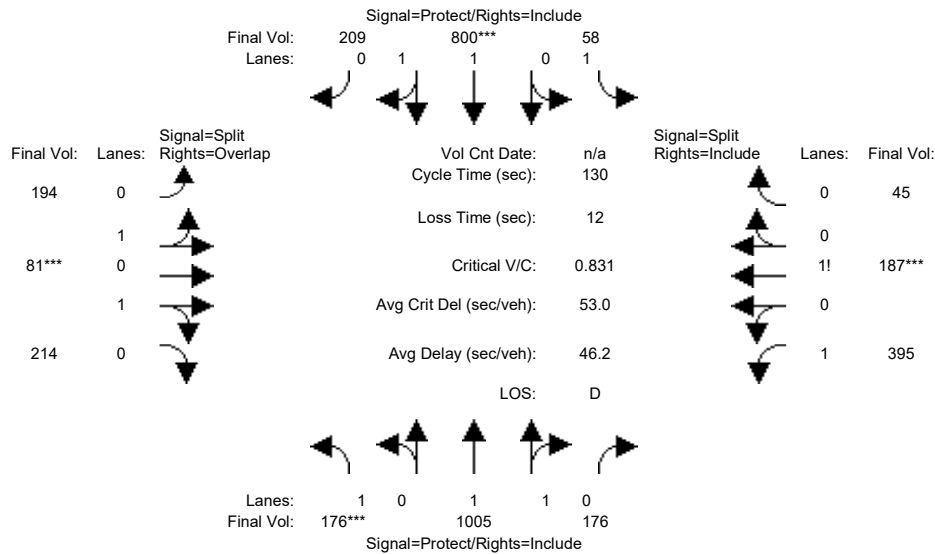
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.17	0.01	0.12	0.17	0.21	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.69	0.33	0.21	0.33	0.27	0.78	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	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
HCM2kAvgQ:	3	20	9	1	8	7	17	7	0	11	9	5

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

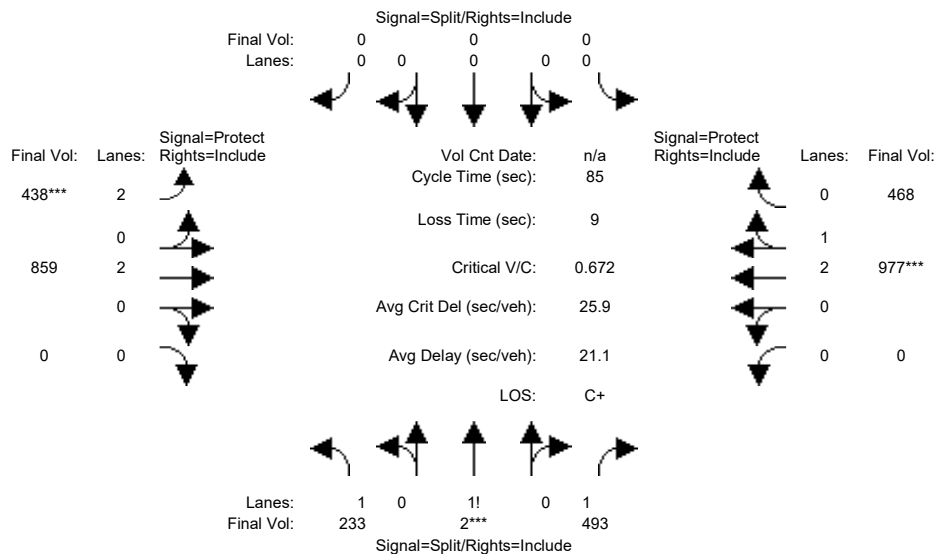
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	15.7	50.0	50.0	8.4	42.7	42.7	21.2	21.2	37.0	38.4	38.4	38.4
Volume/Cap:	0.83	0.83	0.83	0.51	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	79.2	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
HCM2kAvgQ:	8	22	22	2	20	20	12	12	9	10	19	19

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

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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:	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

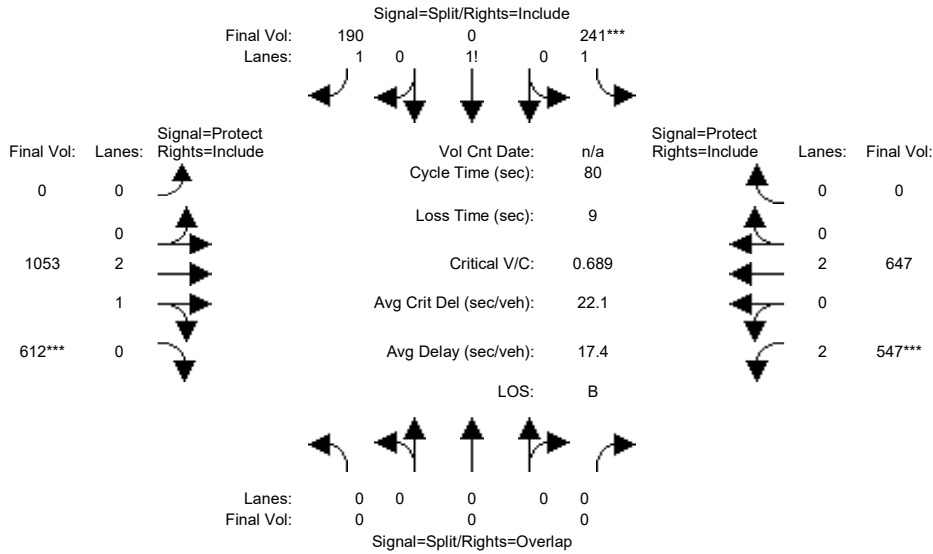
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.9	25.9	25.9	0.0	0.0	0.0	17.6	50.1	0.0	0.0	32.5	32.5
Volume/Cap:	0.33	0.67	0.54	0.00	0.00	0.00	0.67	0.38	0.00	0.00	0.67	0.68
Delay/Veh:	22.9	27.5	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+
HCM2kAvgQ:	4	10	7	0	0	0	6	6	0	0	10	10

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

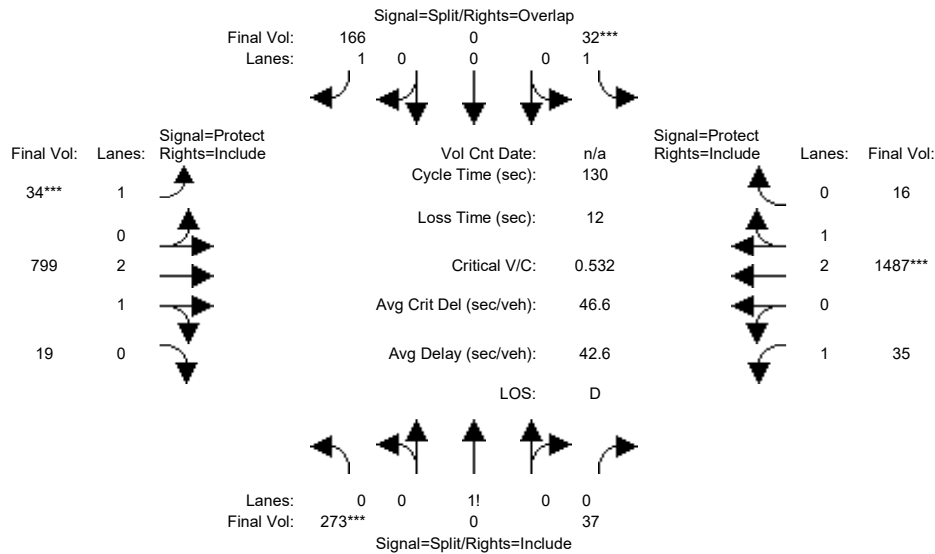
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.3	0.0	10.3	0.0	40.6	40.6	20.2	60.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.55	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	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
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

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

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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: 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:

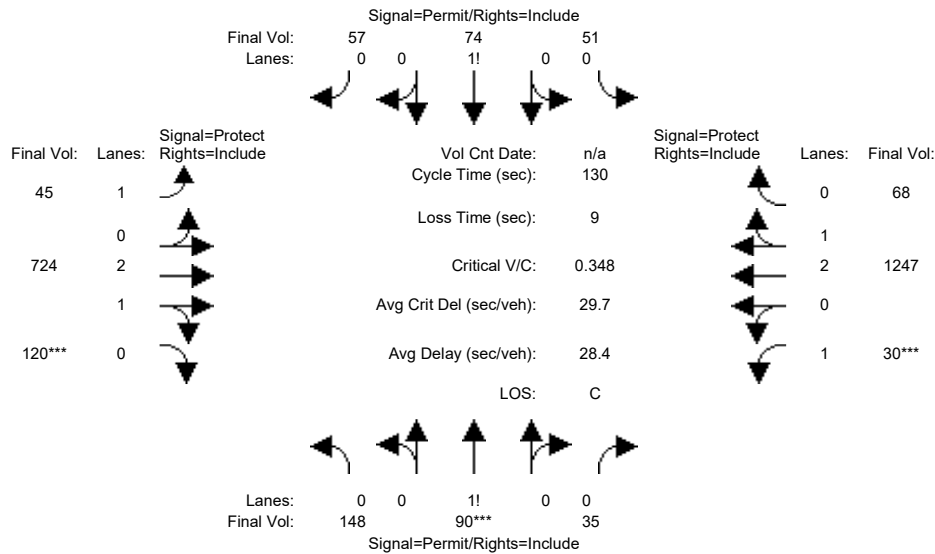
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.27	0.19	0.45	0.45	0.22	0.85	0.85
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.2	35.1	35.1	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
HCM2kAvgQ:	13	0	13	1	0	5	1	8	8	1	20	20

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

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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
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

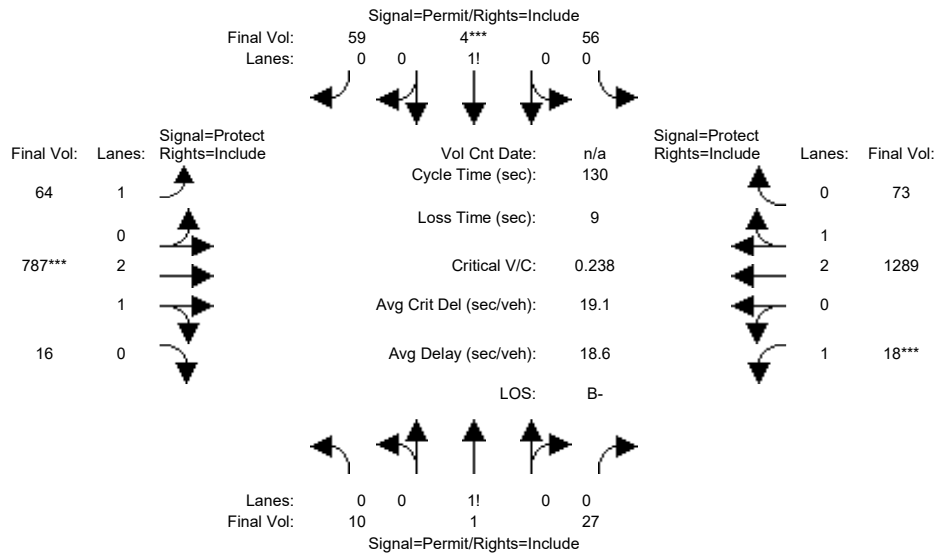
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.10	0.10	0.10	0.03	0.15	0.15	0.02	0.23	0.23
Crit Moves:	****						****			****		
Green Time:	51.4	51.4	51.4	51.4	51.4	51.4	12.1	49.6	49.6	20.0	57.5	57.5
Volume/Cap:	0.39	0.39	0.39	0.26	0.26	0.26	0.27	0.39	0.39	0.11	0.53	0.53
Delay/Veh:	28.6	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
HCM2kAvgQ:	8	8	8	5	5	5	2	8	8	1	13	13

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

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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	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
Final Volume:	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

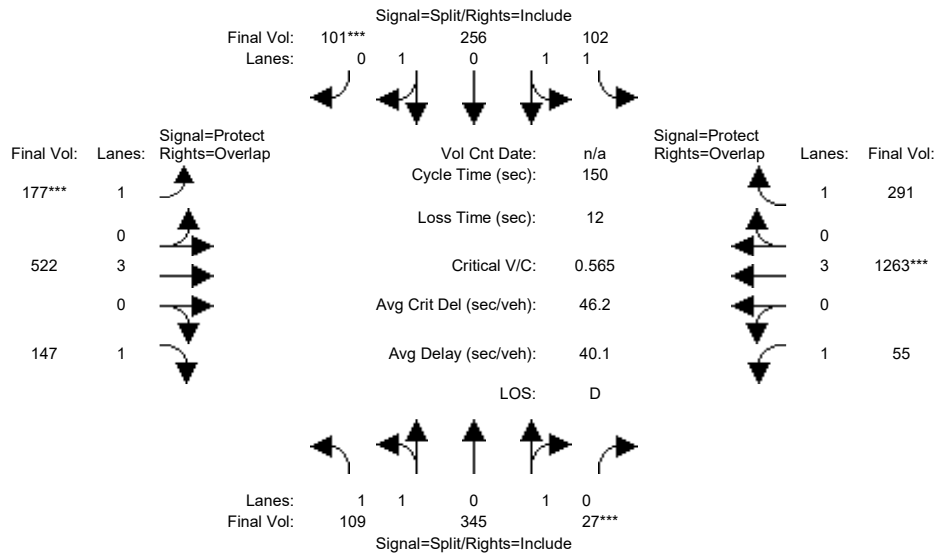
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.04	0.14	0.14	0.01	0.24	0.24
Crit Moves:					****			****			****	
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	12.0	71.0	71.0	15.0	74.0	74.0
Volume/Cap:	0.08	0.08	0.08	0.25	0.25	0.25	0.40	0.26	0.26	0.09	0.43	0.43
Delay/Veh:	35.6	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
HCM2kAvgQ:	1	1	1	4	4	4	3	6	6	1	10	10

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

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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

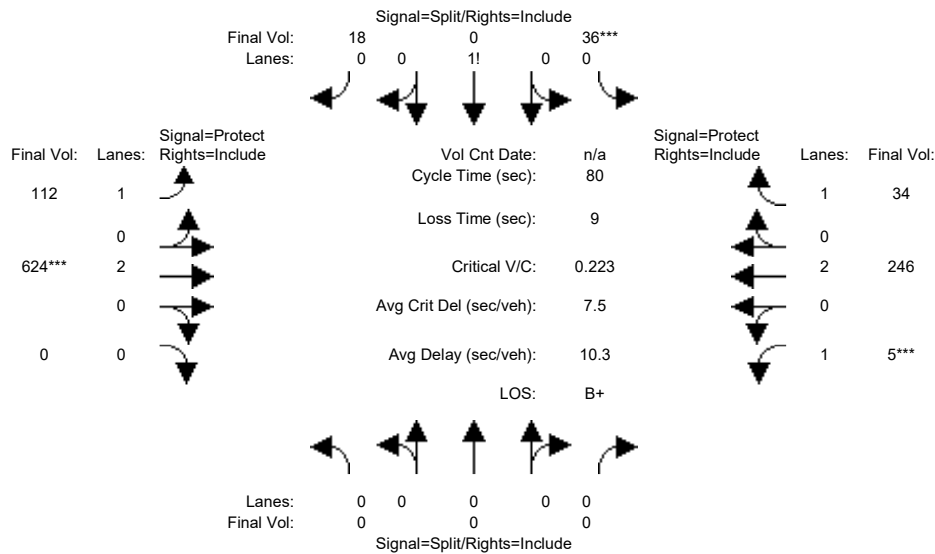
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.08	0.03	0.22	0.17
Crit Moves:	***			***			***			***		
Green Time:	26.7	26.7	26.7	25.6	25.6	25.6	26.9	56.8	83.5	28.9	58.8	84.5
Volume/Cap:	0.35	0.56	0.56	0.34	0.56	0.56	0.56	0.24	0.15	0.16	0.56	0.30
Delay/Veh:	54.2	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
HCM2kAvgQ:	5	8	8	5	8	8	8	5	3	2	15	7

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

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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:	L	T	R	L	T	R	L	T	R	L	T	R
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:	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	0.92	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

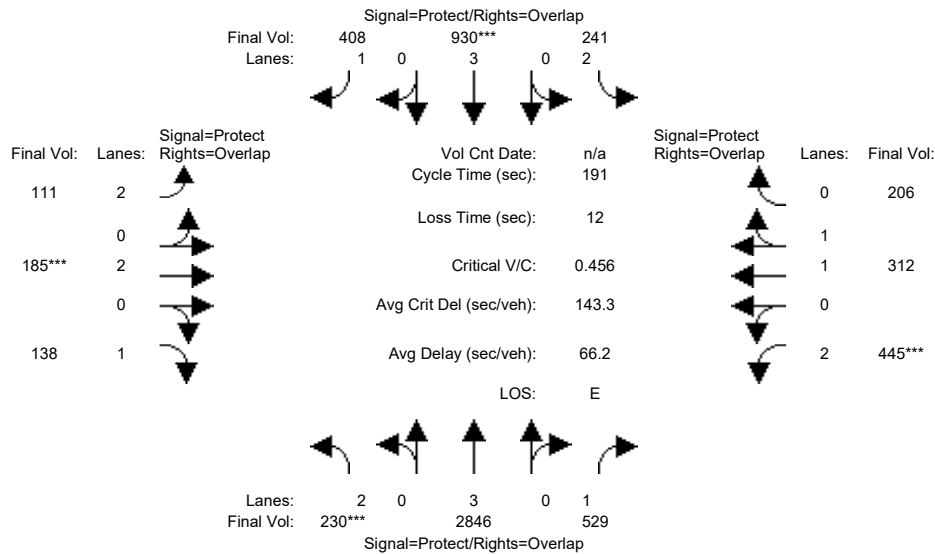
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.06	0.16	0.00	0.00	0.06	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.1	0.0	10.1	25.1	53.9	0.0	7.0	35.8	35.8
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.24	0.20	0.24	0.00	0.03	0.14	0.04
Delay/Veh:	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
HCM2kAvgQ:	0	0	0	1	0	1	2	3	0	0	2	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 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:	North Bound			South Bound			East Bound			West Bound		
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:	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	0.83	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

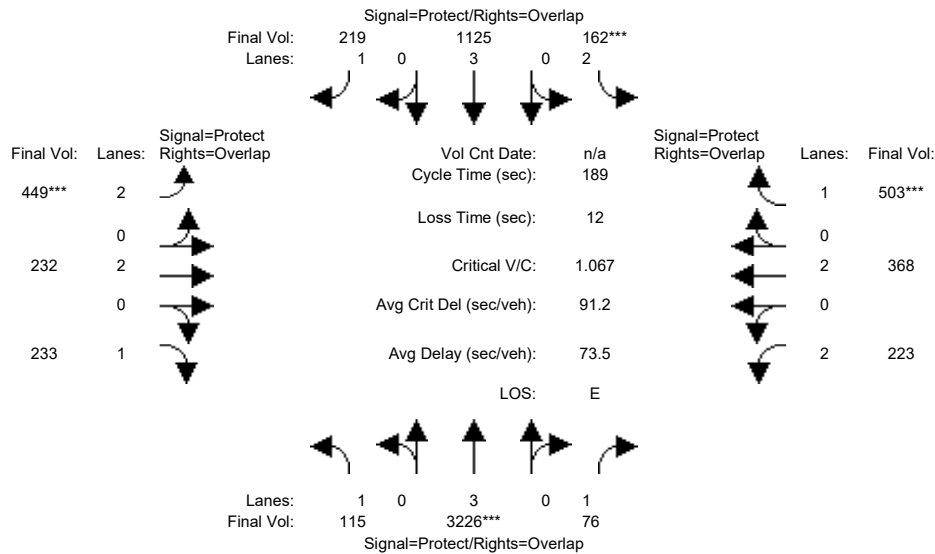
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.50	0.30	0.08	0.16	0.23	0.04	0.05	0.08	0.14	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.83	0.45	0.86	0.29	0.37	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+
HCM2kAvgQ:	7	38	13	10	9	11	4	4	6	30	16	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 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
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

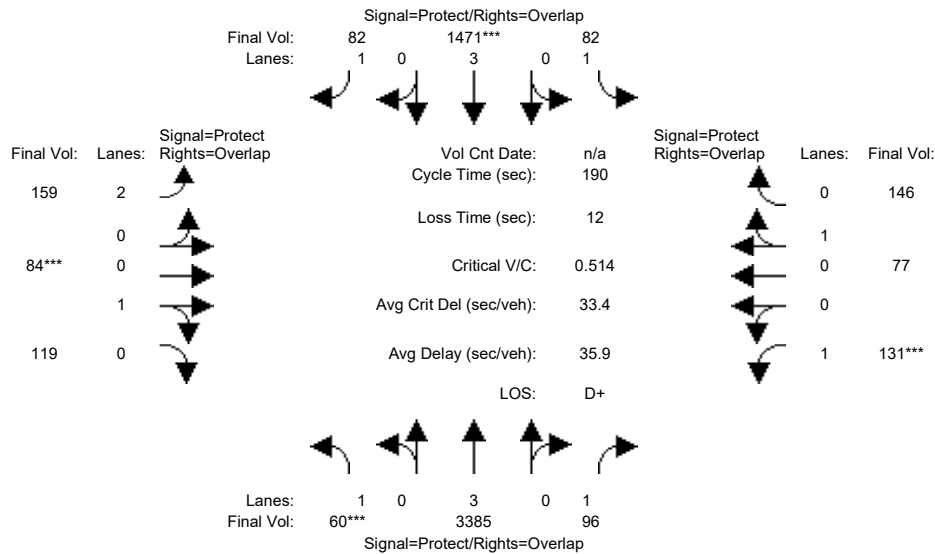
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.04	0.05	0.20	0.13	0.14	0.06	0.13	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.69	1.06	0.07	0.71	0.39	0.20	1.09	0.25	0.40	0.82	0.49	1.07
Delay/Veh:	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
HCM2kAvgQ:	6	65	2	5	12	5	21	5	10	9	9	38

Note: Queue reported is 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

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:	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
HCM2kAvgQ:	3	55	2	5	12	1	6	13	11	10	16	12

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 PP					???				
	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+	22.2	0.623	+ 0.005	17.6	- 0.1	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D-	54.6	1.097	121.3	E+	55.8	1.114	+ 0.017	128.2	+ 6.9	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	41.3	0.865	48.1	D	42.4	0.879	+ 0.013	49.0	+ 0.9	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	F	85.8	1.088	94.7	F	86.7	1.092	+ 0.004	96.1	+ 1.4	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	F	80.1	1.085	96.8	F	81.9	1.093	+ 0.007	99.9	+ 3.1	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	13.3	0.809	11.8	B	13.3	0.812	+ 0.003	11.8	+ 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	0.835	+ 0.003	20.9	+ 0.1	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.3	0.981	50.8	D-	52.3	1.004	+ 0.023	58.0	+ 7.1	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C+	20.9	0.867	34.9	C+	21.3	0.875	+ 0.008	35.7	+ 0.8	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.7	0.822	41.8	C	28.8	0.844	+ 0.022	42.9	+ 1.1	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	42.1	0.884	43.4	D	47.2	0.933	+ 0.049	50.8	+ 7.4	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.3	0.798	32.6	D+	36.9	0.846	+ 0.048	33.7	+ 1.1	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.2	0.948	42.1	D	46.1	0.998	+ 0.050	51.4	+ 9.3	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.4	0.694	35.6	C	27.2	0.759	+ 0.065	37.4	+ 1.8	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.670	14.7	B	12.9	0.694	+ 0.024	15.2	+ 0.4	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.708	19.5	B-	19.2	0.724	+ 0.016	19.7	+ 0.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B-	19.8	0.500	14.9	C+	20.6	0.528	+ 0.029	16.2	+ 1.3	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.647	30.2	C	23.9	0.663	+ 0.017	30.3	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.2	0.793	36.1	C-	34.9	0.840	+ 0.047	38.4	+ 2.3	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B-	18.8	0.539	18.6	B	17.4	0.568	+ 0.028	18.1	- 0.6	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.0	0.463	7.1	C	31.4	0.807	+ 0.344	41.4	+ 34.3	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E+	57.3	0.880	64.2	E+	58.9	0.910	+ 0.030	68.7	+ 4.5	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E+	58.4	0.708	54.0	E+	59.9	0.737	+ 0.029	55.4	+ 1.4	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	16.4	0.700	22.4	B	16.9	0.720	+ 0.019	23.2	+ 0.8	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.8	0.608	15.8	B	17.9	0.622	+ 0.014	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	42.6	0.907	+ 0.057	47.2	+ 7.0	?	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 PP					???				
	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	0.588	+ 0.015	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	28.7	0.629	+ 0.009	27.7	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.898	22.3	C+	21.9	0.918	+ 0.020	23.9	+ 1.6	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B	14.1	0.702	15.0	B	15.5	0.767	+ 0.064	16.1	+ 1.1	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.2	0.630	27.4	C-	34.7	0.878	+ 0.248	42.4	+ 15.0	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	71.1	1.081	105.8	F	97.1	1.193	+ 0.112	148.7	+ 42.9	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.1	0.602	8.3	A	7.1	0.632	+ 0.030	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	0.581	+ 0.033	5.4	+ 0.3	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	39.5	0.758	42.0	D	40.8	0.792	+ 0.034	43.7	+ 1.8	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	D+	38.6	0.781	42.2	D	41.6	0.797	+ 0.016	47.9	+ 5.7	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.3	0.614	33.6	C	27.8	0.633	+ 0.019	33.4	- 0.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.6	0.672	39.5	D	41.3	0.683	+ 0.011	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	23.5	0.594	+ 0.040	24.2	+ 0.9	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.503	+ 0.014	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	28.1	0.557	+ 0.091	36.3	+ 13.8	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.8	0.922	71.3	E+	57.7	1.030	+ 0.108	96.1	+ 24.8	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	108.7	0.784	141.2	F	152.5	0.851	+ 0.067	202.3	+ 61.1	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	138.3	0.716	165.7	F	184.9	0.776	+ 0.060	228.0	+ 62.4	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	106.2	0.721	126.2	F	139.0	0.771	+ 0.049	166.9	+ 40.6	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D-	52.9	1.049	64.8	E-	77.2	1.130	+ 0.080	96.2	+ 31.4	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D	40.1	0.703	43.5	D	42.0	0.738	+ 0.036	45.6	+ 2.1	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	98.9	0.839	127.7	F	101.6	0.847	+ 0.008	131.0	+ 3.2	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.0	0.991	72.5	E	60.2	0.997	+ 0.005	73.4	+ 0.9	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	35.0	0.808	37.6	D+	36.9	0.858	+ 0.051	40.0	+ 2.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	83.3	1.086	107.4	F	88.8	1.108	+ 0.022	114.1	+ 6.7	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	46.0	0.891	59.1	D-	51.5	0.907	+ 0.016	66.4	+ 7.2	?	xx.x	x.xxx	xx.x

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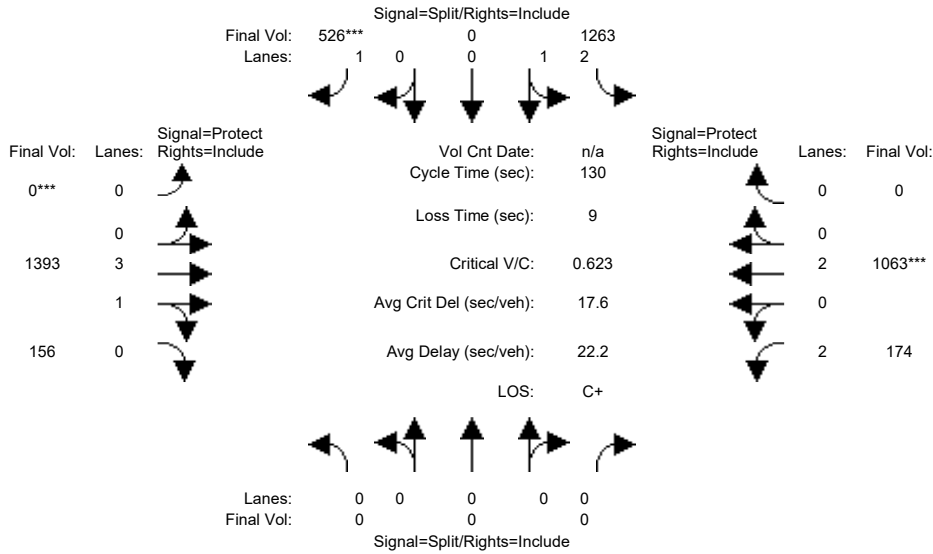
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM PP					???				
	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	126.6	1.013	+ 0.016	155.1	+ 10.8	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.6	0.573	82.1	D	42.5	0.583	+ 0.011	83.7	+ 1.6	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D-	53.6	0.783	63.4	E	61.3	0.812	+ 0.029	76.1	12.7	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	44.2	0.636	49.6	D	46.4	0.682	+ 0.046	53.2	+ 3.6	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.2	0.831	53.0	D	46.0	0.841	+ 0.010	49.2	- 3.8	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.672	25.9	C+	22.0	0.705	+ 0.033	26.7	+ 0.8	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.4	0.689	22.1	B	17.6	0.695	+ 0.005	22.2	+ 0.2	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	42.6	0.532	46.6	D	44.4	0.549	+ 0.018	49.4	+ 2.7	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.4	0.348	29.7	C	28.5	0.356	+ 0.008	29.6	- 0.0	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.6	0.238	19.1	B-	19.4	0.250	+ 0.012	19.7	+ 0.6	?	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	46.4	+ 0.3	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	B-	19.5	0.517	+ 0.294	21.5	14	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	66.2	0.456	143.3	E	69.4	0.47	+ 0.013	152.7	9.3	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	73.5	1.067	91.2	E	74.8	1.071	+ 0.004	93.1	2	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.9	0.514	33.4	D+	36.5	0.536	+ 0.022	34.4	1.1	?	xx.x	x.xxx	xx.x

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 2000 HCM Operations (Future Volume Alternative)
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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:	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	249	0	0	0	104	0	29	95	0
PasserByVol:	0	0	0	1	0	2	0	69	0	0	52	0
Initial Fut:	0	0	0	1263	0	526	0	1393	156	174	1063	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	1263	0	526	0	1393	156	174	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1263	0	526	0	1393	156	174	1063	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	1263	0	526	0	1393	156	174	1063	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	6743	755	3150	3800	0

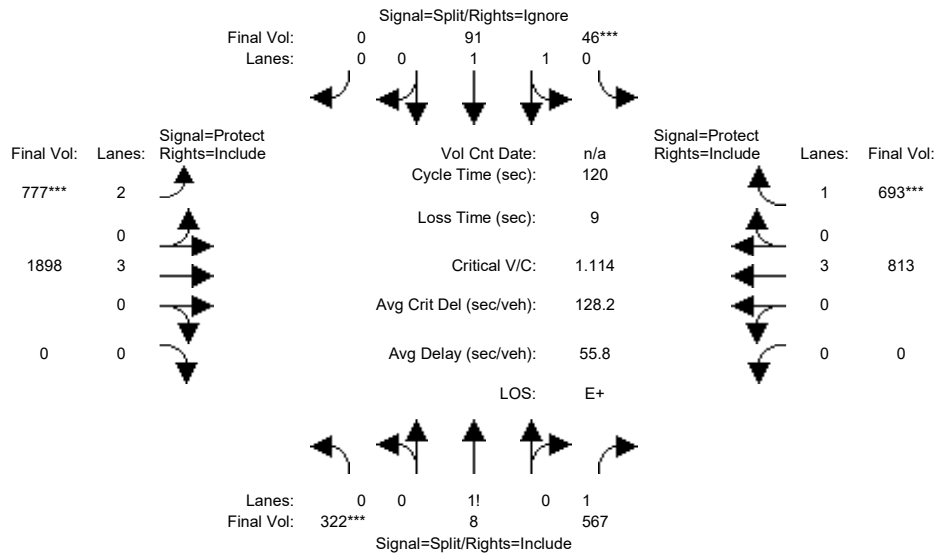
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.30	0.00	0.21	0.21	0.06	0.28	0.00
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	62.7	0.0	62.7	0.0	46.0	46.0	12.3	58.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.62	0.00	0.58	0.58	0.58	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	26.4	0.0	22.0	22.0	55.4	13.3	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	23.6	0.0	26.4	0.0	22.0	22.0	55.4	13.3	0.0
LOS by Move:	A	A	A	C	A	C	A	C+	C+	E+	B	A
HCM2kAvgQ:	0	0	0	13	0	17	0	10	10	4	10	0

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

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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	354	0	0	123	112
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1898	0	0	813	693
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	1898	0	0	813	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1898	0	0	813	693
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	1898	0	0	813	693

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

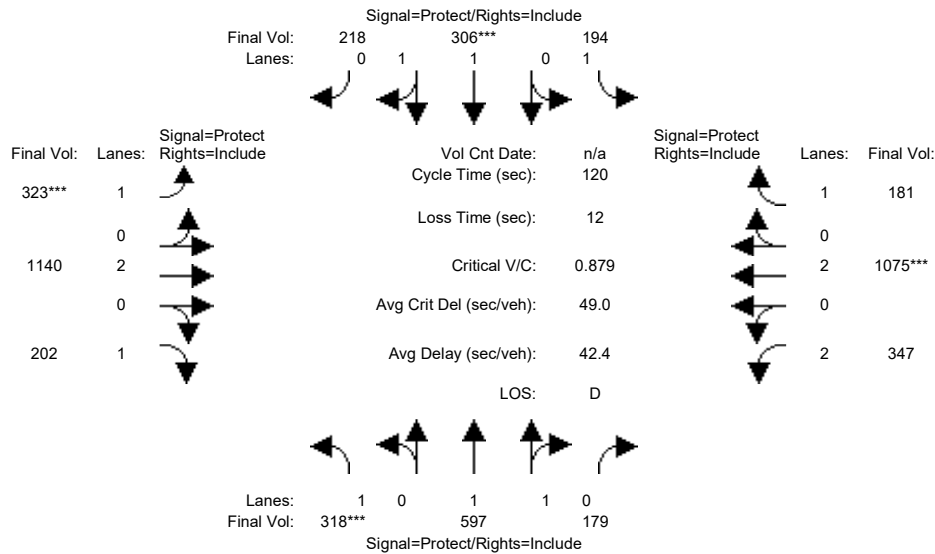
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.33	0.00	0.00	0.14	0.40
Crit Moves:	***			***			***					***
Green Time:	35.6	35.6	35.6	10.0	10.0	0.0	25.1	65.4	0.0	0.0	40.3	40.3
Volume/Cap:	1.18	1.18	0.75	0.44	0.44	0.00	1.18	0.61	0.00	0.00	0.43	1.18
Delay/Veh:	136.5	137	40.7	53.4	53.4	0.0	135.2	4.1	0.0	0.0	20.6	124.1
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:	136.5	137	40.7	53.4	53.4	0.0	135.2	4.1	0.0	0.0	20.6	124.1
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	C+	F
HCM2kAvgQ:	40	40	15	3	3	0	27	5	0	0	5	41

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

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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
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	13	17	0	29	12	312	21	10	344	10
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	179	194	306	218	323	1140	202	347	1075	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:	318	597	179	194	306	218	323	1140	202	347	1075	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	179	194	306	218	323	1140	202	347	1075	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:	318	597	179	194	306	218	323	1140	202	347	1075	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	0.92	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	2846	853	1750	2160	1539	1750	3800	1750	3150	3800	1750

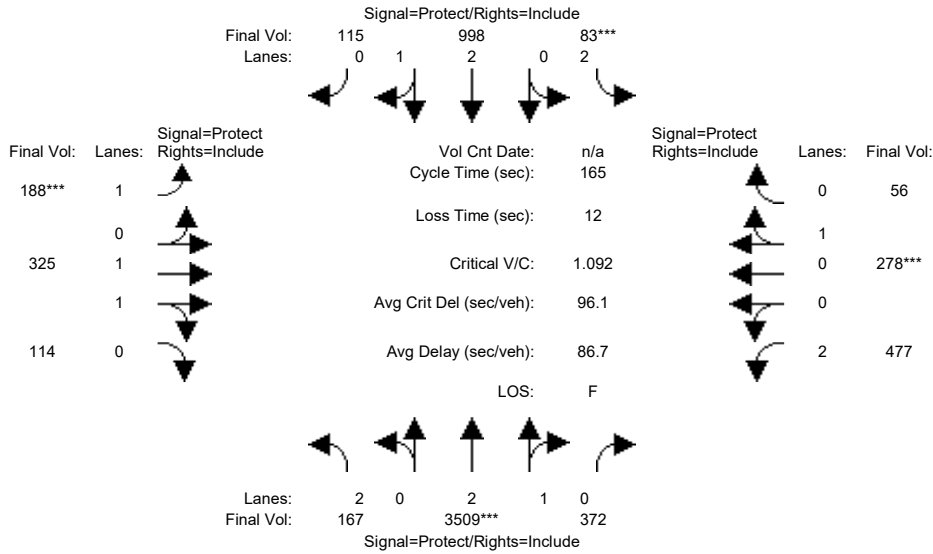
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.11	0.14	0.14	0.18	0.30	0.12	0.11	0.28	0.10
Crit Moves:	***				***		***				***	
Green Time:	24.8	28.9	28.9	15.3	19.3	19.3	25.2	46.7	46.7	17.1	38.6	38.6
Volume/Cap:	0.88	0.87	0.87	0.87	0.88	0.88	0.88	0.77	0.30	0.77	0.88	0.32
Delay/Veh:	67.1	53.1	53.1	80.4	63.2	63.2	58.5	21.0	14.8	52.0	33.8	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:	67.1	53.1	53.1	80.4	63.2	63.2	58.5	21.0	14.8	52.0	33.8	21.4
LOS by Move:	E	D-	D-	F	E	E	E+	C+	B	D-	C-	C+
HCM2kAvgQ:	15	17	17	10	13	13	13	15	3	7	17	4

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

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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	742	6	0	262	0	0	0	2	4	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	167	3509	372	83	998	115	188	325	114	477	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	3509	372	83	998	115	188	325	114	477	278	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	3509	372	83	998	115	188	325	114	477	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	3509	372	83	998	115	188	325	114	477	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	5063	537	3150	5021	579	1750	2738	961	3150	1498	302

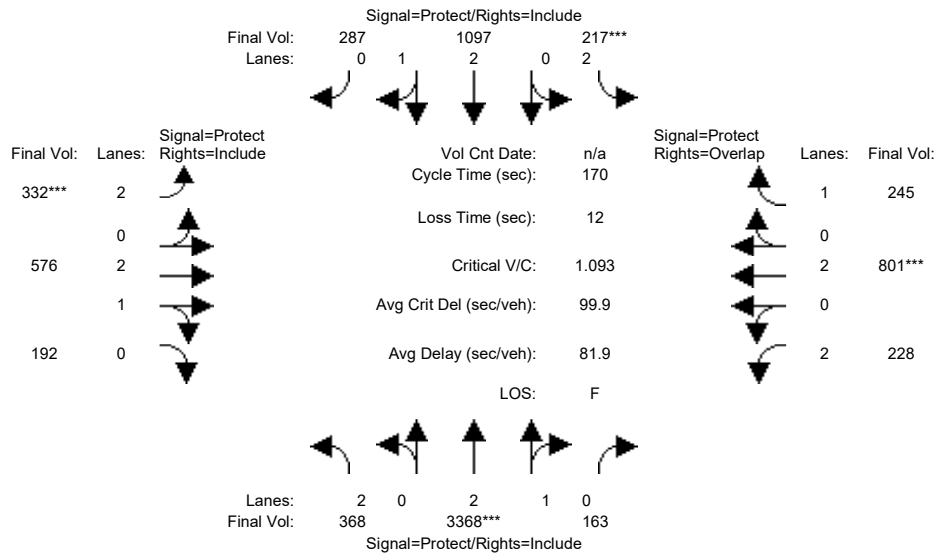
Capacity Analysis Module:												
Vol/Sat:	0.05	0.69	0.69	0.03	0.20	0.20	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.1	103	102.6	7.0	86.5	86.5	15.9	19.1	19.1	24.3	27.5	27.5
Volume/Cap:	0.38	1.11	1.11	0.62	0.38	0.38	1.11	1.03	1.03	1.03	1.11	1.11
Delay/Veh:	65.0	87.3	87.3	86.4	23.4	23.4	177.8	124	123.7	119.3	155	155.1
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:	65.0	87.3	87.3	86.4	23.4	23.4	177.8	124	123.7	119.3	155	155.1
LOS by Move:	E	F	F	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	4	78	78	3	11	11	16	16	16	20	25	25

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

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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:	3	722	22	22	246	0	0	44	15	12	35	27
PasserByVol:	2	33	0	23	59	6	6	29	14	0	1	25
Initial Fut:	368	3368	163	217	1097	287	332	576	192	228	801	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3368	163	217	1097	287	332	576	192	228	801	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	3368	163	217	1097	287	332	576	192	228	801	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	3368	163	217	1097	287	332	576	192	228	801	245

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	2.36	0.64	2.00	2.22	0.78	2.00	2.00	1.00
Final Sat.:	3150	5341	258	3150	4437	1161	3150	4198	1399	3150	3800	1750

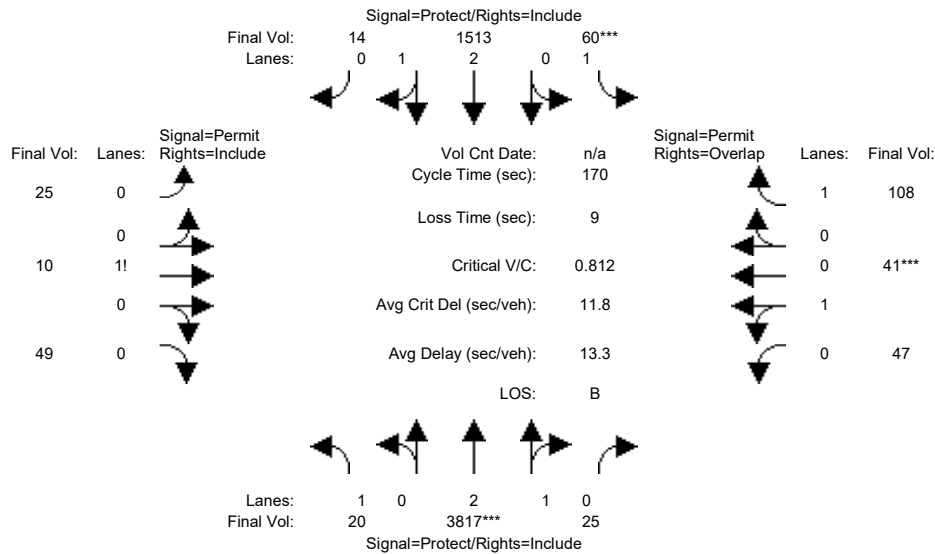
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.07	0.25	0.25	0.11	0.14	0.14	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	34.9	98.1	98.1	10.7	73.9	73.9	16.4	32.2	32.2	17.0	32.8	43.5
Volume/Cap:	0.57	1.09	1.09	1.09	0.57	0.57	1.09	0.72	0.72	0.72	1.09	0.55
Delay/Veh:	62.0	83.5	83.5	170.5	36.4	36.4	155.6	67.2	67.2	82.3	130	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:	62.0	83.5	83.5	170.5	36.4	36.4	155.6	67.2	67.2	82.3	130	56.1
LOS by Move:	E	F	F	F	D+	D+	F	E	E	F	F	E+
HCM2kAvgQ:	10	74	74	9	18	18	16	14	14	7	25	11

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

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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	747	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	20	3817	25	60	1513	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	3817	25	60	1513	14	25	10	49	47	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3817	25	60	1513	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	3817	25	60	1513	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	5549	51	521	208	1021	961	839	1750

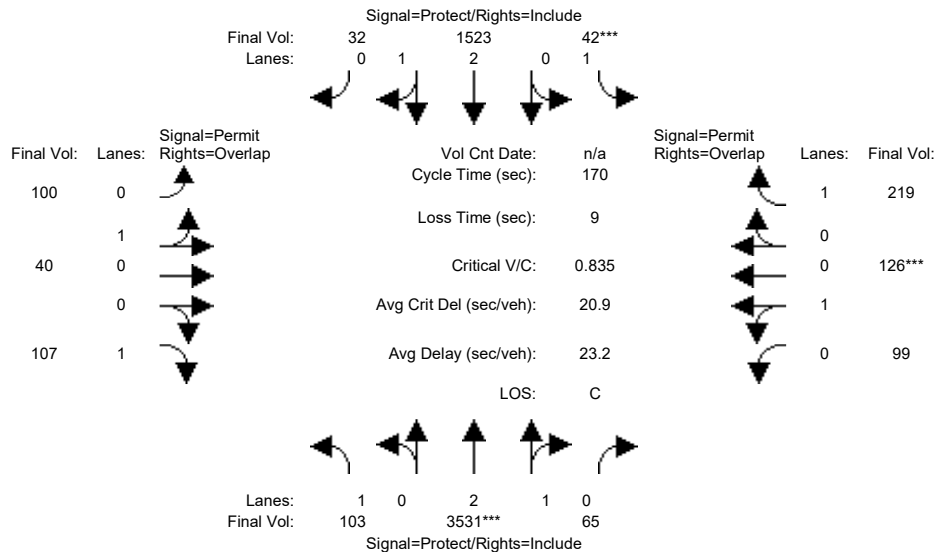
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.69	0.03	0.27	0.27	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	19.8	144	143.6	7.2	131	131.0	10.2	10.2	10.2	10.2	10.2	17.4
Volume/Cap:	0.10	0.81	0.81	0.81	0.35	0.35	0.80	0.80	0.80	0.81	0.81	0.60
Delay/Veh:	67.3	7.7	7.7	128.0	6.2	6.2	112.2	112	112.2	114.4	114	78.7
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:	67.3	7.7	7.7	128.0	6.2	6.2	112.2	112	112.2	114.4	114	78.7
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2kAvgQ:	1	33	33	4	8	8	6	6	6	7	7	7

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

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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	747	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	103	3531	65	42	1523	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	3531	65	42	1523	32	100	40	107	99	126	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3531	65	42	1523	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	3531	65	42	1523	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	5485	115	1286	514	1750	792	1008	1750

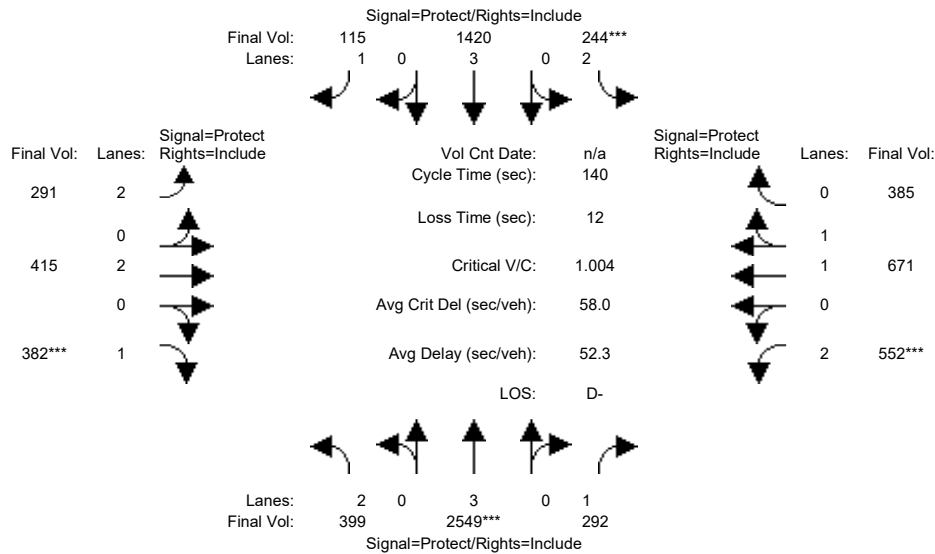
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.28	0.28	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	23.8	129	128.9	7.0	112	112.1	25.1	25.1	48.9	25.1	25.1	32.1
Volume/Cap:	0.42	0.85	0.85	0.58	0.42	0.42	0.53	0.53	0.21	0.85	0.85	0.66
Delay/Veh:	68.0	15.6	15.6	91.7	13.7	13.7	68.9	68.9	46.2	92.1	92.1	68.9
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:	68.0	15.6	15.6	91.7	13.7	13.7	68.9	68.9	46.2	92.1	92.1	68.9
LOS by Move:	E	B	B	F	B	B	E	E	D	F	F	E
HCM2kAvgQ:	5	40	40	2	13	13	7	7	4	14	14	12

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:	9	674	55	46	212	16	26	56	20	41	53	47
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	399	2549	292	244	1420	115	291	415	382	552	671	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:	399	2549	292	244	1420	115	291	415	382	552	671	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2549	292	244	1420	115	291	415	382	552	671	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:	399	2549	292	244	1420	115	291	415	382	552	671	385

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	2350	1348

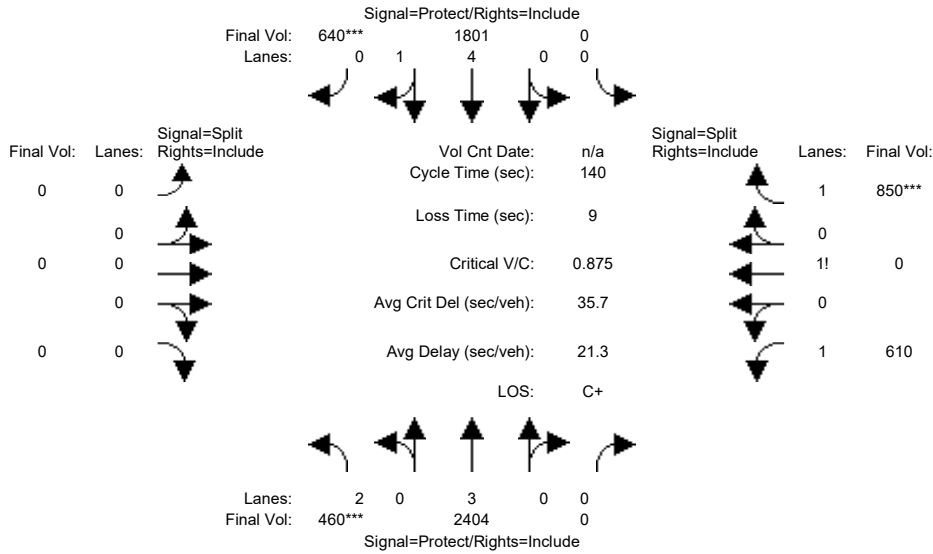
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.17	0.08	0.25	0.07	0.09	0.11	0.22	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	24.7	62.3	62.3	10.8	48.5	48.5	13.4	30.4	30.4	24.4	41.4	41.4
Volume/Cap:	0.72	1.00	0.37	1.00	0.72	0.19	0.96	0.50	1.00	1.00	0.96	0.96
Delay/Veh:	51.2	36.9	12.3	119.8	27.1	20.9	105.1	48.6	102.0	97.2	67.7	67.7
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:	51.2	36.9	12.3	119.8	27.1	20.9	105.1	48.6	102.0	97.2	67.7	67.7
LOS by Move:	D-	D+	B	F	C	C+	F	D	F	F	E	E
HCM2kAvgQ:	11	44	5	8	15	2	9	7	21	17	26	26

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:	24	516	0	0	266	16	0	0	0	34	0	238
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	460	2404	0	0	1801	640	0	0	0	610	0	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	2404	0	0	1801	640	0	0	0	610	0	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	2404	0	0	1801	640	0	0	0	610	0	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	460	2404	0	0	1801	640	0	0	0	610	0	850

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	2481	0	2769

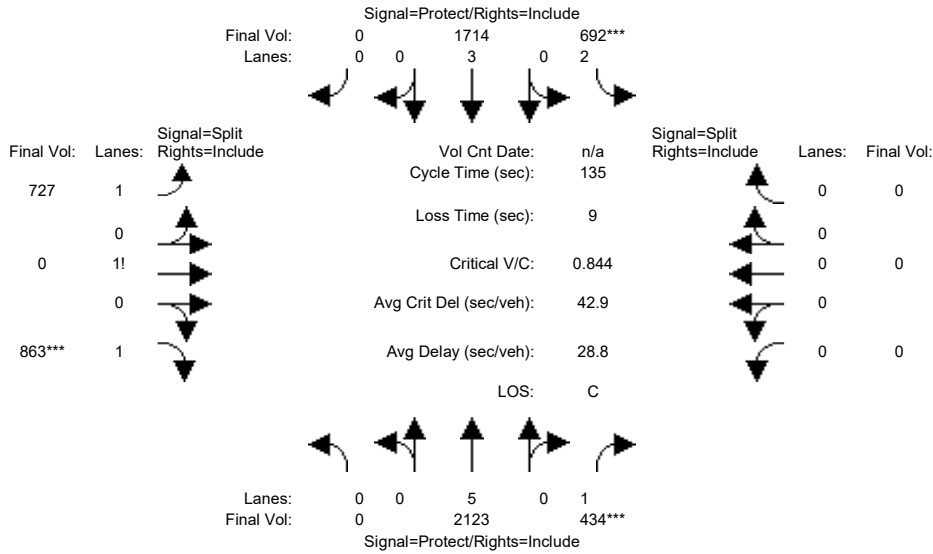
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.42	0.00	0.00	0.24	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	***				***	***						***
Green Time:	23.4	81.9	0.0	0.0	58.5	58.5	0.0	0.0	0.0	49.1	0.0	49.1
Volume/Cap:	0.87	0.72	0.00	0.00	0.57	0.87	0.00	0.00	0.00	0.70	0.00	0.87
Delay/Veh:	64.4	2.1	0.0	0.0	16.4	22.9	0.0	0.0	0.0	40.2	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	2.1	0.0	0.0	16.4	22.9	0.0	0.0	0.0	40.2	0.0	48.1
LOS by Move:	E	A	A	A	B	C+	A	A	A	D	A	D
HCM2kAvgQ:	12	4	0	0	10	26	0	0	0	18	0	26

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

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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	523	21	86	214	0	18	0	63	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2123	434	692	1714	0	727	0	863	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	2123	434	692	1714	0	727	0	863	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2123	434	692	1714	0	727	0	863	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	2123	434	692	1714	0	727	0	863	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	2550	0	2700	0	0	0

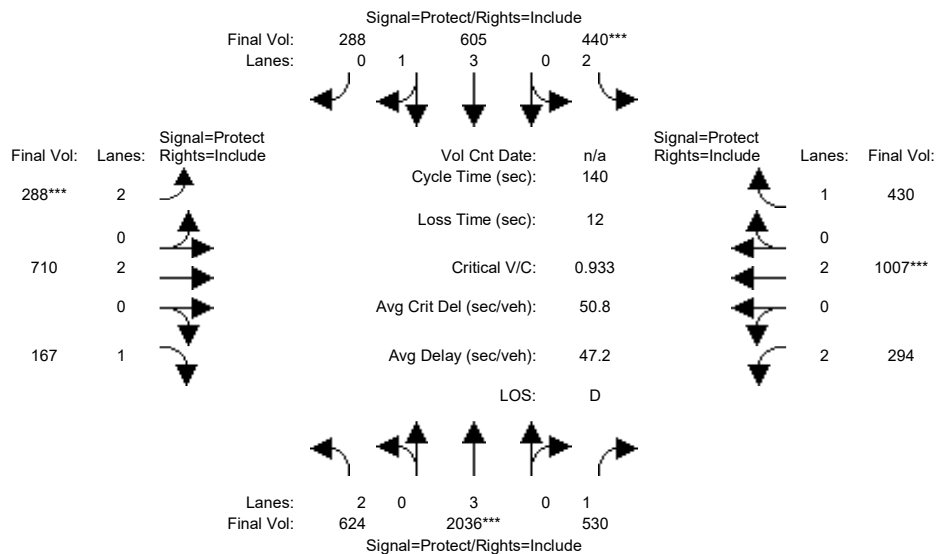
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.25	0.22	0.30	0.00	0.29	0.00	0.32	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	39.7	39.7	35.2	74.8	0.0	51.2	0.0	51.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.84	0.84	0.54	0.00	0.75	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	44.4	44.2	3.5	0.0	38.0	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	44.4	44.2	3.5	0.0	38.0	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
HCM2kAvgQ:	0	15	18	16	4	0	20	0	25	0	0	0

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

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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:	46	361	262	114	74	88	75	260	36	57	210	108
PasserByVol:	0	11	75	22	4	0	0	77	0	12	100	24
Initial Fut:	624	2036	530	440	605	288	288	710	167	294	1007	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	530	440	605	288	288	710	167	294	1007	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2036	530	440	605	288	288	710	167	294	1007	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	530	440	605	288	288	710	167	294	1007	430

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

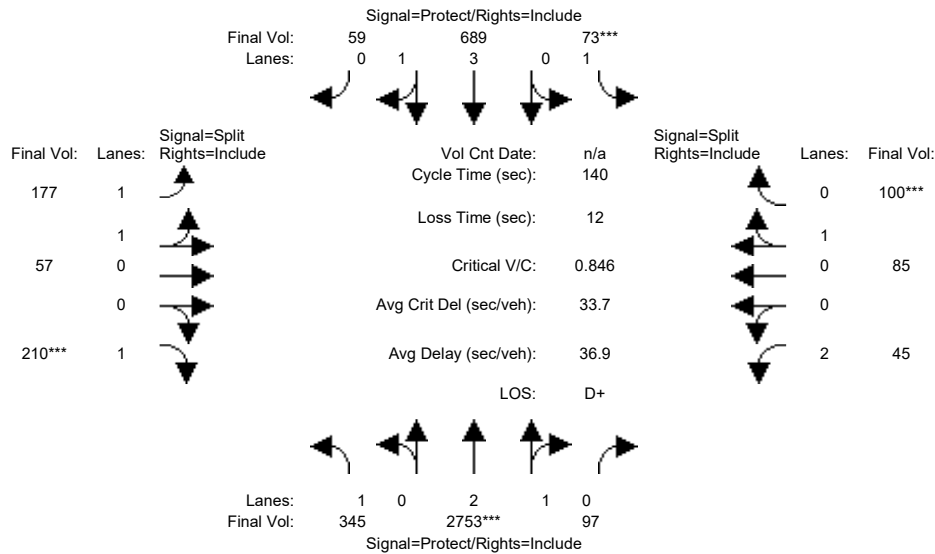
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.30	0.14	0.11	0.16	0.09	0.19	0.10	0.09	0.27	0.25
Crit Moves:	****			****			****			****		
Green Time:	40.7	53.6	53.6	21.0	33.8	33.8	13.7	35.7	35.7	17.8	39.8	39.8
Volume/Cap:	0.68	0.93	0.79	0.93	0.44	0.68	0.93	0.73	0.37	0.73	0.93	0.87
Delay/Veh:	34.0	32.5	28.8	77.6	35.6	39.4	96.8	50.8	43.5	65.7	63.0	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:	34.0	32.5	28.8	77.6	35.6	39.4	96.8	50.8	43.5	65.7	63.0	62.3
LOS by Move:	C-	C-	C	E-	D+	D	F	D	D	E	E	E
HCM2kAvgQ:	12	27	17	13	6	11	8	13	6	7	23	19

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

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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	669	0	0	168	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2753	97	73	689	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	2753	97	73	689	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2753	97	73	689	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
FinalVolume:	345	2753	97	73	689	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	5409	191	1750	6907	591	2685	865	1750	3150	827	973

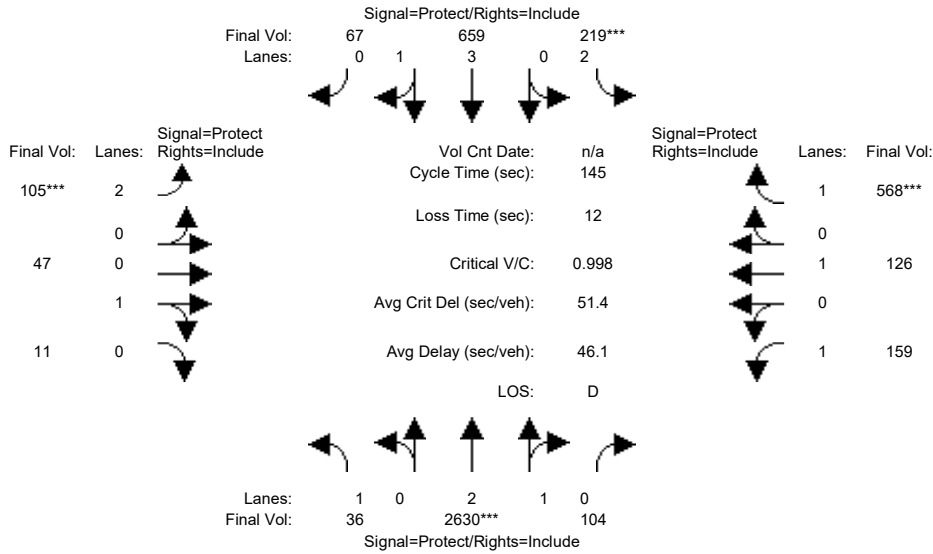
Capacity Analysis Module:												
Vol/Sat:	0.20	0.51	0.51	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.5	84.2	84.2	7.0	30.6	30.6	19.8	19.8	19.8	17.0	17.0	17.0
Volume/Cap:	0.46	0.85	0.85	0.83	0.46	0.46	0.47	0.47	0.85	0.12	0.85	0.85
Delay/Veh:	28.5	24.8	24.8	112.7	47.7	47.7	55.9	55.9	81.3	55.0	85.4	85.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	24.8	24.8	112.7	47.7	47.7	55.9	55.9	81.3	55.0	85.4	85.4
LOS by Move:	C	C	C	F	D	D	E+	E+	F	D-	F	F
HCM2kAvgQ:	10	31	31	4	7	7	5	5	12	1	11	11

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

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Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						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:	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	631	3	5	161	1	5	5	0	1	1	34
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2630	104	219	659	67	105	47	11	159	126	568
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2630	104	219	659	67	105	47	11	159	126	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2630	104	219	659	67	105	47	11	159	126	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2630	104	219	659	67	105	47	11	159	126	568

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	5387	213	3150	6807	692	3150	1459	341	1750	1900	1750

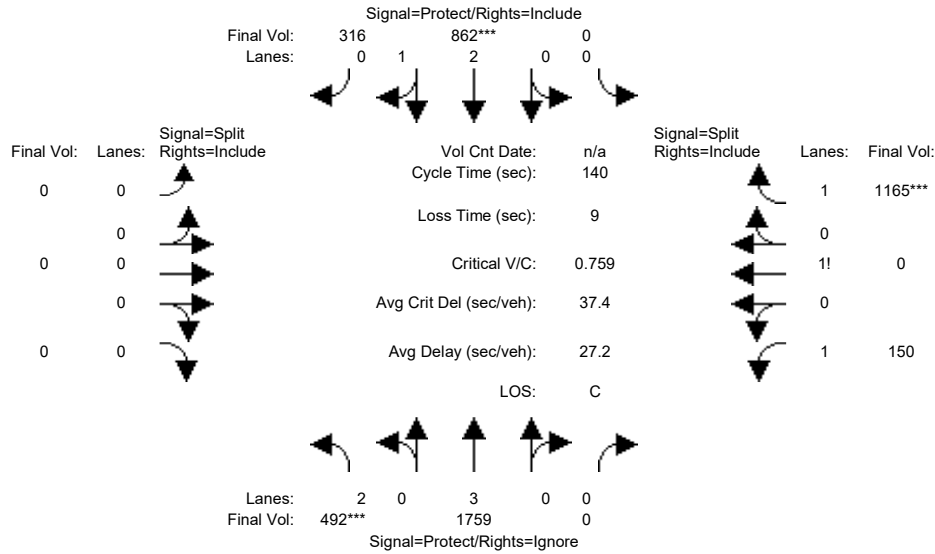
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.07	0.10	0.10	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.5	69.7	69.7	10.0	53.2	53.2	7.0	23.0	23.0	30.3	46.3	46.3
Volume/Cap:	0.11	1.02	1.02	1.01	0.26	0.26	0.69	0.20	0.20	0.43	0.21	1.02
Delay/Veh:	42.2	35.9	35.9	127.3	19.8	19.8	80.6	53.4	53.4	50.7	36.1	91.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	35.9	35.9	127.3	19.8	19.8	80.6	53.4	53.4	50.7	36.1	91.5
LOS by Move:	D	D+	D+	F	B-	B-	F	D-	D-	D	D+	F
HCM2kAvgQ:	1	47	47	7	4	4	4	2	2	6	4	33

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

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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	290	0	0	139	22	0	0	0	0	0	344
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1759	0	0	862	316	0	0	0	150	0	1165
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	1759	0	0	862	316	0	0	0	150	0	1165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1759	0	0	862	316	0	0	0	150	0	1165
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	1759	0	0	862	316	0	0	0	150	0	1165

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	4096	1501	0	0	0	1955	0	3389

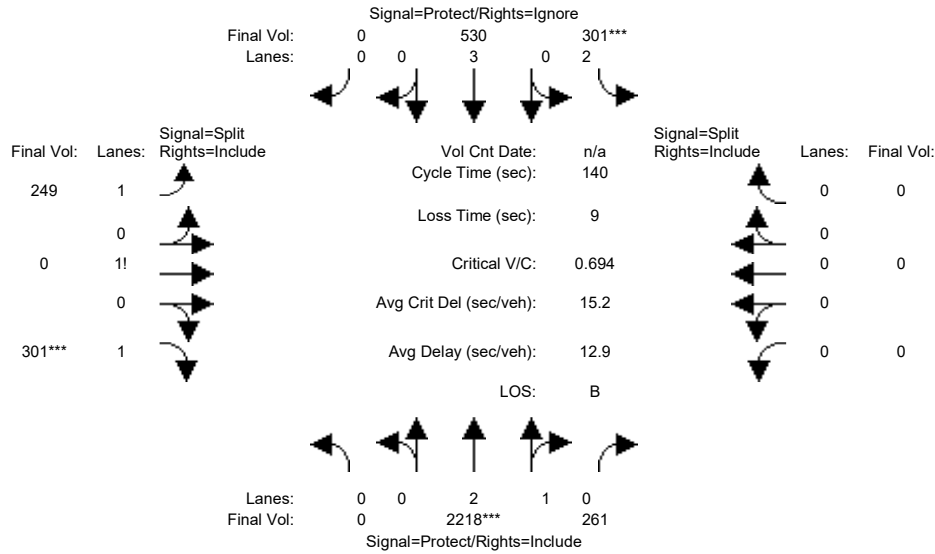
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.34
Crit Moves:	***			****								****
Green Time:	28.8	67.6	0.0	0.0	38.8	38.8	0.0	0.0	0.0	63.4	0.0	63.4
Volume/Cap:	0.76	0.64	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.17	0.00	0.76
Delay/Veh:	48.5	10.7	0.0	0.0	36.7	36.7	0.0	0.0	0.0	22.7	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	10.7	0.0	0.0	36.7	36.7	0.0	0.0	0.0	22.7	0.0	33.9
LOS by Move:	D	B+	A	A	D+	D+	A	A	A	C+	A	C-
HCM2kAvgQ:	11	10	0	0	15	15	0	0	0	4	0	24

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

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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	290	0	55	84	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2218	261	301	530	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	2218	261	301	530	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2218	261	301	530	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	2218	261	301	530	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	5010	590	3150	5700	0	2542	0	2708	0	0	0

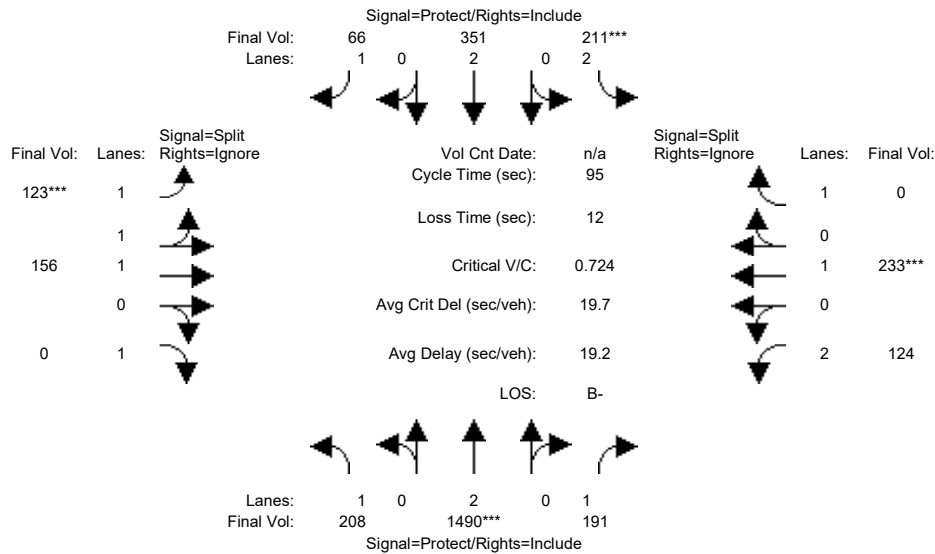
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.10	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	89.3	89.3	19.3	109	0.0	22.4	0.0	22.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.12	0.00	0.61	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.6	56.3	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	56.3	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
HCM2kAvgQ:	0	1	1	7	0	0	8	0	10	0	0	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-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:	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	271	0	0	80	4	19	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1490	191	211	351	66	123	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	1490	191	211	351	66	123	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1490	191	211	351	66	123	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	1490	191	211	351	66	123	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	1.36	1.64	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2401	3045	1750	3150	1900	1750

Capacity Analysis Module:

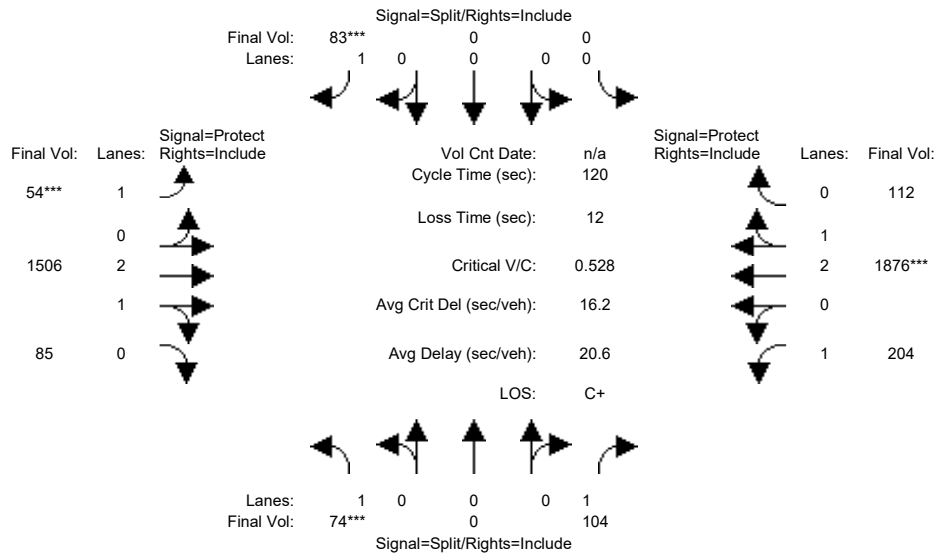
Vol/Sat:	0.12	0.39	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.6	49.2	49.2	8.4	27.1	27.1	10.0	10.0	0.0	15.4	15.4	0.0
Volume/Cap:	0.37	0.76	0.21	0.76	0.32	0.13	0.49	0.49	0.00	0.24	0.76	0.00
Delay/Veh:	17.4	6.9	3.6	50.9	19.8	18.7	40.7	40.7	0.0	35.0	48.3	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:	17.4	6.9	3.6	50.9	19.8	18.7	40.7	40.7	0.0	35.0	48.3	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	11	1	4	3	1	3	3	0	2	7	0

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

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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	636	0	0	375	0
PasserByVol:	0	0	0	0	0	0	0	215	0	0	175	0
Initial Fut:	74	0	104	0	0	83	54	1506	85	204	1876	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	1506	85	204	1876	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1506	85	204	1876	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	1506	85	204	1876	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	2.83	0.17	1.00	2.82	0.18
Final Sat.:	1750	0	1750	0	0	1750	1750	5300	299	1750	5284	315

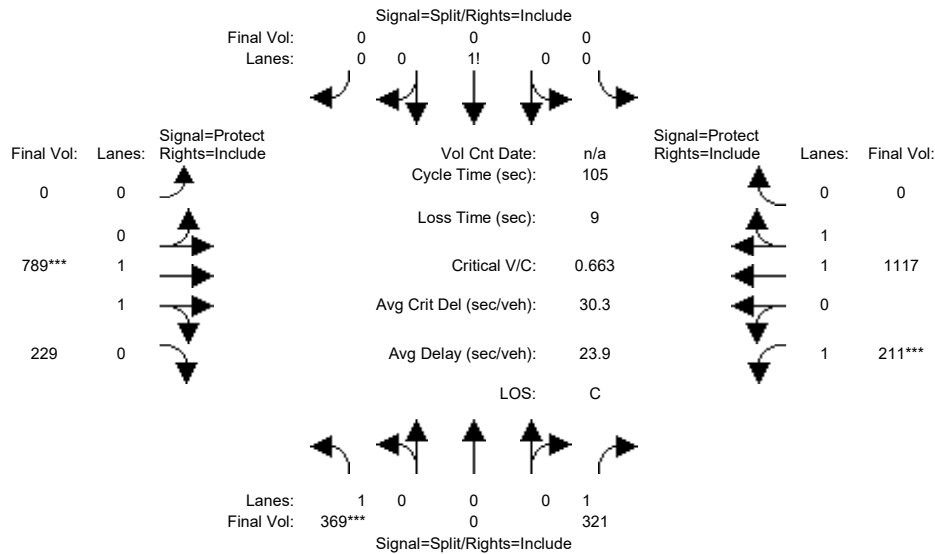
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.28	0.28	0.12	0.36	0.36
Crit Moves:	***					***	***			***		
Green Time:	13.5	0.0	13.5	0.0	0.0	10.3	7.0	59.7	59.7	24.5	77.2	77.2
Volume/Cap:	0.38	0.00	0.53	0.00	0.00	0.55	0.53	0.57	0.57	0.57	0.55	0.55
Delay/Veh:	50.6	0.0	52.9	0.0	0.0	57.0	60.0	21.5	21.5	45.2	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:	50.6	0.0	52.9	0.0	0.0	57.0	60.0	21.5	21.5	45.2	12.0	12.0
LOS by Move:	D	A	D-	A	A	E+	E	C+	C+	D	B	B
HCM2kAvgQ:	3	0	5	0	0	4	2	13	13	7	13	13

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

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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:	4	0	0	0	0	0	0	141	15	1	136	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	21	0
Initial Fut:	369	0	321	0	0	0	0	789	229	211	1117	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:	369	0	321	0	0	0	0	789	229	211	1117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	321	0	0	0	0	789	229	211	1117	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:	369	0	321	0	0	0	0	789	229	211	1117	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	2867	832	1750	3700	0

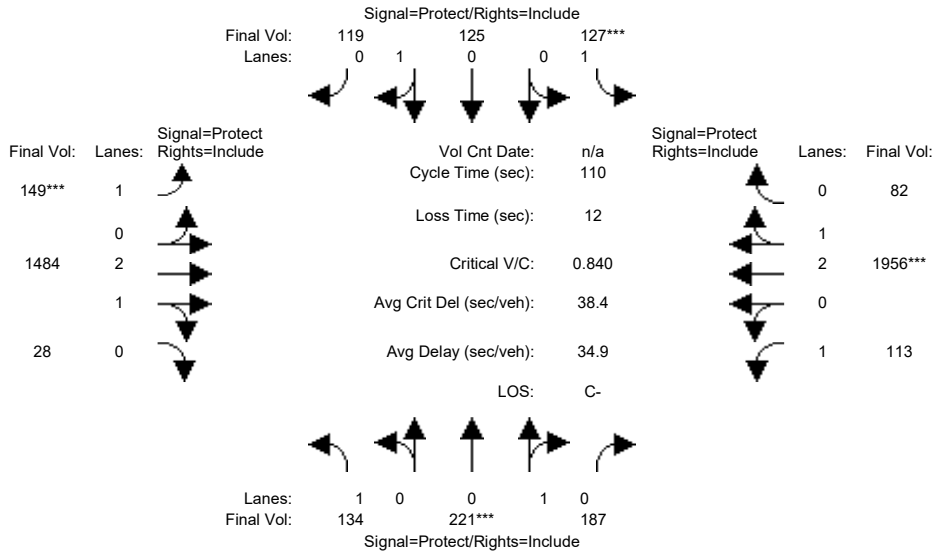
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.28	0.28	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	33.4	0.0	33.4	0.0	0.0	0.0	0.0	43.6	43.6	19.1	62.6	0.0
Volume/Cap:	0.66	0.00	0.58	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.51	0.00
Delay/Veh:	34.0	0.0	31.4	0.0	0.0	0.0	0.0	25.9	25.9	45.2	12.4	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:	34.0	0.0	31.4	0.0	0.0	0.0	0.0	25.9	25.9	45.2	12.4	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	12	0	10	0	0	0	0	14	14	7	10	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:	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	13	15	0	1	0	635	0	3	374	4
PasserByVol:	0	0	0	0	0	0	0	218	0	0	180	0
Initial Fut:	134	221	187	127	125	119	149	1484	28	113	1956	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:	134	221	187	127	125	119	149	1484	28	113	1956	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	187	127	125	119	149	1484	28	113	1956	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:	134	221	187	127	125	119	149	1484	28	113	1956	82

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	0.54	0.46	1.00	0.51	0.49	1.00	2.94	0.06	1.00	2.87	0.13
Final Sat.:	1750	975	825	1750	922	878	1750	5496	104	1750	5374	225

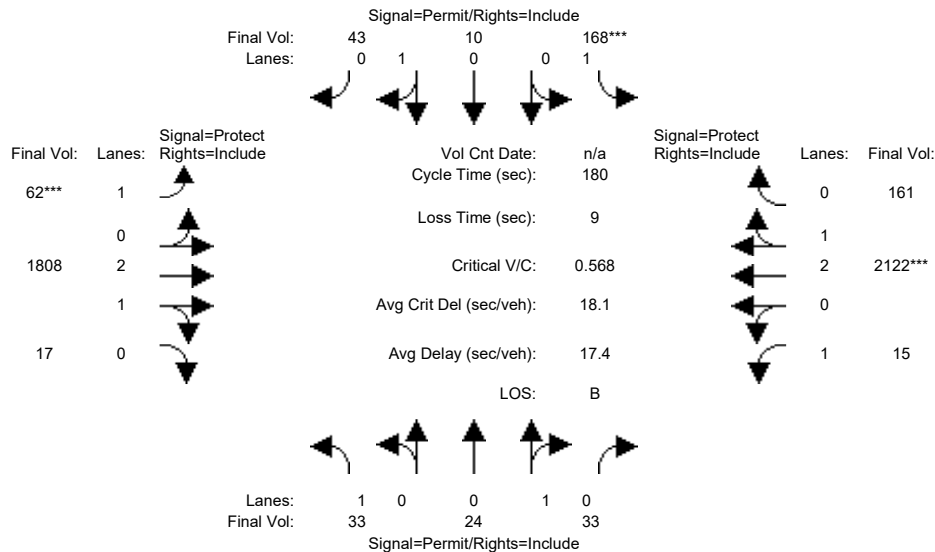
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.07	0.14	0.14	0.09	0.27	0.27	0.06	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	14.1	29.7	29.7	9.5	25.0	25.0	11.2	47.5	47.5	11.4	47.7	47.7
Volume/Cap:	0.60	0.84	0.84	0.84	0.60	0.60	0.84	0.63	0.63	0.63	0.84	0.84
Delay/Veh:	49.5	50.3	50.3	81.6	40.3	40.3	77.0	24.9	24.9	54.0	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:	49.5	50.3	50.3	81.6	40.3	40.3	77.0	24.9	24.9	54.0	30.6	30.6
LOS by Move:	D	D	D	F	D	D	E-	C	C	D-	C	C
HCM2kAvgQ:	5	15	15	7	8	8	6	13	13	4	21	21

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:	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	663	0	0	381	0
PasserByVol:	0	0	0	0	0	0	0	257	0	0	164	0
Initial Fut:	33	24	33	168	10	43	62	1808	17	15	2122	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	1808	17	15	2122	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1808	17	15	2122	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	1808	17	15	2122	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	2.78	0.22
Final Sat.:	1750	758	1042	1750	340	1460	1750	5548	52	1750	5205	395

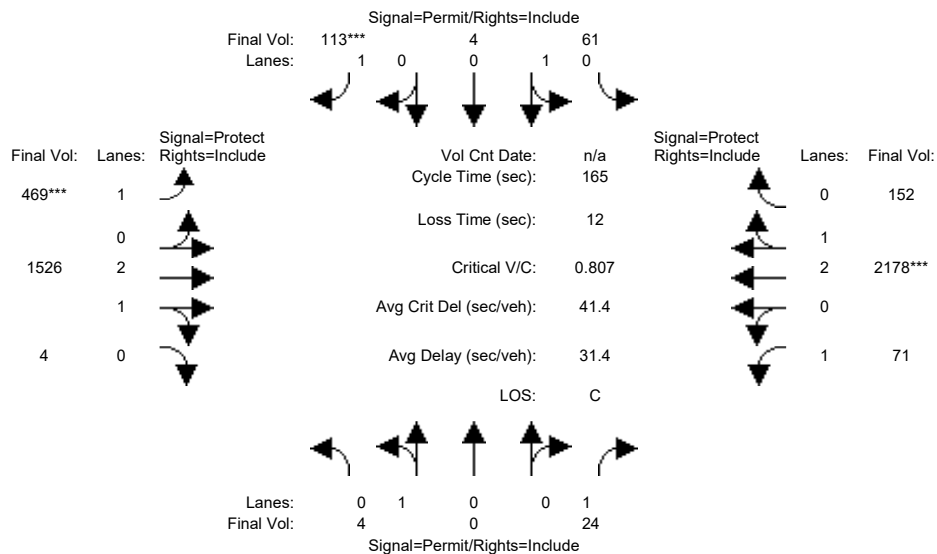
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.33	0.33	0.01	0.41	0.41
Crit Moves:				****			****			****		
Green Time:	30.4	30.4	30.4	30.4	30.4	30.4	11.2	126	125.6	15.0	129	129.3
Volume/Cap:	0.11	0.19	0.19	0.57	0.17	0.17	0.57	0.47	0.47	0.10	0.57	0.57
Delay/Veh:	63.5	64.5	64.5	71.3	64.3	64.3	88.9	12.3	12.3	76.6	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:	63.5	64.5	64.5	71.3	64.3	64.3	88.9	12.3	12.3	76.6	12.2	12.2
LOS by Move:	E	E	E	E	E	E	F	B	B	E-	B	B
HCM2kAvgQ:	2	3	3	10	3	3	4	15	15	1	19	19

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

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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:												
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	38	0	102	427	236	0	0	279	99
PasserByVol:	0	0	0	0	0	0	0	223	0	0	193	0
Initial Fut:	4	0	24	61	4	113	469	1526	4	71	2178	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	61	4	113	469	1526	4	71	2178	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	61	4	113	469	1526	4	71	2178	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	61	4	113	469	1526	4	71	2178	152

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	0.94	0.06	1.00	1.00	2.99	0.01	1.00	2.80	0.20
Final Sat.:	1800	0	1750	1689	111	1750	1750	5585	15	1750	5234	365

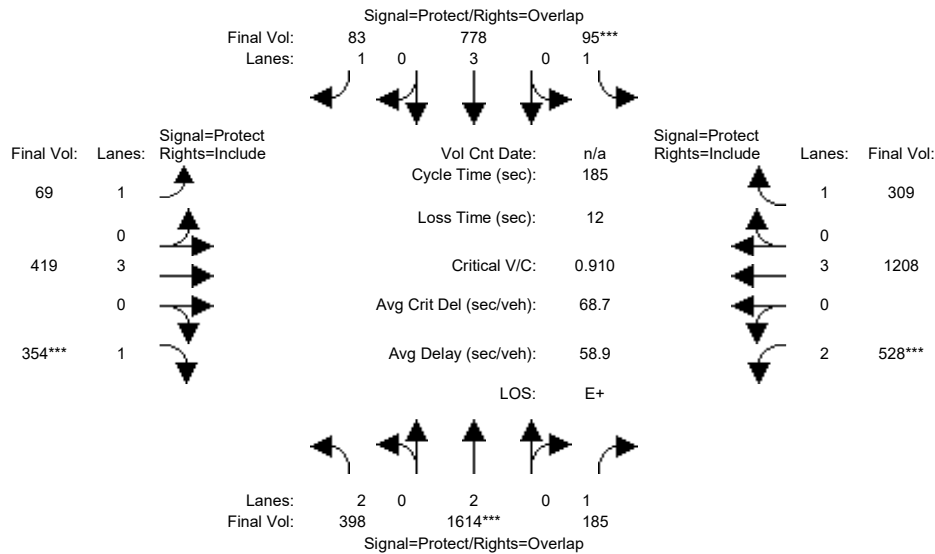
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.06	0.27	0.27	0.27	0.04	0.42	0.42
Crit Moves:						****	****				****	
Green Time:	13.2	0.0	13.2	13.2	13.2	13.2	54.8	121	121.0	18.8	85.0	85.0
Volume/Cap:	0.03	0.00	0.17	0.45	0.45	0.81	0.81	0.37	0.37	0.36	0.81	0.81
Delay/Veh:	70.1	0.0	71.4	74.7	74.7	102.8	58.5	8.1	8.1	68.6	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:	70.1	0.0	71.4	74.7	74.7	102.8	58.5	8.1	8.1	68.6	35.0	35.0
LOS by Move:	E	A	E	E	E	F	E+	A	A	E	C-	C-
HCM2kAvgQ:	0	0	1	4	4	8	24	9	9	3	30	30

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

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	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:	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:	33	82	152	4	58	0	0	61	26	114	139	10
PasserByVol:	43	40	0	0	88	0	0	0	88	10	9	0
Initial Fut:	398	1614	185	95	778	83	69	419	354	528	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:	398	1614	185	95	778	83	69	419	354	528	1208	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	1614	185	95	778	83	69	419	354	528	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:	398	1614	185	95	778	83	69	419	354	528	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

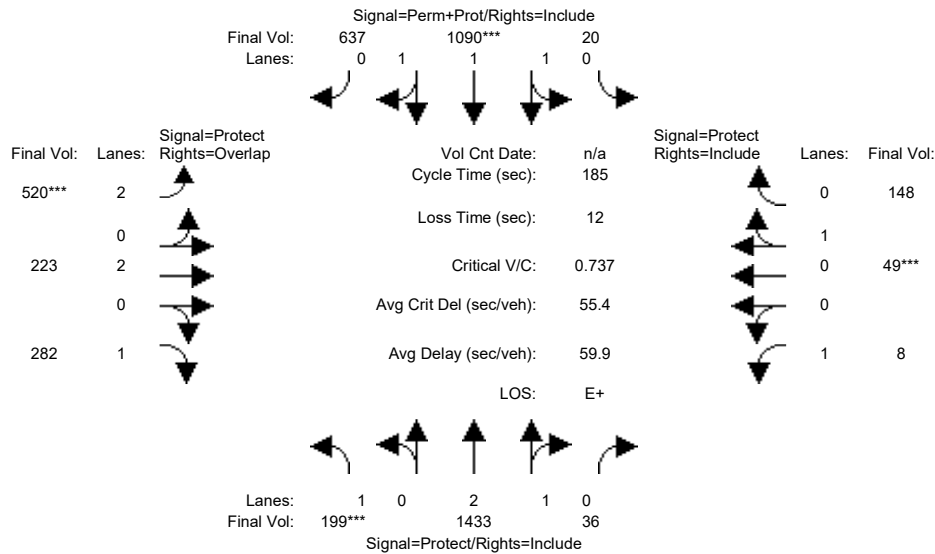
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.11	0.05	0.14	0.05	0.04	0.07	0.20	0.17	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	46.8	86.4	120.5	11.0	50.6	62.4	11.8	41.1	41.1	34.1	63.4	63.4
Volume/Cap:	0.50	0.91	0.16	0.91	0.50	0.14	0.62	0.33	0.91	0.91	0.62	0.51
Delay/Veh:	58.0	51.8	12.3	144.1	55.3	41.6	92.2	58.9	93.0	90.3	49.9	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:	58.0	51.8	12.3	144.1	55.3	41.6	92.2	58.9	93.0	90.3	49.9	48.0
LOS by Move:	E+	D-	B	F	E+	D	F	E+	F	F	D	D
HCM2kAvgQ:	10	40	4	8	12	3	5	6	24	18	18	14

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

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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
Movement:												
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:	26	158	0	0	135	64	109	0	32	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	199	1433	36	20	1090	637	520	223	282	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:	199	1433	36	20	1090	637	520	223	282	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1433	36	20	1090	637	520	223	282	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:	199	1433	36	20	1090	637	520	223	282	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	5463	137	67	3638	1800	3150	3800	1750	1750	448	1352

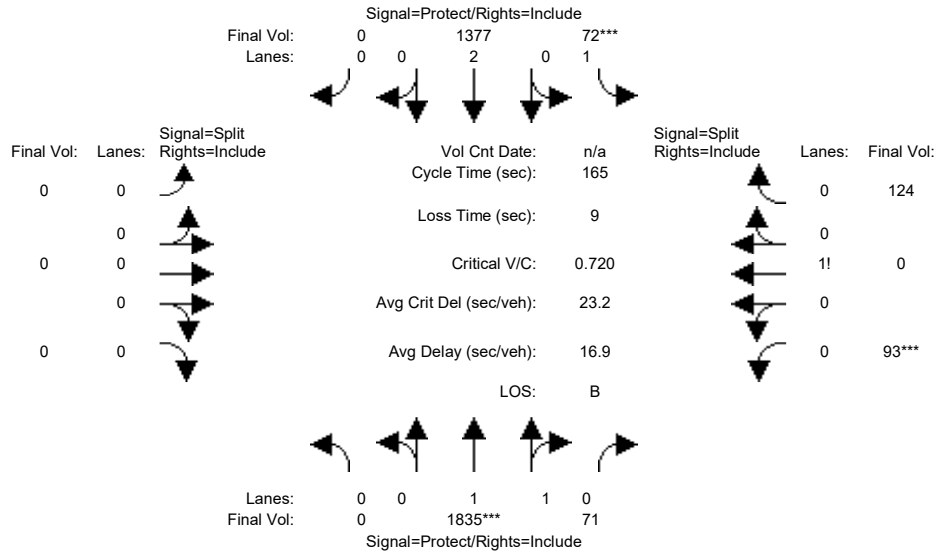
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.00	0.30	0.35	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***				****		****				****	
Green Time:	28.2	54.2	54.2	64.9	87.8	87.8	34.1	34.1	62.3	22.6	22.6	22.6
Volume/Cap:	0.75	0.90	0.90	0.85	0.63	0.75	0.90	0.32	0.48	0.04	0.90	0.90
Delay/Veh:	83.9	67.9	67.9	57.8	36.0	39.8	88.2	63.9	47.8	69.8	112	112.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	67.9	67.9	57.8	36.0	39.8	88.2	63.9	47.8	69.8	112	112.0
LOS by Move:	F	E	E	E+	D+	D	F	E	D	E	F	F
HCM2kAvgQ:	11	27	27	30	23	30	17	5	13	0	14	14

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	184	2	0	167	0	0	0	0	10	0	0
PasserByVol:	0	123	0	0	280	0	0	0	0	0	0	0
Initial Fut:	0	1835	71	72	1377	0	0	0	0	93	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	1835	71	72	1377	0	0	0	0	93	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1835	71	72	1377	0	0	0	0	93	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	1835	71	72	1377	0	0	0	0	93	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	0.43	0.00	0.57
Final Sat.:	0	3562	138	1750	3800	0	0	0	0	750	0	1000

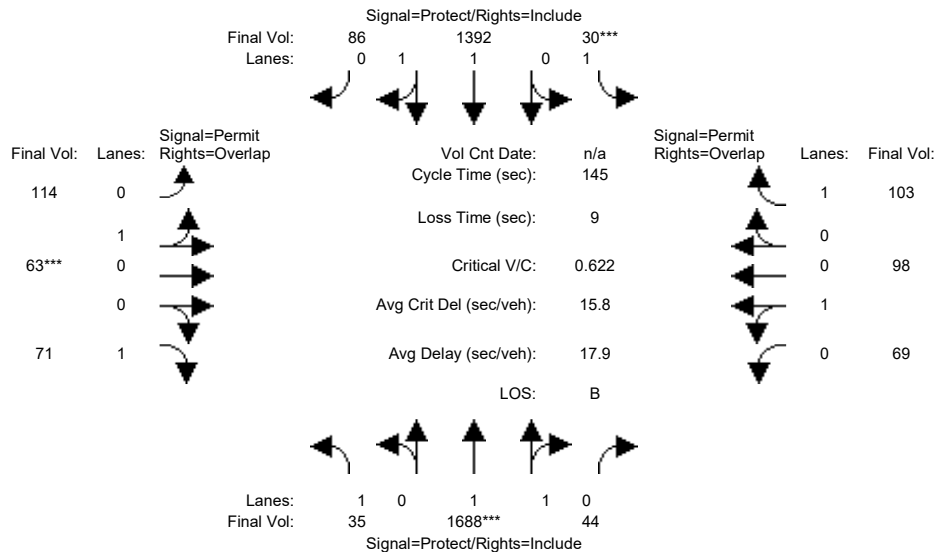
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.04	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	118	118.1	9.4	128	0.0	0.0	0.0	0.0	28.4	0.0	28.4
Volume/Cap:	0.00	0.72	0.72	0.72	0.47	0.00	0.00	0.00	0.00	0.72	0.00	0.72
Delay/Veh:	0.0	14.7	14.7	98.7	6.8	0.0	0.0	0.0	0.0	72.7	0.0	72.7
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	14.7	14.7	98.7	6.8	0.0	0.0	0.0	0.0	72.7	0.0	72.7
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	28	28	4	12	0	0	0	0	12	0	12

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:	2	186	2	0	177	0	0	0	10	10	0	0
PasserByVol:	2	123	0	0	280	0	0	0	15	2	0	0
Initial Fut:	35	1688	44	30	1392	86	114	63	71	69	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:	35	1688	44	30	1392	86	114	63	71	69	98	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1688	44	30	1392	86	114	63	71	69	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:	35	1688	44	30	1392	86	114	63	71	69	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	0.41	0.59	1.00
Final Sat.:	1750	3606	94	1750	3485	215	1159	641	1750	744	1056	1750

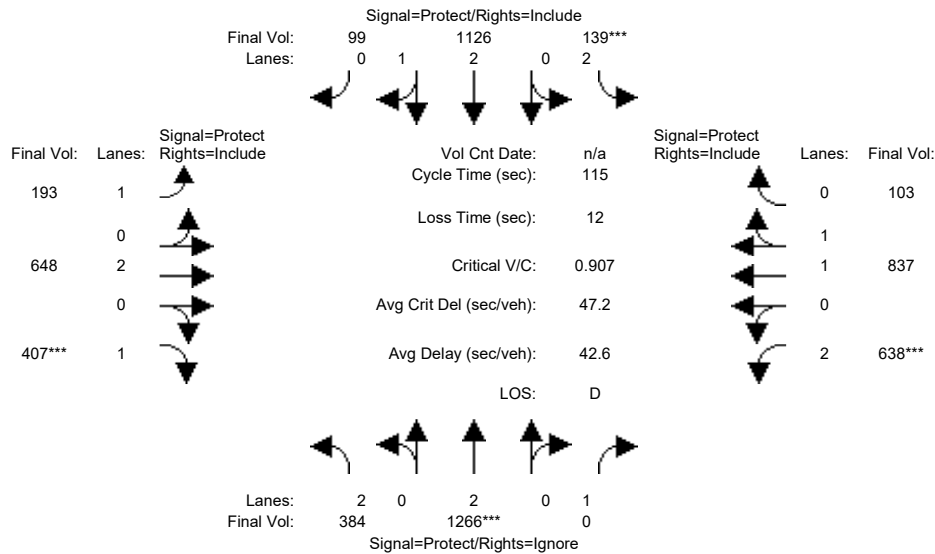
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.02	0.40	0.40	0.10	0.10	0.04	0.09	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.2	107	106.6	7.0	101	101.4	22.4	22.4	34.6	22.4	22.4	29.4
Volume/Cap:	0.24	0.64	0.64	0.36	0.57	0.57	0.64	0.64	0.17	0.60	0.60	0.29
Delay/Veh:	62.8	10.1	10.1	69.4	11.2	11.2	62.3	62.3	44.0	60.8	60.8	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:	62.8	10.1	10.1	69.4	11.2	11.2	62.3	62.3	44.0	60.8	60.8	49.4
LOS by Move:	E	B+	B+	E	B+	B+	E	E	D	E	E	D
HCM2kAvgQ:	1	18	18	1	17	17	9	9	3	8	8	4

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:	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:	50	165	53	4	181	11	17	78	56	56	78	9
PasserByVol:	52	121	77	40	259	0	0	129	166	208	17	10
Initial Fut:	384	1266	548	139	1126	99	193	648	407	638	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:	384	1266	0	139	1126	99	193	648	407	638	837	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	1266	0	139	1126	99	193	648	407	638	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:	384	1266	0	139	1126	99	193	648	407	638	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	5147	453	1750	3800	1750	3150	3294	405

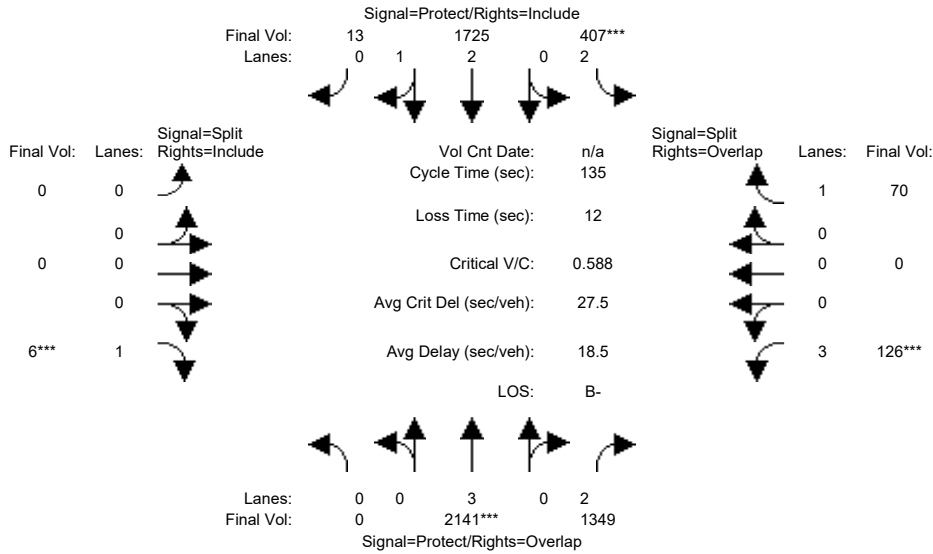
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.00	0.04	0.22	0.22	0.11	0.17	0.23	0.20	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	17.4	41.6	0.0	7.0	31.2	31.2	16.5	29.1	29.1	25.3	37.9	37.9
Volume/Cap:	0.81	0.92	0.00	0.72	0.81	0.81	0.77	0.67	0.92	0.92	0.77	0.77
Delay/Veh:	51.3	32.1	0.0	63.6	32.6	32.6	61.1	40.6	66.2	61.4	37.7	37.7
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:	51.3	32.1	0.0	63.6	32.6	32.6	61.1	40.6	66.2	61.4	37.7	37.7
LOS by Move:	D-	C-	A	E	C-	C-	E	D	E	E	D+	D+
HCM2kAvgQ:	8	21	0	3	13	13	7	10	16	14	14	14

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:	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	268	0	0	284	10	0	0	0	0	0	0
PasserByVol:	0	189	1091	294	335	0	0	0	0	116	0	60
Initial Fut:	0	2141	1349	407	1725	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	2141	1349	407	1725	13	0	0	6	126	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2141	1349	407	1725	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	2141	1349	407	1725	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	5558	42	0	0	1750	4551	0	1750

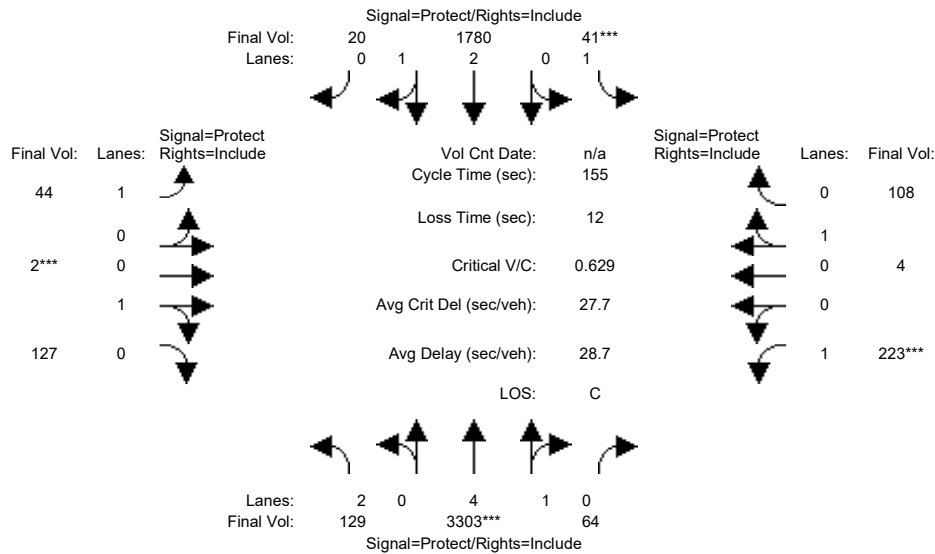
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.43	0.13	0.31	0.31	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	76.6	86.6	26.4	103	103.0	0.0	0.0	10.0	10.0	0.0	36.4
Volume/Cap:	0.00	0.66	0.67	0.66	0.41	0.41	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	20.7	16.0	52.9	5.6	5.6	0.0	0.0	58.2	60.2	0.0	37.7
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	20.7	16.0	52.9	5.6	5.6	0.0	0.0	58.2	60.2	0.0	37.7
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2kAvgQ:	0	20	21	9	8	8	0	0	0	2	0	2

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
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	186	32	16	265	3	9	0	26	151	0	73
PasserByVol:	0	1279	0	0	452	0	0	0	0	0	0	0
Initial Fut:	129	3303	64	41	1780	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	3303	64	41	1780	20	44	2	127	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3303	64	41	1780	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	3303	64	41	1780	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	2.97	0.03	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9221	179	1750	5538	62	1750	28	1772	1750	64	1736

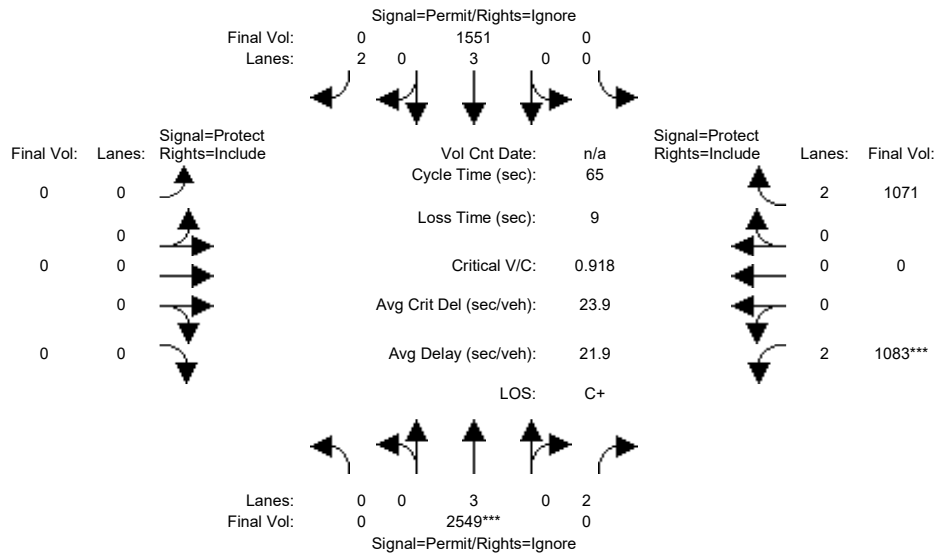
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.02	0.32	0.32	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	11.6	87.4	87.4	7.0	82.8	82.8	20.0	17.5	17.5	31.1	28.6	28.6
Volume/Cap:	0.55	0.64	0.64	0.52	0.60	0.60	0.19	0.64	0.64	0.64	0.34	0.34
Delay/Veh:	71.8	23.2	23.2	78.3	25.1	25.1	60.7	72.2	72.2	60.6	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:	71.8	23.2	23.2	78.3	25.1	25.1	60.7	72.2	72.2	60.6	55.6	55.6
LOS by Move:	E	C	C	E-	C	C	E	E	E	E	E+	E+
HCM2kAvgQ:	3	20	20	2	19	19	2	7	7	11	5	5

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	224	103	0	384	57	0	0	0	402	0	30
PasserByVol:	0	881	131	0	260	192	0	0	0	126	0	398
Initial Fut:	0	2549	640	0	1551	678	0	0	0	1083	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	2549	0	0	1551	0	0	0	0	1083	0	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2549	0	0	1551	0	0	0	0	1083	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	2549	0	0	1551	0	0	0	0	1083	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

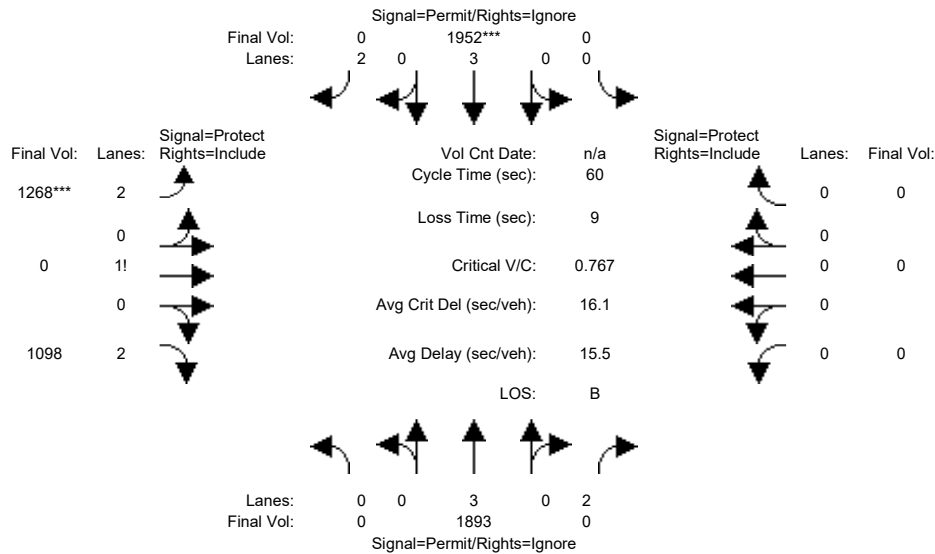
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Moves:	****			****			****			****		
Green Time:	0.0	31.7	0.0	0.0	31.7	0.0	0.0	0.0	0.0	24.3	0.0	24.3
Volume/Cap:	0.00	0.92	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.92	0.00	0.91
Delay/Veh:	0.0	21.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	30.7	0.0	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	21.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	30.7	0.0	29.6
LOS by Move:	A	C+	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	14	0	0	4	0	0	0	0	17	0	17

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

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



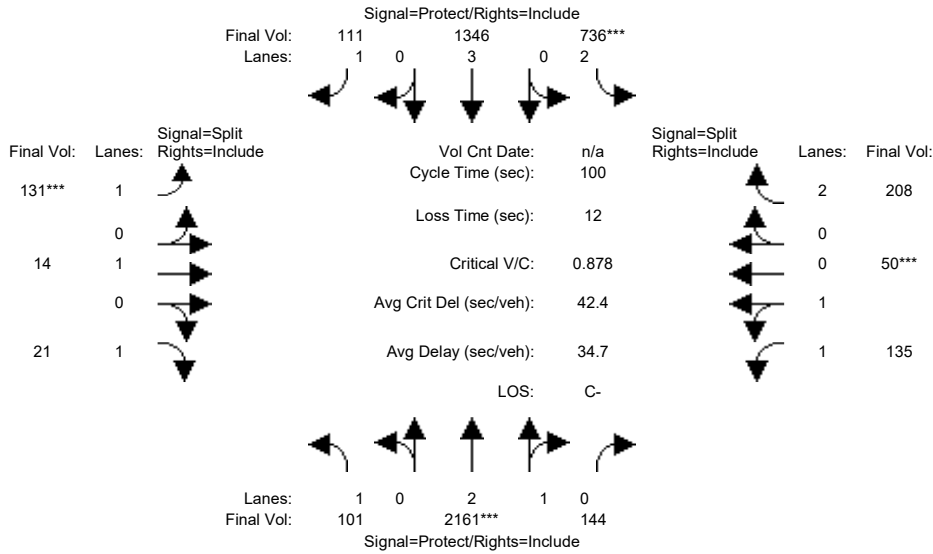
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	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	299	110	0	709	77	28	0	348	0	0	0
PasserByVol:	0	453	96	0	216	172	567	0	341	0	0	0
Initial Fut:	0	1893	681	0	1952	643	1268	0	1098	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	1893	0	0	1952	0	1268	0	1098	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1893	0	0	1952	0	1268	0	1098	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	1893	0	0	1952	0	1268	0	1098	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	2.53	0.00	2.47	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4102	0	3945	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.34	0.00	0.31	0.00	0.28	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	26.8	0.0	0.0	26.8	0.0	24.2	0.0	24.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.00	0.00	0.77	0.00	0.77	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	15.0	0.0	0.0	15.4	0.0	16.7	0.0	15.4	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	15.0	0.0	0.0	15.4	0.0	16.7	0.0	15.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	9	0	0	8	0	11	0	9	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:	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:	85	280	82	280	122	91	113	9	21	68	46	27
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	101	2161	144	736	1346	111	131	14	21	135	50	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:	101	2161	144	736	1346	111	131	14	21	135	50	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2161	144	736	1346	111	131	14	21	135	50	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:	101	2161	144	736	1346	111	131	14	21	135	50	208

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	1.47	0.53	2.00
Final Sat.:	1750	5250	350	3150	5700	1750	1750	1900	1750	2590	959	3150

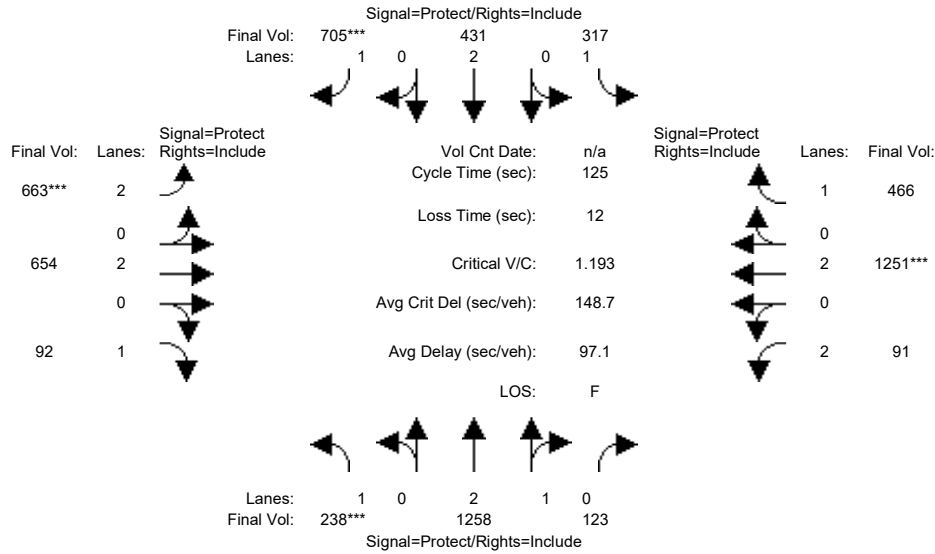
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.23	0.24	0.06	0.07	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.5	43.4	43.4	24.6	52.5	52.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.37	0.95	0.95	0.95	0.45	0.12	0.75	0.07	0.12	0.52	0.52	0.66
Delay/Veh:	38.7	36.3	36.3	57.9	14.9	12.1	60.1	41.0	41.3	44.1	44.1	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:	38.7	36.3	36.3	57.9	14.9	12.1	60.1	41.0	41.3	44.1	44.1	48.5
LOS by Move:	D+	D+	D+	E+	B	B	E	D	D	D	D	D
HCM2kAvgQ:	3	29	29	16	8	2	6	0	1	3	3	4

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

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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:	49	155	30	63	62	71	167	101	10	9	260	126
PasserByVol:	0	209	10	75	97	159	120	103	0	9	44	167
Initial Fut:	238	1258	123	317	431	705	663	654	92	91	1251	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1258	123	317	431	705	663	654	92	91	1251	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1258	123	317	431	705	663	654	92	91	1251	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1258	123	317	431	705	663	654	92	91	1251	466

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	5101	499	1750	3800	1750	3150	3800	1750	3150	3800	1750

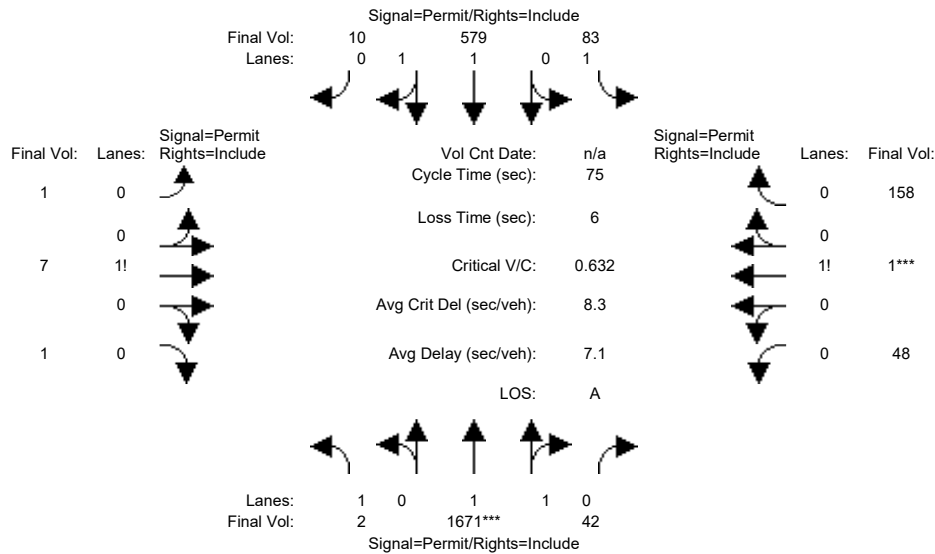
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.18	0.11	0.40	0.21	0.17	0.05	0.03	0.33	0.27
Crit Moves:	***					***	***				***	
Green Time:	14.2	32.6	32.6	23.9	42.2	42.2	22.1	42.7	42.7	13.9	34.5	34.5
Volume/Cap:	1.19	0.95	0.95	0.95	0.34	1.19	1.19	0.50	0.15	0.26	1.19	0.97
Delay/Veh:	180.9	58.5	58.5	85.4	31.1	144.2	155.1	33.1	28.7	51.3	142	76.7
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:	180.9	58.5	58.5	85.4	31.1	144.2	155.1	33.1	28.7	51.3	142	76.7
LOS by Move:	F	E+	E+	F	C	F	F	C-	C	D-	F	E-
HCM2kAvgQ:	15	19	19	17	5	47	24	7	2	2	37	21

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

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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	234	0	0	81	0	0	0	0	0	0	0
PasserByVol:	0	174	0	0	84	0	0	0	0	0	0	0
Initial Fut:	2	1671	42	83	579	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	1671	42	83	579	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1671	42	83	579	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	1671	42	83	579	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	3609	91	1750	3637	63	194	1361	194	406	8	1336

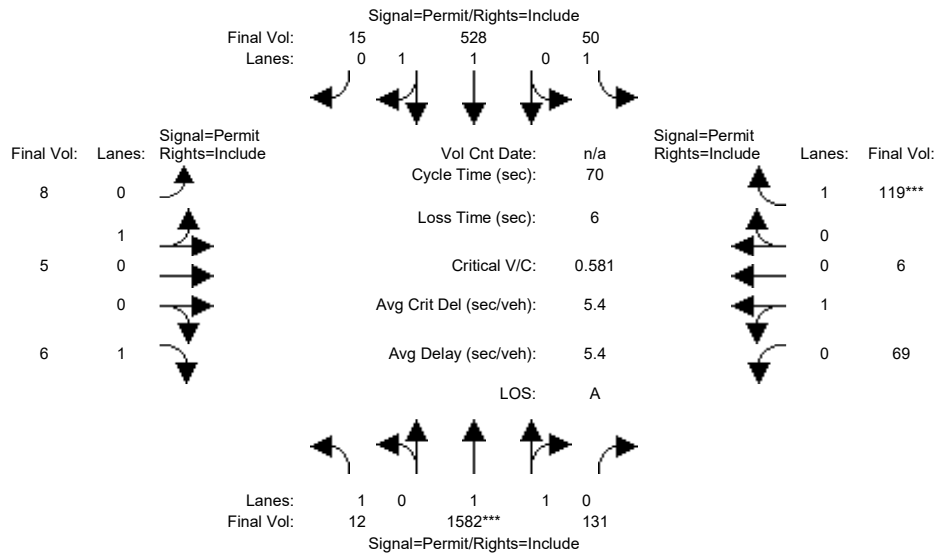
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.05	0.16	0.16	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	55.0	55.0	55.0	55.0	55.0	55.0	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.00	0.63	0.63	0.06	0.22	0.22	0.03	0.03	0.03	0.63	0.63	0.63
Delay/Veh:	2.7	5.5	5.5	2.8	3.2	3.2	24.9	24.9	24.9	32.1	32.1	32.1
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:	2.7	5.5	5.5	2.8	3.2	3.2	24.9	24.9	24.9	32.1	32.1	32.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C-	C-	C-
HCM2kAvgQ:	0	10	10	1	2	2	0	0	0	6	6	6

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

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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	222	0	3	77	0	0	0	0	0	0	11
PasserByVol:	0	147	0	0	72	0	0	0	0	0	0	0
Initial Fut:	12	1582	131	50	528	15	8	5	6	69	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1582	131	50	528	15	8	5	6	69	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1582	131	50	528	15	8	5	6	69	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1582	131	50	528	15	8	5	6	69	6	119

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	3417	283	1750	3598	102	1108	692	1750	1656	144	1750

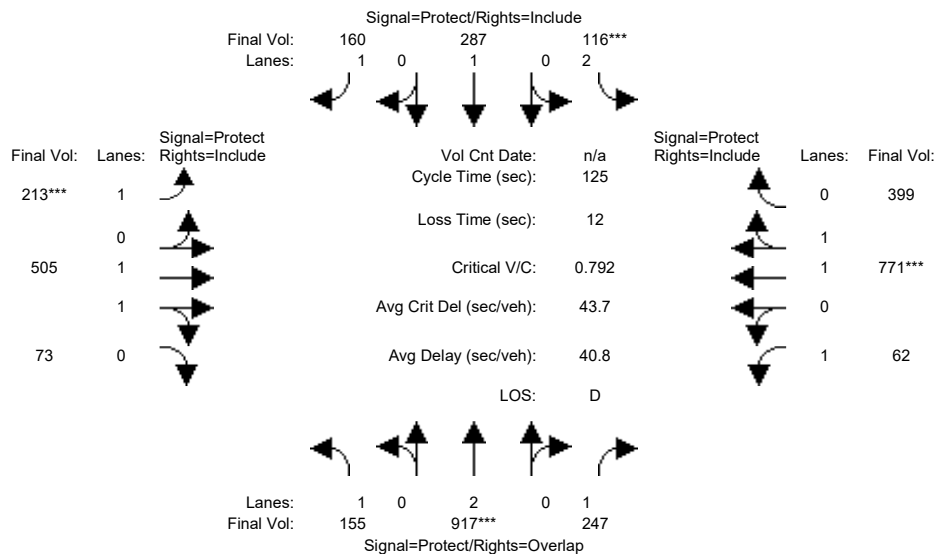
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.46	0.03	0.15	0.15	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.60	0.60	0.04	0.19	0.19	0.05	0.05	0.02	0.29	0.29	0.48
Delay/Veh:	1.8	3.8	3.8	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.8	3.8	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	29.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	0	2	2	0	0	0	2	2	3

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	159	25	10	65	2	12	5	0	8	32	52
PasserByVol:	0	106	0	3	53	1	8	0	0	0	0	2
Initial Fut:	155	917	247	116	287	160	213	505	73	62	771	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	917	247	116	287	160	213	505	73	62	771	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	917	247	116	287	160	213	505	73	62	771	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	917	247	116	287	160	213	505	73	62	771	399

Saturation 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	3232	467	1750	2437	1261

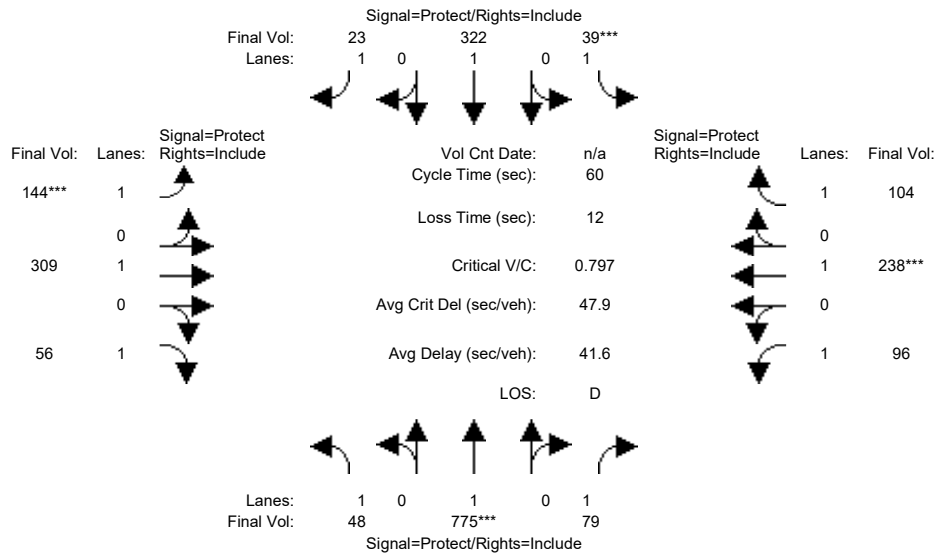
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.14	0.04	0.15	0.09	0.12	0.16	0.16	0.04	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	16.5	37.7	55.7	7.0	28.1	28.1	19.0	50.3	50.3	18.0	49.4	49.4
Volume/Cap:	0.67	0.80	0.32	0.66	0.67	0.41	0.80	0.39	0.39	0.25	0.80	0.80
Delay/Veh:	59.1	44.4	22.6	66.6	48.3	42.0	67.0	26.6	26.6	48.0	36.7	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:	59.1	44.4	22.6	66.6	48.3	42.0	67.0	26.6	26.6	48.0	36.7	36.7
LOS by Move:	E+	D	C+	E	D	D	E	C	C	D	D+	D+
HCM2kAvgQ:	6	15	6	3	10	5	9	8	8	2	21	21

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:	Miller Avenue NB			Miller Avenue SB			Rainbow Drive EB			Rainbow Drive WB		
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	184	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	775	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	775	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	775	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	775	79	39	322	23	144	309	56	96	238	104

Saturation Flow Module:	Miller Avenue NB			Miller Avenue SB			Rainbow Drive EB			Rainbow Drive WB		
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

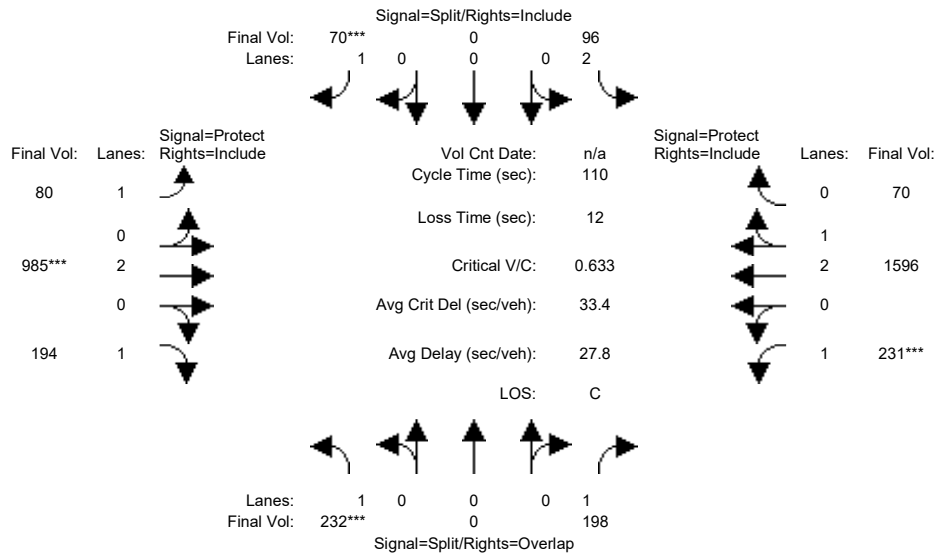
Capacity Analysis Module:	Miller Avenue NB			Miller Avenue SB			Rainbow Drive EB			Rainbow Drive WB		
Vol/Sat:	0.03	0.41	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.6	24.0	24.0	7.0	18.4	18.4	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	1.02	0.11	0.19	0.55	0.04	0.71	0.98	0.19	0.47	0.75	0.36
Delay/Veh:	19.4	55.7	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	55.7	11.4	24.4	18.6	14.7	36.2	68.7	21.8	26.5	33.5	22.9
LOS by Move:	B-	E+	B+	C	B-	B	D+	E	C+	C	C-	C+
HCM2kAvgQ:	1	21	1	1	5	0	4	11	1	2	6	2

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

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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch 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	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	193	0	0	395	0
PasserByVol:	0	0	0	10	0	5	2	128	0	2	172	3
Initial Fut:	232	0	198	96	0	70	80	985	194	231	1596	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	985	194	231	1596	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	985	194	231	1596	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	985	194	231	1596	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	5364	235

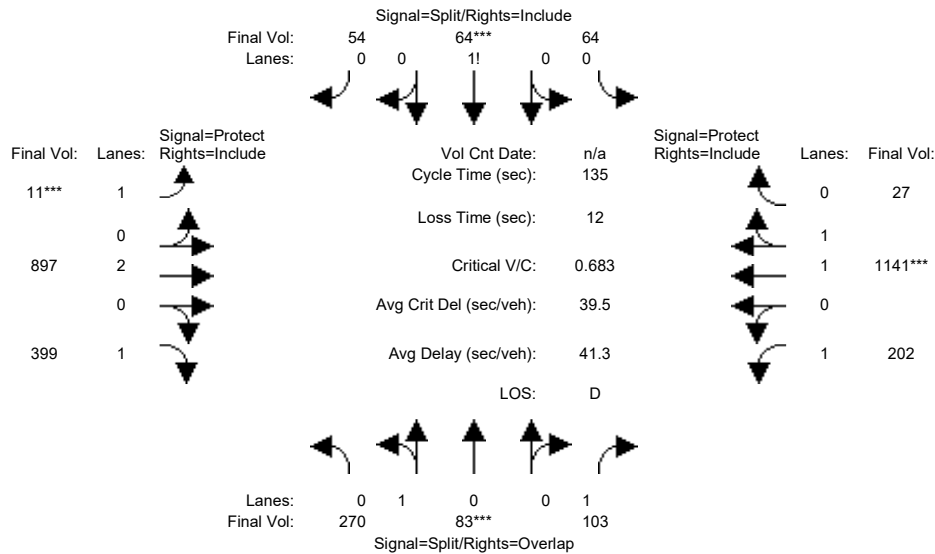
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.26	0.11	0.13	0.30	0.30
Crit Moves:	***					***		***		***		
Green Time:	23.0	0.0	46.0	7.0	0.0	7.0	15.9	45.1	45.1	22.9	52.1	52.1
Volume/Cap:	0.63	0.00	0.27	0.48	0.00	0.63	0.32	0.63	0.27	0.63	0.63	0.63
Delay/Veh:	43.2	0.0	21.2	51.6	0.0	61.6	42.9	26.7	21.8	43.3	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	0.0	21.2	51.6	0.0	61.6	42.9	26.7	21.8	43.3	22.2	22.2
LOS by Move:	D	A	C+	D-	A	E	D	C	C+	D	C+	C+
HCM2kAvgQ:	9	0	5	3	0	4	3	13	4	7	14	14

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:												
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	9	0	0	0	0	135	0	27	143	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	103	64	64	54	11	897	399	202	1141	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	103	64	64	54	11	897	399	202	1141	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	103	64	64	54	11	897	399	202	1141	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	103	64	64	54	11	897	399	202	1141	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

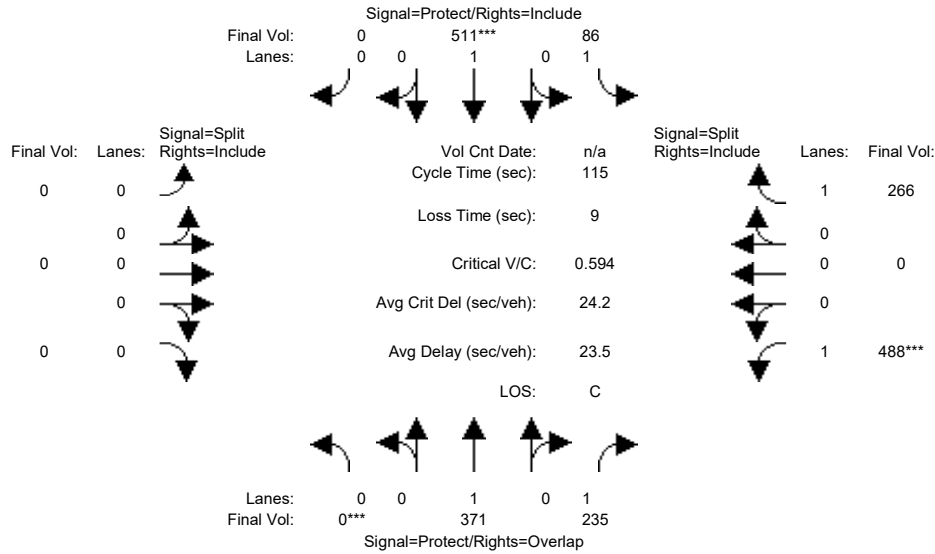
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.10	0.10	0.10	0.01	0.24	0.23	0.12	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	36.9	36.9	58.8	19.6	19.6	19.6	7.0	44.6	44.6	21.8	59.5	59.5
Volume/Cap:	0.72	0.72	0.14	0.72	0.72	0.72	0.12	0.71	0.69	0.71	0.72	0.72
Delay/Veh:	49.3	49.3	22.9	64.5	64.5	64.5	61.7	41.6	42.7	62.0	32.4	32.4
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:	49.3	49.3	22.9	64.5	64.5	64.5	61.7	41.6	42.7	62.0	32.4	32.4
LOS by Move:	D	D	C+	E	E	E	E	D	D	E	C-	C-
HCM2kAvgQ:	14	14	3	9	9	9	0	16	15	8	19	19

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

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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	9	16	0	27	0	0	0	0	43	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	143	0	82
Initial Fut:	0	371	235	86	511	0	0	0	0	488	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	371	235	86	511	0	0	0	0	488	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	371	235	86	511	0	0	0	0	488	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	371	235	86	511	0	0	0	0	488	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

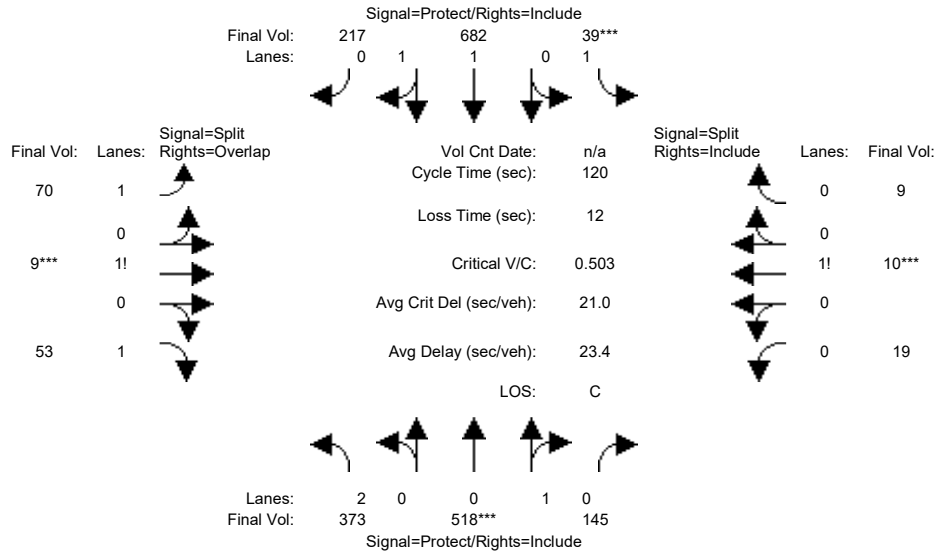
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.13	0.05	0.27	0.00	0.00	0.00	0.00	0.28	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	39.7	93.6	12.4	52.0	0.0	0.0	0.0	0.0	54.0	0.0	54.0
Volume/Cap:	0.00	0.57	0.16	0.46	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.32
Delay/Veh:	0.0	31.8	2.3	49.9	24.7	0.0	0.0	0.0	0.0	23.6	0.0	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:	0.0	31.8	2.3	49.9	24.7	0.0	0.0	0.0	0.0	23.6	0.0	19.3
LOS by Move:	A	C	A	D	C	A	A	A	A	C	A	B-
HCM2kAvgQ:	0	10	2	3	13	0	0	0	0	13	0	6

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

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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	25	0	0	70	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	518	145	39	682	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	518	145	39	682	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	518	145	39	682	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	518	145	39	682	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	0.78	0.22	1.00	1.50	0.50	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1406	394	1750	2806	893	2619	223	2408	875	461	414

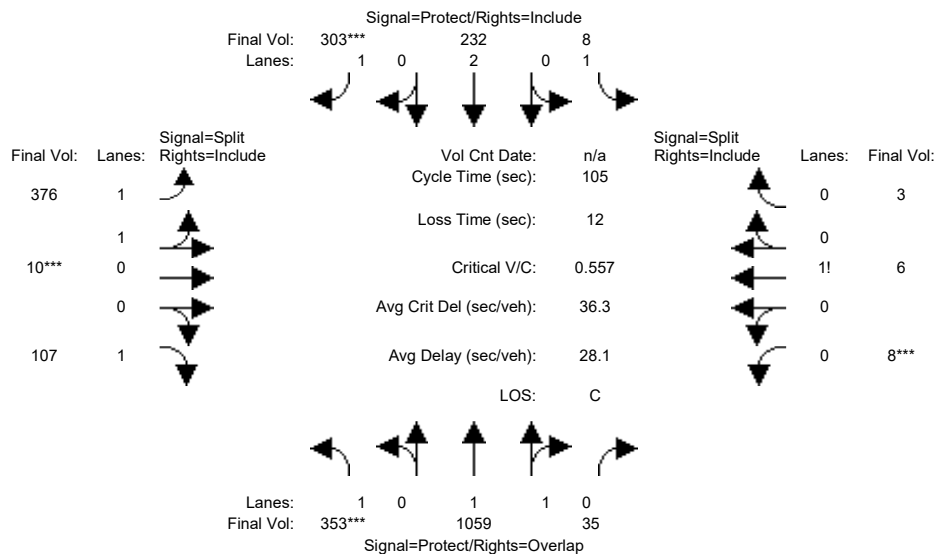
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.02	0.24	0.24	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	28.8	81.0	81.0	7.0	59.2	59.2	10.0	10.0	38.8	10.0	10.0	10.0
Volume/Cap:	0.49	0.55	0.55	0.38	0.49	0.49	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	39.8	10.6	10.6	56.8	20.6	20.6	52.3	53.9	28.1	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:	39.8	10.6	10.6	56.8	20.6	20.6	52.3	53.9	28.1	52.5	52.5	52.5
LOS by Move:	D	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2kAvgQ:	7	13	13	1	11	11	2	3	1	2	2	2

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

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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
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:	163	0	0	0	0	70	24	0	39	0	0	0
PasserByVol:	3	570	0	0	90	46	230	0	18	0	0	0
Initial Fut:	353	1059	35	8	232	303	376	10	107	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:	353	1059	35	8	232	303	376	10	107	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1059	35	8	232	303	376	10	107	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:	353	1059	35	8	232	303	376	10	107	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	3458	92	1750	824	618	309

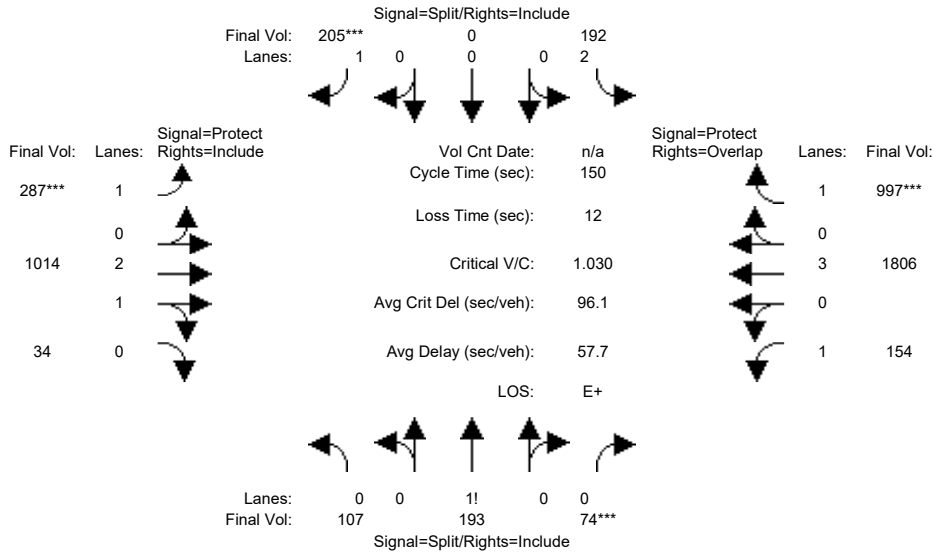
Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.30	0.00	0.06	0.17	0.11	0.11	0.06	0.01	0.01	0.01
Crit Moves:	***					****		****		****		
Green Time:	34.6	52.5	62.5	11.8	29.7	29.7	18.7	18.7	18.7	10.0	10.0	10.0
Volume/Cap:	0.61	0.59	0.50	0.04	0.22	0.61	0.61	0.61	0.34	0.10	0.10	0.10
Delay/Veh:	31.5	19.1	12.4	41.6	28.8	34.9	41.6	41.6	38.5	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:	31.5	19.1	12.4	41.6	28.8	34.9	41.6	41.6	38.5	43.7	43.7	43.7
LOS by Move:	C	B-	B	D	C	C-	D	D	D+	D	D	D
HCM2kAvgQ:	9	12	9	0	3	9	6	6	3	1	1	1

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

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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:	15	35	0	39	0	0	0	183	10	0	380	129
PasserByVol:	0	26	4	61	0	47	77	114	1	0	184	470
Initial Fut:	107	193	74	192	0	205	287	1014	34	154	1806	997
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	193	74	192	0	205	287	1014	34	154	1806	997
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	193	74	192	0	205	287	1014	34	154	1806	997
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	193	74	192	0	205	287	1014	34	154	1806	997

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	903	346	3150	0	1750	1750	5418	182	1750	5700	1750

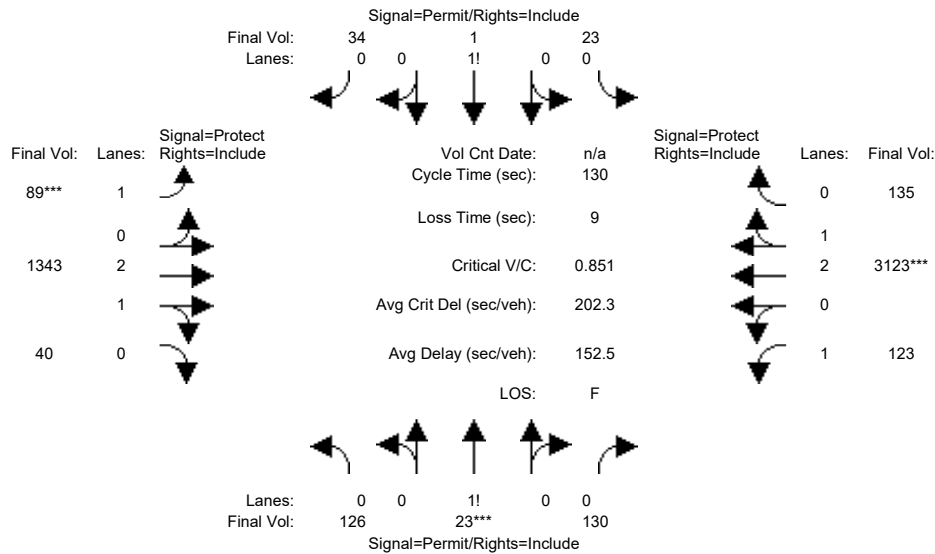
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.06	0.00	0.12	0.16	0.19	0.19	0.09	0.32	0.57
Crit Moves:	***			***			***			***		
Green Time:	29.3	29.3	29.3	17.1	0.0	17.1	22.5	62.3	62.3	29.3	69.1	86.1
Volume/Cap:	1.09	1.09	1.09	0.54	0.00	1.03	1.09	0.45	0.45	0.45	0.69	0.99
Delay/Veh:	136.0	136	136.0	64.3	0.0	138.3	146.2	31.7	31.7	54.2	32.7	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.0	136	136.0	64.3	0.0	138.3	146.2	31.7	31.7	54.2	32.7	58.0
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C-	E+
HCM2kAvgQ:	27	27	27	5	0	13	19	11	11	6	20	48

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	222	0	0	509	0
PasserByVol:	0	9	0	5	0	2	34	151	0	12	642	3
Initial Fut:	115	21	118	21	1	31	81	1222	36	112	2842	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	1343	40	123	3123	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1343	40	123	3123	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	1343	40	123	3123	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	5440	160	1750	5367	232

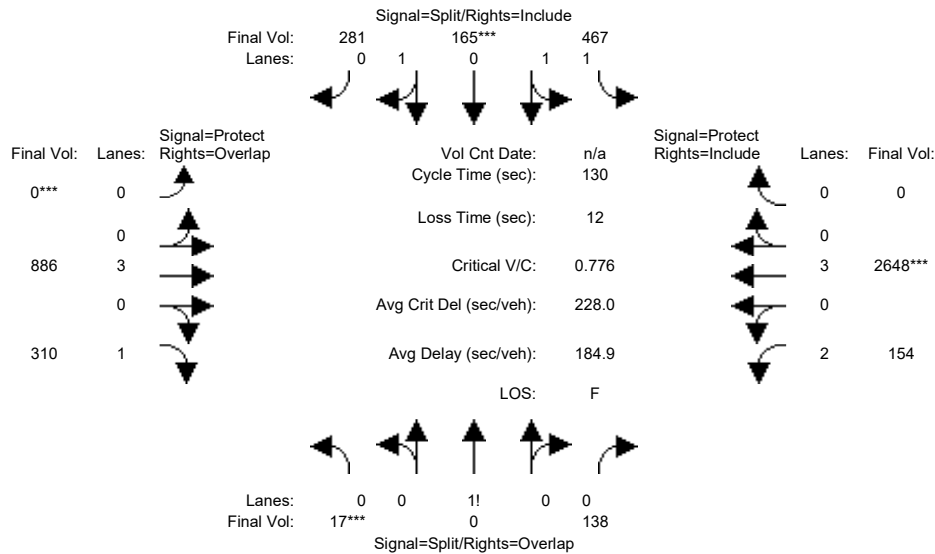
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.25	0.25	0.07	0.58	0.58
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.69	0.69	0.33	1.40	1.40
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	36.8	36.8	43.9	221	221.0
User DelAdj:	1.00	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	36.8	36.8	43.9	221	221.0
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2kAvgQ:	9	9	9	2	2	2	3	16	16	4	80	80

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	154	68	43	509	0
PasserByVol:	0	0	0	0	2	27	0	96	62	0	744	0
Initial Fut:	17	0	138	467	165	281	0	886	310	154	2648	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	886	310	154	2648	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	165	281	0	886	310	154	2648	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	886	310	154	2648	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

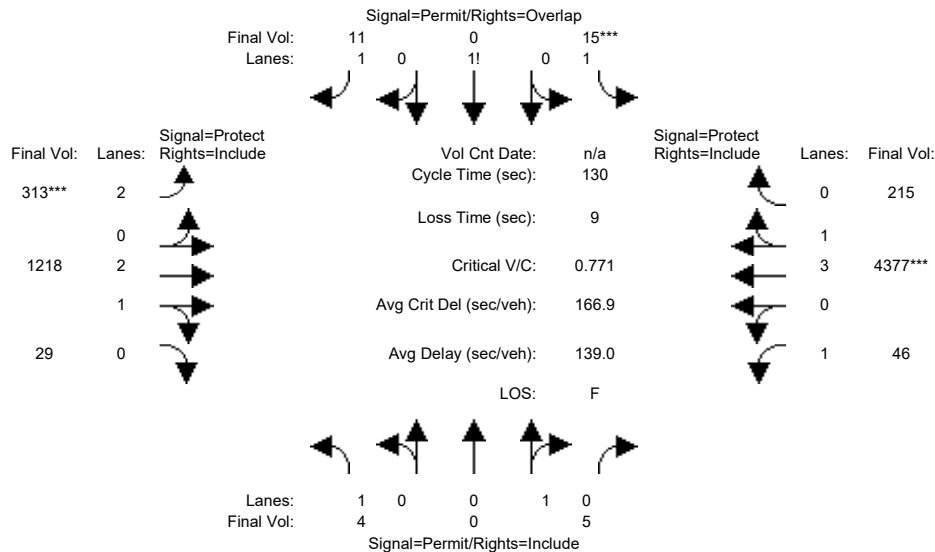
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.16	0.18	0.05	0.46	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.87	0.36	0.38	1.52	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	80.6	28.8	72.6	300	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	80.6	28.8	72.6	300	0.0
LOS by Move:	D	A	C	D-	D-	D-	A	F	C	E	F	A
HCM2kAvgQ:	7	0	5	14	14	14	0	16	11	4	82	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:												
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	154	0	0	562	0
PasserByVol:	0	0	0	0	0	0	3	92	0	0	770	0
Initial Fut:	4	0	5	14	0	10	288	1121	27	42	4027	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	1218	29	46	4377	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1218	29	46	4377	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	1218	29	46	4377	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	5468	132	1750	7148	351

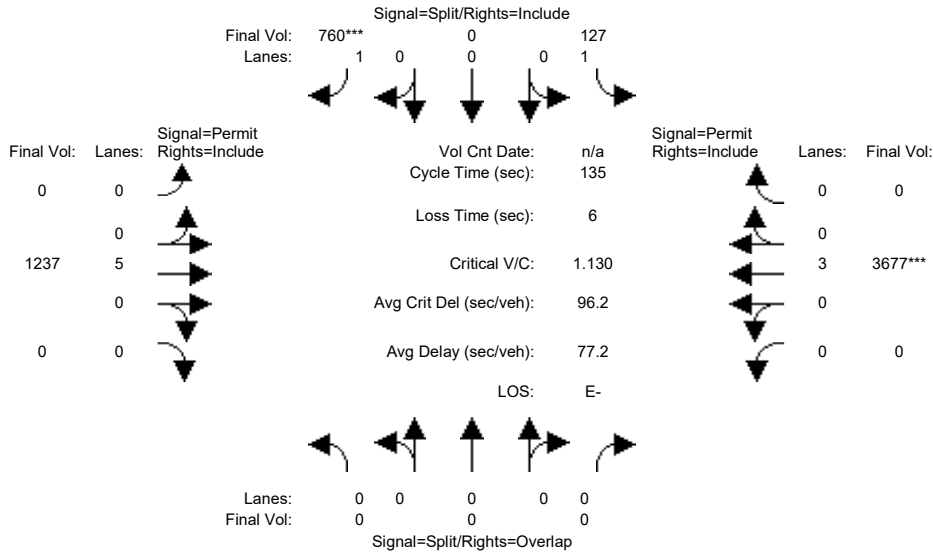
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.22	0.22	0.03	0.61	0.61
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.60	0.60	0.12	1.31	1.31
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	33.4	33.4	41.6	174	173.9
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	18.9	74.9	33.4	33.4	41.6	174	173.9
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2kAvgQ:	0	0	0	0	0	0	7	13	13	1	76	76

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

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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	79	0	154	0	0	484	0
PasserByVol:	0	0	0	0	0	34	0	93	0	0	737	0
Initial Fut:	0	0	0	127	0	760	0	1237	0	0	3677	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	760	0	1237	0	0	3677	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	760	0	1237	0	0	3677	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	760	0	1237	0	0	3677	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

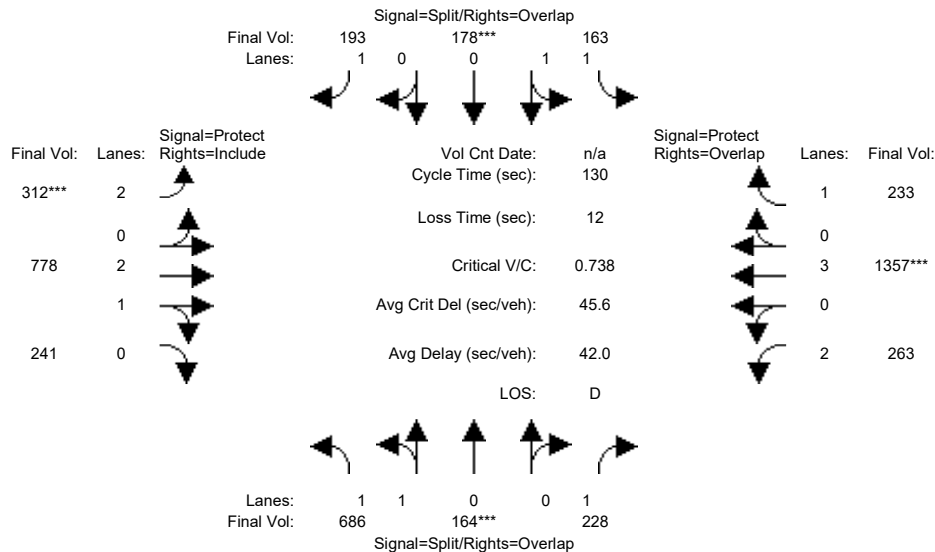
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.43	0.00	0.13	0.00	0.00	0.65	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	51.9	0.0	51.9	0.0	77.1	0.0	0.0	77.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	1.13	0.00	0.23	0.00	0.00	1.13	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	0.0	117.7	0.0	14.3	0.0	0.0	91.7	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	117.7	0.0	14.3	0.0	0.0	91.7	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	4	0	49	0	5	0	0	66	0

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	116	8	0	153	74	156	71	57	31	85	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	686	164	228	163	178	193	312	778	241	263	1357	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	164	228	163	178	193	312	778	241	263	1357	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	164	228	163	178	193	312	778	241	263	1357	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	164	228	163	178	193	312	778	241	263	1357	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:	1.62	0.38	1.00	1.00	1.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	2865	685	1750	1750	1900	1750	3150	4274	1324	3150	5700	1750

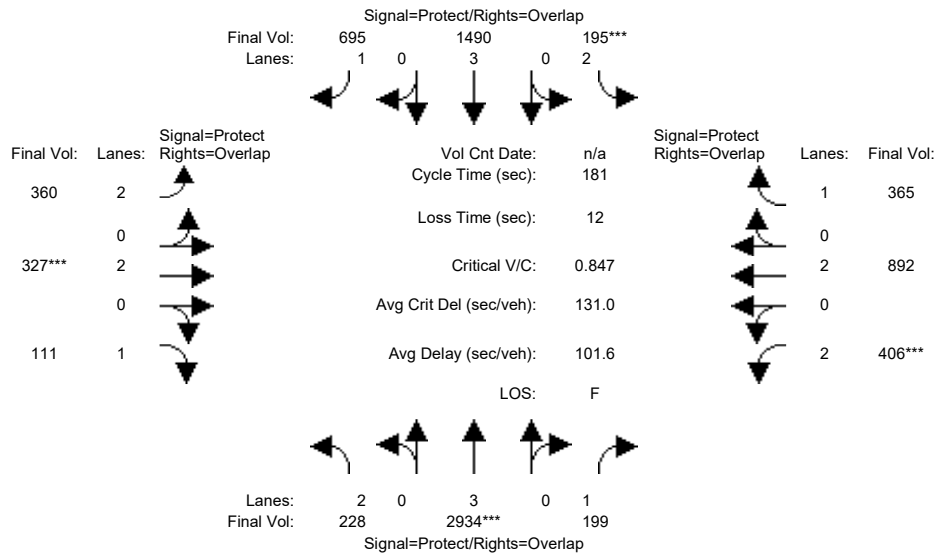
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.13	0.09	0.09	0.11	0.10	0.18	0.18	0.08	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	42.2	42.2	60.8	16.5	16.5	33.9	17.4	40.7	40.7	18.7	41.9	58.4
Volume/Cap:	0.74	0.74	0.28	0.73	0.74	0.42	0.74	0.58	0.58	0.58	0.74	0.30
Delay/Veh:	41.6	41.6	21.4	60.6	60.9	40.5	60.8	38.0	38.0	53.9	40.8	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:	41.6	41.6	21.4	60.6	60.9	40.5	60.8	38.0	38.0	53.9	40.8	23.0
LOS by Move:	D	D	C+	E	E	D	E	D+	D+	D-	D	C+
HCM2kAvgQ:	17	17	6	8	8	7	7	11	11	7	17	6

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

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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	611	11	48	315	95	107	38	0	23	75	86
PasserByVol:	3	167	12	6	193	35	18	14	4	39	58	36
Initial Fut:	228	3714	199	195	1862	695	360	327	111	406	892	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	2934	199	195	1490	695	360	327	111	406	892	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2934	199	195	1490	695	360	327	111	406	892	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	2934	199	195	1490	695	360	327	111	406	892	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

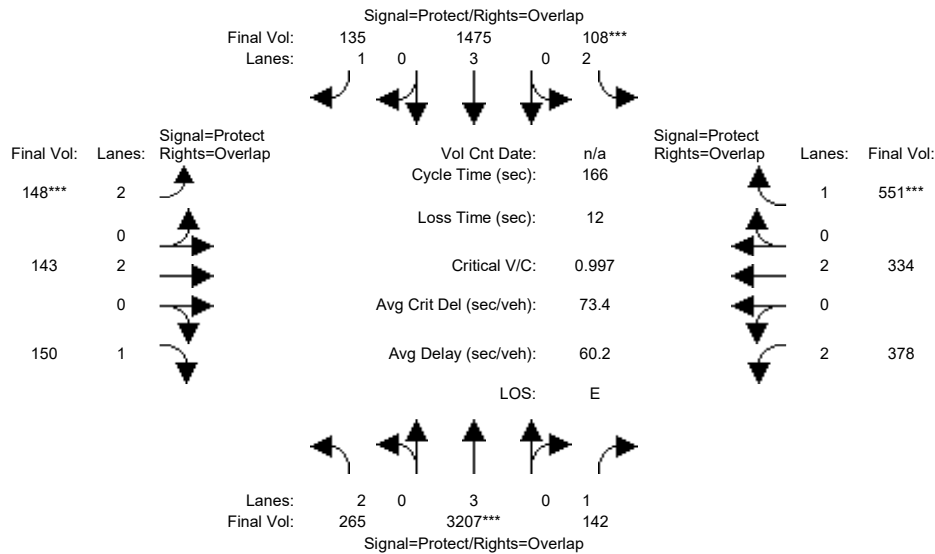
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.11	0.06	0.26	0.40	0.11	0.09	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.10	0.20	0.49	0.51	0.62	0.87	0.36	0.19	1.31	1.13	0.63
Delay/Veh:	105.8	127	36.2	82.7	50.8	44.2	95.9	58.0	44.3	243.5	147	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	127	36.2	82.7	50.8	44.2	95.9	58.0	44.3	243.5	147	53.5
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2kAvgQ:	7	61	9	7	24	36	12	7	5	23	34	19

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

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Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						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:	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	611	0	0	309	28	10	5	0	1	15	0
PasserByVol:	155	88	3	8	108	55	27	8	33	10	24	24
Initial Fut:	265	4060	142	108	1844	135	148	143	150	378	334	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	3207	142	108	1475	135	148	143	150	378	334	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3207	142	108	1475	135	148	143	150	378	334	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	3207	142	108	1475	135	148	143	150	378	334	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

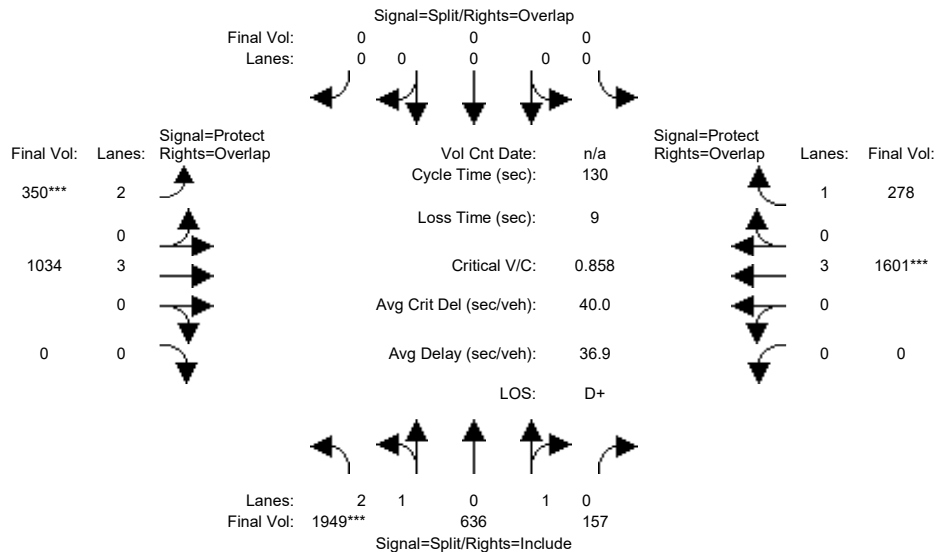
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.08	0.03	0.26	0.08	0.05	0.04	0.09	0.12	0.09	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.9	89.4	116.9	13.0	86.5	100.5	14.0	24.1	40.1	27.4	37.6	50.6
Volume/Cap:	0.88	1.04	0.12	0.44	0.50	0.13	0.56	0.26	0.36	0.73	0.39	1.03
Delay/Veh:	98.1	67.8	8.0	74.3	25.8	14.1	75.6	63.2	52.8	70.8	54.7	105.5
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:	98.1	67.8	8.0	74.3	25.8	14.1	75.6	63.2	52.8	70.8	54.7	105.5
LOS by Move:	F	E	A	E	C	B	E-	E	D-	E	D-	F
HCM2kAvgQ:	11	64	2	3	15	3	4	3	7	12	7	38

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

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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:	251	197	24	0	0	0	59	115	0	0	233	46
PasserByVol:	669	55	0	0	0	0	7	87	0	0	69	0
Initial Fut:	1949	636	157	0	0	0	350	1034	0	0	1601	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:	1949	636	157	0	0	0	350	1034	0	0	1601	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1949	636	157	0	0	0	350	1034	0	0	1601	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:	1949	636	157	0	0	0	350	1034	0	0	1601	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:	2.92	0.87	0.21	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4790	1563	386	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

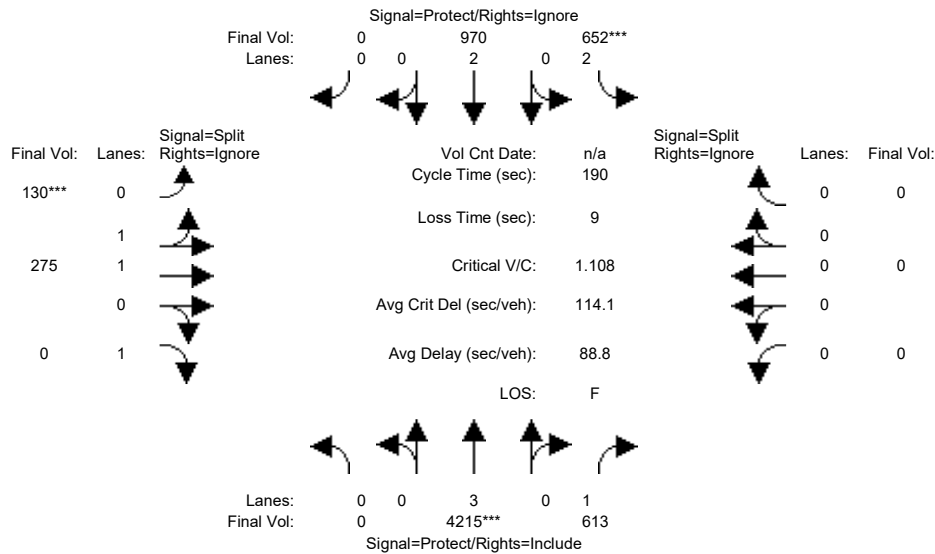
Vol/Sat:	0.41	0.41	0.41	0.00	0.00	0.00	0.11	0.18	0.00	0.00	0.28	0.16
Crit Moves:	***						****			****		
Green Time:	61.6	61.6	61.6	0.0	0.0	0.0	16.8	59.4	0.0	0.0	42.5	42.5
Volume/Cap:	0.86	0.86	0.86	0.00	0.00	0.00	0.86	0.40	0.00	0.00	0.86	0.49
Delay/Veh:	32.9	32.9	32.9	0.0	0.0	0.0	71.9	23.5	0.0	0.0	45.2	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:	32.9	32.9	32.9	0.0	0.0	0.0	71.9	23.5	0.0	0.0	45.2	35.6
LOS by Move:	C-	C-	C-	A	A	A	E	C	A	A	D	D+
HCM2kAvgQ:	29	29	29	0	0	0	9	9	0	0	19	9

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					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	457	86	73	139	0	0	39	91	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4215	613	652	970	0	130	275	355	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	4215	613	652	970	0	130	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4215	613	652	970	0	130	275	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	4215	613	652	970	0	130	275	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	1187	2511	1750	0	0	0

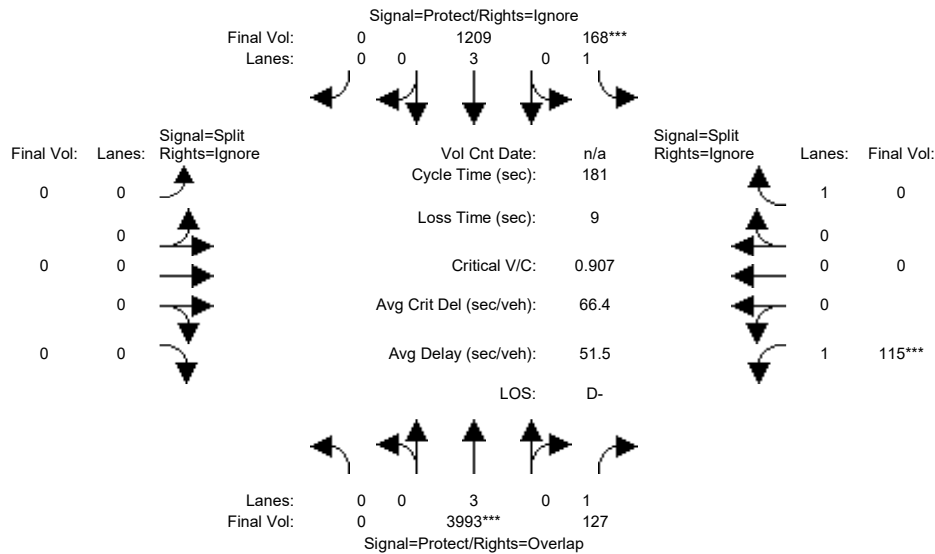
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.35	0.21	0.26	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	118.1	33.1	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.19	0.56	1.19	0.32	0.00	0.70	0.70	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	107	11.6	181.2	0.1	0.0	79.9	79.9	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	107	11.6	181.2	0.1	0.0	79.9	79.9	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	103	11	33	0	0	11	11	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		
Approach:	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	541	0	1	230	0	0	0	0	2	0	2
PasserByVol:	0	411	0	3	113	7	0	0	0	0	0	12
Initial Fut:	0	3993	127	168	1209	7	0	0	0	115	0	755
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	3993	127	168	1209	0	0	0	0	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3993	127	168	1209	0	0	0	0	115	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	3993	127	168	1209	0	0	0	0	115	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

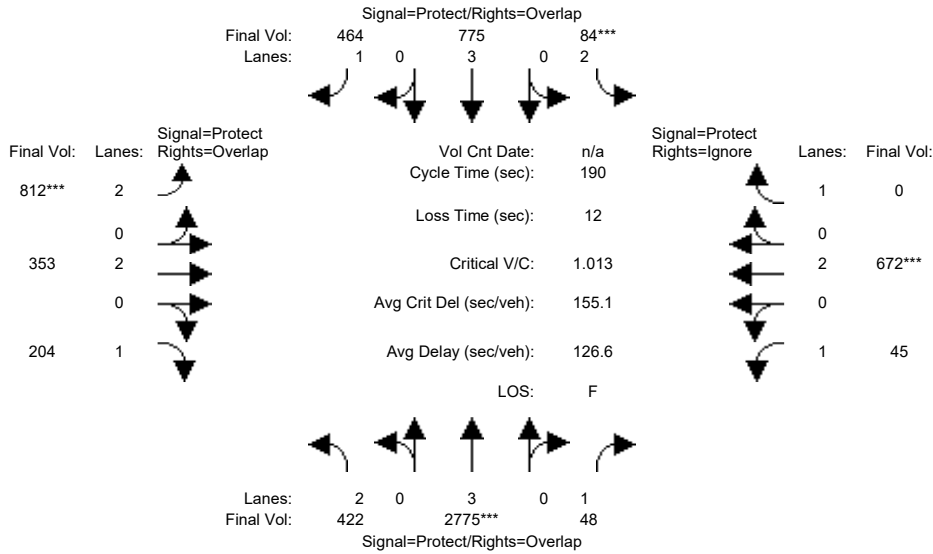
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.07	0.10	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.06	0.09	0.62	0.27	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	65.7	4.1	76.6	4.1	0.0	0.0	0.0	0.0	74.0	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	65.7	4.1	76.6	4.1	0.0	0.0	0.0	0.0	74.0	0.0	0.0
LOS by Move:	A	E	A	E-	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	79	2	9	5	0	0	0	0	7	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					
	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:	116	514	0	1	221	10	25	1	22	0	6	2
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	422	2775	48	84	775	464	812	353	204	45	672	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	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:	422	2775	48	84	775	464	812	353	204	45	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	2775	48	84	775	464	812	353	204	45	672	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:	422	2775	48	84	775	464	812	353	204	45	672	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

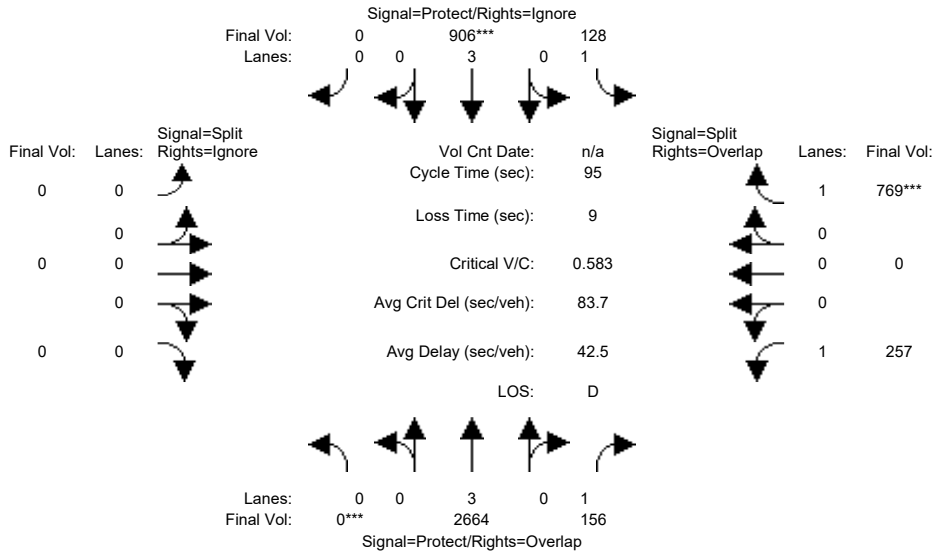
Capacity Analysis Module:												
Vol/Sat:	0.13	0.49	0.03	0.03	0.14	0.27	0.26	0.09	0.12	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.26	1.31	0.06	0.36	0.40	0.43	0.95	0.22	0.22	0.43	0.81	0.00
Delay/Veh:	222.6	196	26.9	83.7	51.7	27.6	87.0	33.7	23.0	88.3	75.9	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:	222.6	196	26.9	83.7	51.7	27.6	87.0	33.7	23.0	88.3	75.9	0.0
LOS by Move:	F	F	C	F	D-	C	F	C-	C+	F	E-	A
HCM2kAvgQ:	21	77	1	3	12	20	30	6	6	3	20	0

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

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 Cumulative AM PP

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:	North Bound			South Bound			East Bound			West Bound		
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	622	0	1	241	0	0	0	0	0	0	8
PasserByVol:	0	304	0	7	57	11	0	0	0	0	0	24
Initial Fut:	0	2664	156	128	906	11	0	0	0	257	0	769
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	2664	156	128	906	0	0	0	0	257	0	769
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2664	156	128	906	0	0	0	0	257	0	769
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	2664	156	128	906	0	0	0	0	257	0	769

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	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

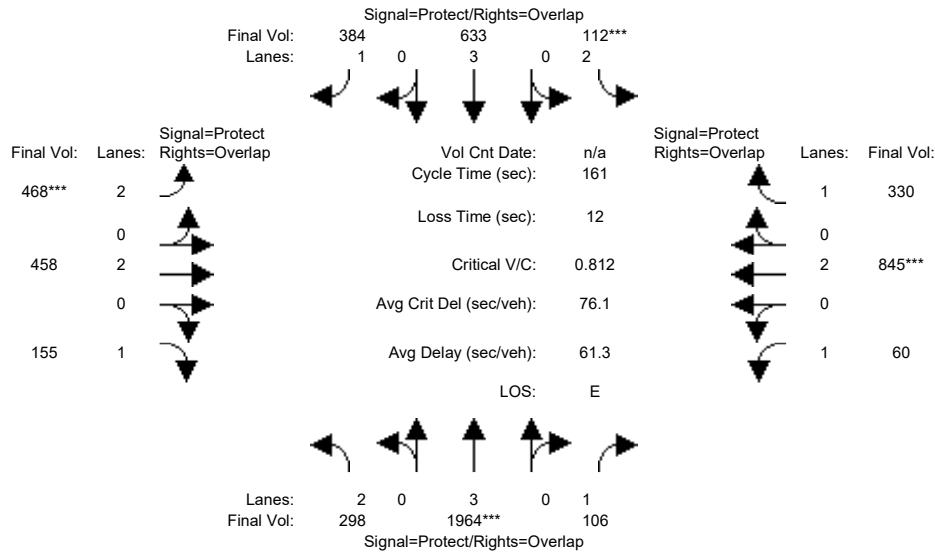
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.47	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	***			***								***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.83	0.12	0.49	0.23	0.00	0.00	0.00	0.00	0.78	0.00	1.30
Delay/Veh:	0.0	18.6	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	176.8
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	18.6	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	176.8
LOS by Move:	A	B-	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	19	1	4	3	0	0	0	0	10	0	50

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

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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:												
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	622	0	0	241	0	0	0	0	0	0	0
PasserByVol:	10	291	0	7	41	8	10	6	2	0	0	4
Initial Fut:	298	1964	106	112	633	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	1964	106	112	633	384	468	458	155	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1964	106	112	633	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
FinalVolume:	298	1964	106	112	633	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

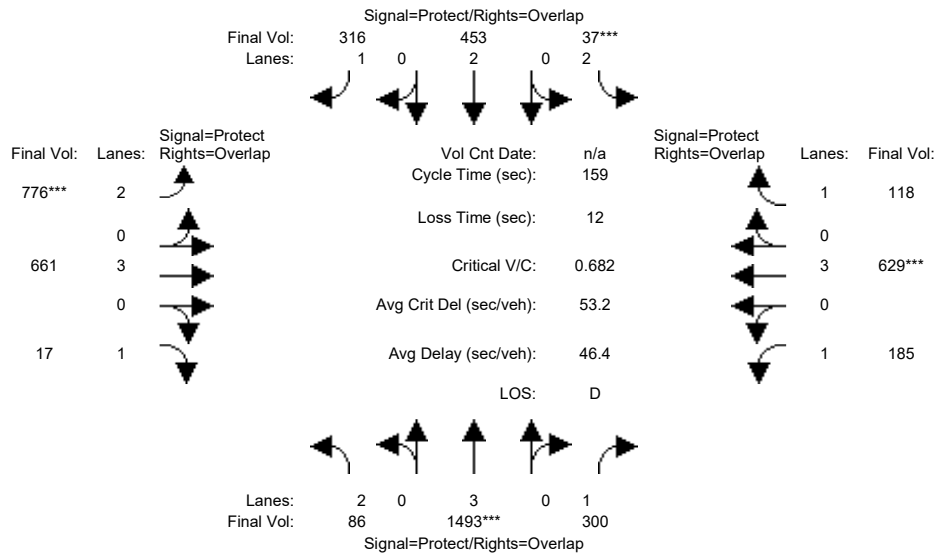
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	1.05	0.15	0.34	0.42	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.3	88.2	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	88.2	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	63	7	6	16	25	24	14	7	7	33	23

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

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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	512	0	0	220	21	110	0	0	0	0	0
PasserByVol:	19	68	2	0	25	32	244	42	0	14	5	0
Initial Fut:	86	1493	300	37	453	316	776	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	1493	300	37	453	316	776	661	17	185	629	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1493	300	37	453	316	776	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	1493	300	37	453	316	776	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

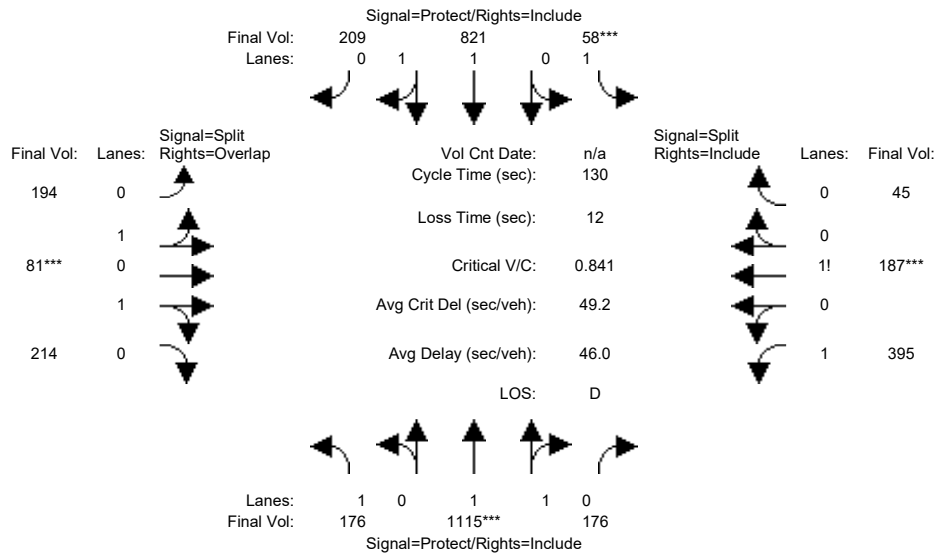
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.17	0.01	0.12	0.18	0.25	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.71	0.33	0.21	0.34	0.29	0.91	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	70.8	43.7	22.6	72.2	38.0	14.0	69.9	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	43.7	22.6	72.2	38.0	14.0	69.9	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
HCM2kAvgQ:	3	21	9	1	8	7	22	7	0	11	9	5

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	110	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	270	0	0	47	0	0	0	0	0	0	0
Initial Fut:	176	1115	176	58	821	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	1115	176	58	821	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1115	176	58	821	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	1115	176	58	821	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	1.72	0.28	1.00	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3195	504	1750	2949	751	1428	596	1575	2555	762	183

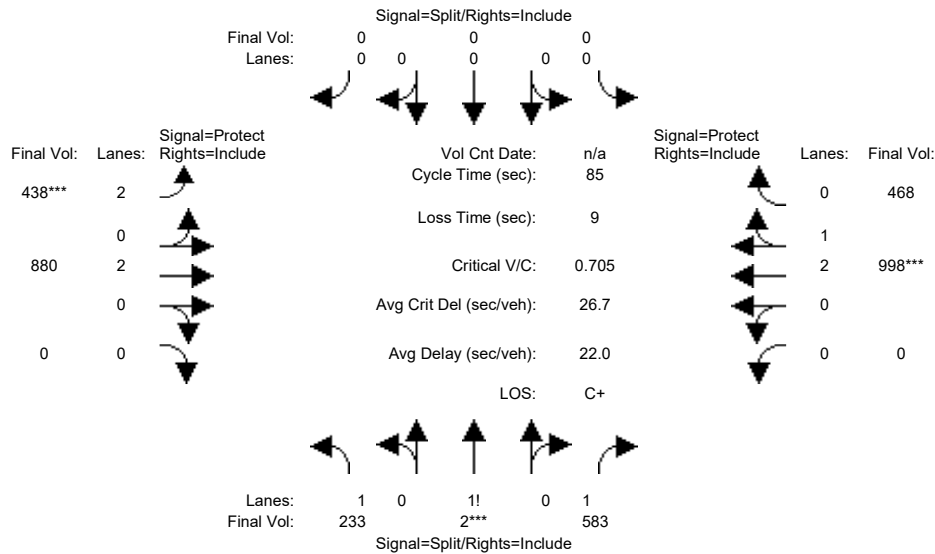
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.35	0.03	0.28	0.28	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	15.9	53.0	53.0	7.0	44.1	44.1	20.6	20.6	36.6	37.3	37.3	37.3
Volume/Cap:	0.82	0.86	0.86	0.62	0.82	0.82	0.86	0.86	0.48	0.54	0.86	0.86
Delay/Veh:	77.2	40.0	40.0	71.8	43.8	43.8	65.3	65.3	39.2	39.6	53.5	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:	77.2	40.0	40.0	71.8	43.8	43.8	65.3	65.3	39.2	39.6	53.5	53.5
LOS by Move:	E-	D	D	E	D	D	E	E	D	D	D-	D-
HCM2kAvgQ:	8	24	24	3	20	20	13	13	9	10	20	20

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

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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	90	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	205	0	0	0	0	65	0	0	31	6
Initial Fut:	233	2	583	0	0	0	438	880	0	0	998	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	583	0	0	0	438	880	0	0	998	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	583	0	0	0	438	880	0	0	998	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	583	0	0	0	438	880	0	0	998	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:	1.29	0.01	1.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.01	0.99
Final Sat.:	2257	9	3069	0	0	0	3150	3800	0	0	3810	1787

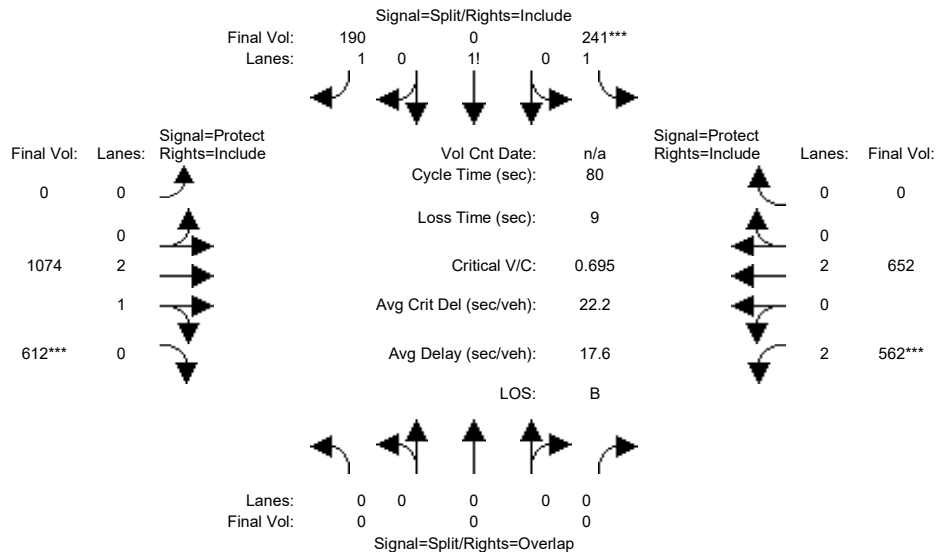
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.19	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	27.7	27.7	27.7	0.0	0.0	0.0	16.8	48.3	0.0	0.0	31.6	31.6
Volume/Cap:	0.32	0.71	0.58	0.00	0.00	0.00	0.71	0.41	0.00	0.00	0.71	0.71
Delay/Veh:	21.6	27.1	24.5	0.0	0.0	0.0	35.5	10.4	0.0	0.0	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:	21.6	27.1	24.5	0.0	0.0	0.0	35.5	10.4	0.0	0.0	23.9	23.9
LOS by Move:	C+	C	C	A	A	A	D+	B+	A	A	C	C
HCM2kAvgQ:	4	11	8	0	0	0	6	6	0	0	11	11

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					
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	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	21	0	15	5	0
PasserByVol:	0	0	0	22	0	0	0	43	0	30	10	0
Initial Fut:	0	0	0	241	0	190	0	1074	612	562	652	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	1074	612	562	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	190	0	1074	612	562	652	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	1074	612	562	652	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

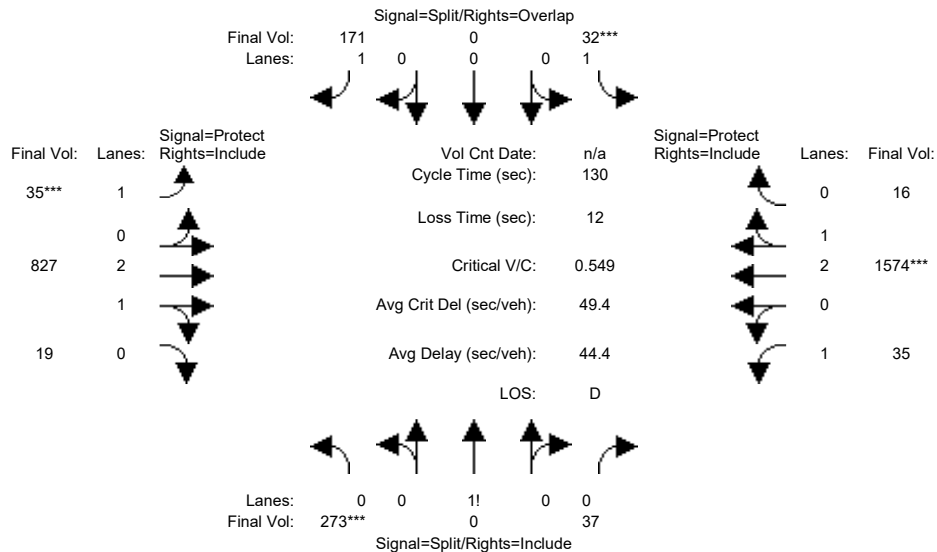
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.18	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.2	0.0	10.2	0.0	40.3	40.3	20.5	60.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.56	0.69	0.69	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	36.8	0.0	34.3	0.0	14.0	16.1	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	36.8	0.0	34.3	0.0	14.0	16.1	29.5	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	10	13	7	2	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 PP

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: 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	1	137	0	0	274	0
PasserByVol:	0	0	0	18	0	2	0	87	0	0	66	4
Initial Fut:	259	0	35	30	0	162	33	786	18	33	1495	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	35	827	19	35	1574	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	32	0	171	35	827	19	35	1574	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	35	827	19	35	1574	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	5474	125	1750	5544	56

Capacity Analysis Module:

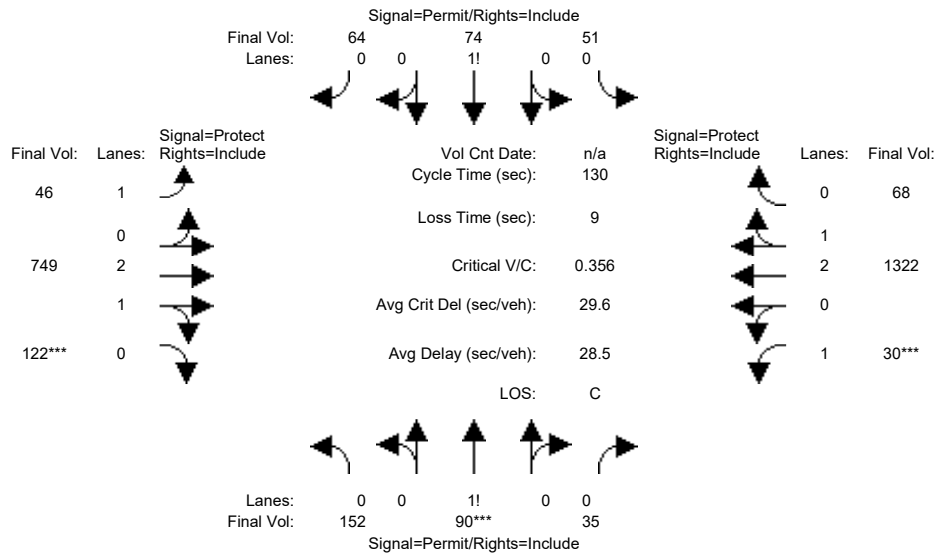
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.28	0.20	0.47	0.47	0.22	0.90	0.90
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.3	35.3	55.3	49.2	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:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.3	35.3	55.3	49.2	49.2
LOS by Move:	D	A	D	D+	A	C	D-	D+	D+	E+	D	D
HCM2kAvgQ:	13	0	13	1	0	5	1	9	9	1	22	22

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 #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		
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	15	5	126	6	0	246	0
PasserByVol:	6	0	12	12	0	5	2	100	1	2	54	2
Initial Fut:	146	86	34	49	71	61	44	719	117	29	1269	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	64	46	749	122	30	1322	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	90	35	51	74	64	46	749	122	30	1322	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	64	46	749	122	30	1322	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	0.39	0.34	1.00	2.56	0.44	1.00	2.85	0.15
Final Sat.:	961	566	224	474	686	590	1750	4815	784	1750	5327	273

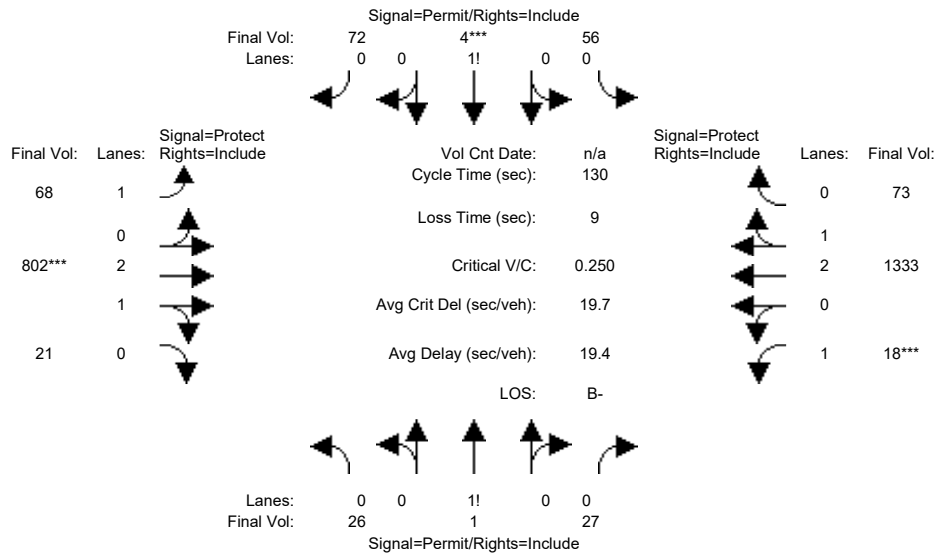
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.11	0.03	0.16	0.16	0.02	0.25	0.25
Crit Moves:	****						****			****		
Green Time:	50.9	50.9	50.9	50.9	50.9	50.9	12.2	50.1	50.1	20.0	57.9	57.9
Volume/Cap:	0.40	0.40	0.40	0.27	0.27	0.27	0.28	0.40	0.40	0.11	0.56	0.56
Delay/Veh:	28.9	28.9	28.9	27.2	27.2	27.2	55.8	29.2	29.2	47.5	26.9	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:	28.9	28.9	28.9	27.2	27.2	27.2	55.8	29.2	29.2	47.5	26.9	26.9
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	9	9	9	5	5	5	2	8	8	1	13	13

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

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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	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:	15	0	0	0	0	13	4	117	4	0	217	0
PasserByVol:	2	0	16	16	0	6	1	118	0	2	46	4
Initial Fut:	25	1	26	54	4	70	66	778	20	17	1293	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:	26	1	27	56	4	72	68	802	21	18	1333	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1	27	56	4	72	68	802	21	18	1333	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:	26	1	27	56	4	72	68	802	21	18	1333	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:	0.48	0.02	0.50	0.42	0.03	0.55	1.00	2.92	0.08	1.00	2.84	0.16
Final Sat.:	841	34	875	738	55	957	1750	5459	140	1750	5308	291

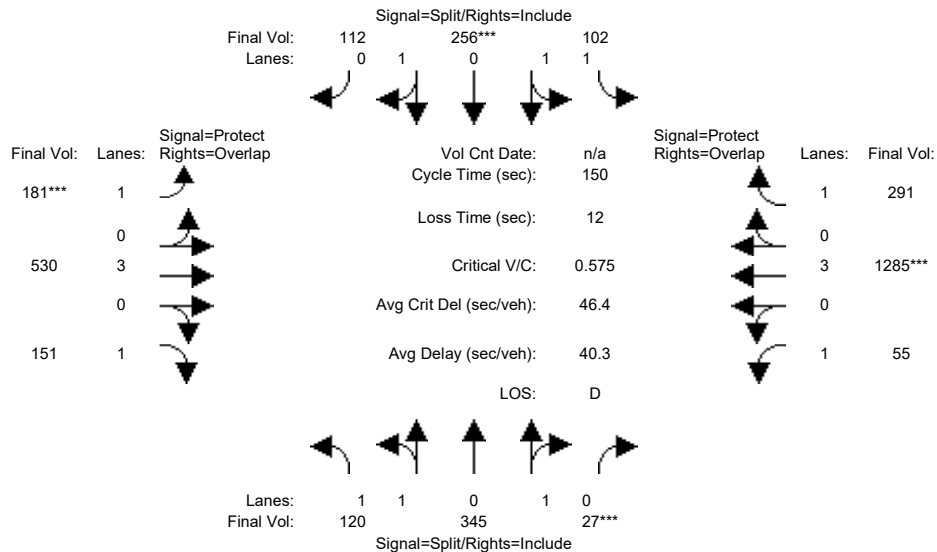
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.04	0.15	0.15	0.01	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	11.8	70.0	70.0	15.0	73.2	73.2
Volume/Cap:	0.11	0.11	0.11	0.27	0.27	0.27	0.43	0.27	0.27	0.09	0.45	0.45
Delay/Veh:	35.2	35.2	35.2	37.1	37.1	37.1	57.7	16.3	16.3	51.6	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:	35.2	35.2	35.2	37.1	37.1	37.1	57.7	16.3	16.3	51.6	16.7	16.7
LOS by Move:	D+	D+	D+	D+	D+	D+	E+	B	B	D-	B	B
HCM2kAvgQ:	2	2	2	4	4	4	3	6	6	1	11	11

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

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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
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:	11	0	0	0	0	11	4	110	4	0	196	0
PasserByVol:	2	0	0	42	0	1	12	125	9	0	44	6
Initial Fut:	120	345	27	102	256	112	181	530	151	55	1285	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	345	27	102	256	112	181	530	151	55	1285	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	345	27	102	256	112	181	530	151	55	1285	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	345	27	102	256	112	181	530	151	55	1285	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	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.37	0.63	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2573	1126	1750	5700	1750	1750	5700	1750

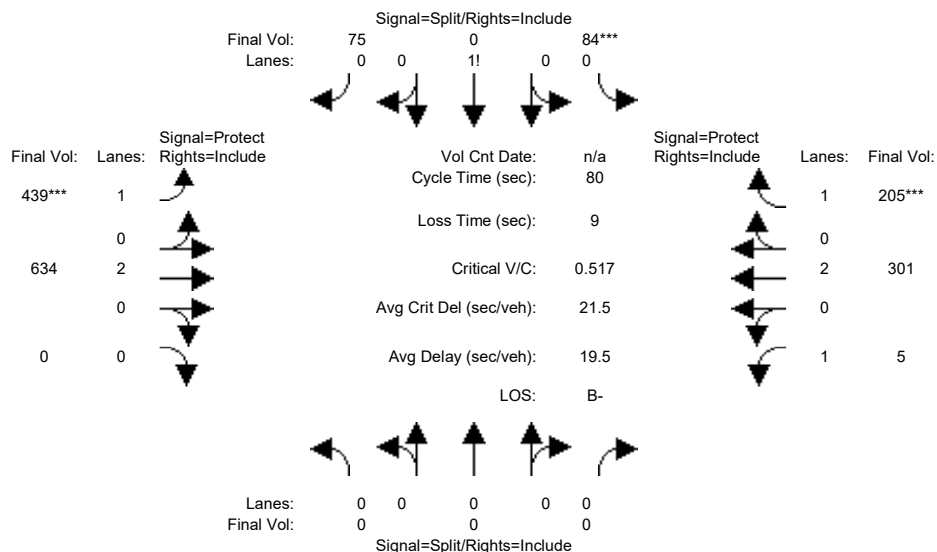
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.09	0.03	0.23	0.17
Crit Moves:			***			***			***			***
Green Time:	26.2	26.2	26.2	26.0	26.0	26.0	27.0	57.1	83.4	28.7	58.8	84.8
Volume/Cap:	0.39	0.57	0.57	0.34	0.57	0.57	0.57	0.24	0.16	0.16	0.57	0.29
Delay/Veh:	55.0	57.7	57.7	54.6	58.0	58.0	58.9	31.8	16.3	50.9	36.1	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:	55.0	57.7	57.7	54.6	58.0	58.0	58.9	31.8	16.3	50.9	36.1	17.2
LOS by Move:	E+	E+	E+	D-	E+	E+	E+	C	B	D	D+	B
HCM2kAvgQ:	5	9	9	5	8	8	8	5	3	2	15	7

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

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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	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	54	0	57	361	10	0	0	55	179
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	84	0	75	439	634	0	5	301	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	84	0	75	439	634	0	5	301	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	75	439	634	0	5	301	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	84	0	75	439	634	0	5	301	205

Saturation 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	0.53	0.00	0.47	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	925	0	825	1750	3800	0	1750	3800	1750

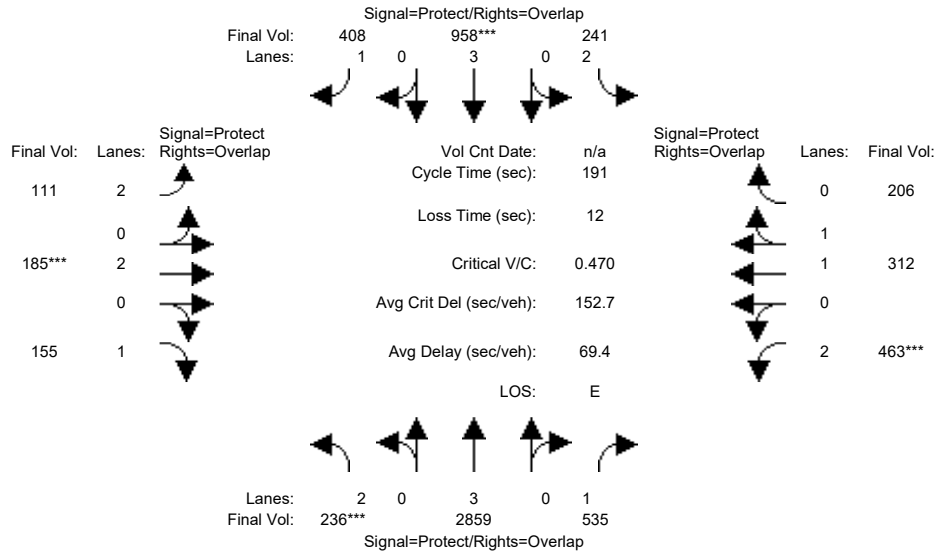
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.25	0.17	0.00	0.00	0.08	0.12
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	14.1	0.0	14.1	38.8	37.4	0.0	19.6	18.1	18.1
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.52	0.52	0.36	0.00	0.01	0.35	0.52
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	14.7	13.8	0.0	22.9	26.2	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	0.0	0.0	31.4	0.0	31.4	14.7	13.8	0.0	22.9	26.2	28.3
LOS by Move:	A	A	A	C	A	C	B	B	A	C+	C	C
HCM2kAvgQ:	0	0	0	4	0	4	8	5	0	0	3	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)
Cumulative AM PP

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:	North Bound			South Bound			East Bound			West Bound		
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:	6	251	6	0	158	0	0	0	17	18	0	0
PasserByVol:	1	208	2	1	29	7	0	0	8	359	29	3
Initial Fut:	236	3619	535	241	1197	408	111	185	155	463	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:	236	2859	535	241	958	408	111	185	155	463	312	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2859	535	241	958	408	111	185	155	463	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:	236	2859	535	241	958	408	111	185	155	463	312	206

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	0.83	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

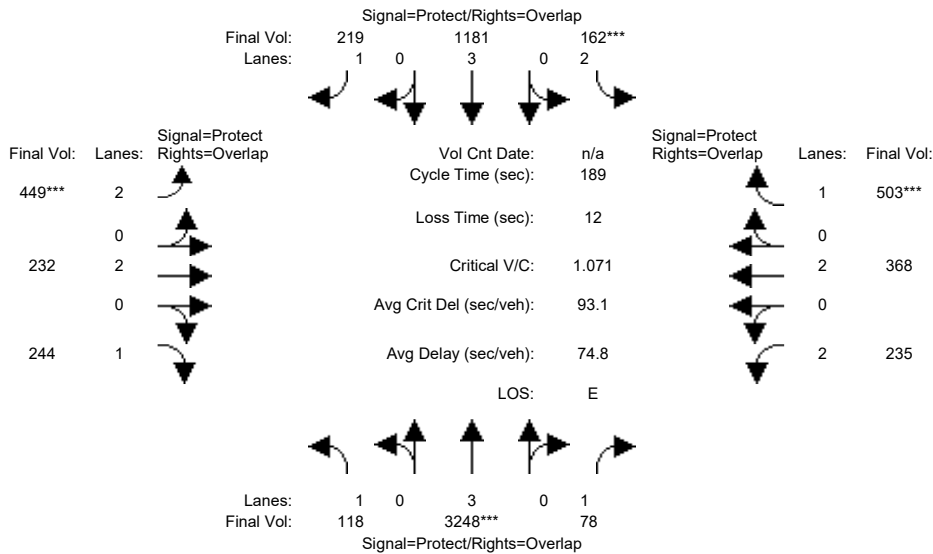
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.50	0.31	0.08	0.17	0.23	0.04	0.05	0.09	0.15	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.56	0.84	0.45	0.86	0.30	0.37	0.45	0.29	0.30	1.89	0.84	0.55
Delay/Veh:	74.8	30.8	13.7	103.6	21.4	16.0	80.7	66.0	48.7	498.4	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:	74.8	30.8	13.7	103.6	21.4	16.0	80.7	66.0	48.7	498.4	82.7	58.7
LOS by Move:	E	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	39	14	10	9	11	4	4	7	32	16	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 AM PP

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:	3	263	2	0	193	0	0	0	11	12	0	0
PasserByVol:	2	320	9	39	382	50	59	6	5	5	4	11
Initial Fut:	118	4112	78	162	1476	219	449	232	244	235	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:	118	3248	78	162	1181	219	449	232	244	235	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	3248	78	162	1181	219	449	232	244	235	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:	118	3248	78	162	1181	219	449	232	244	235	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

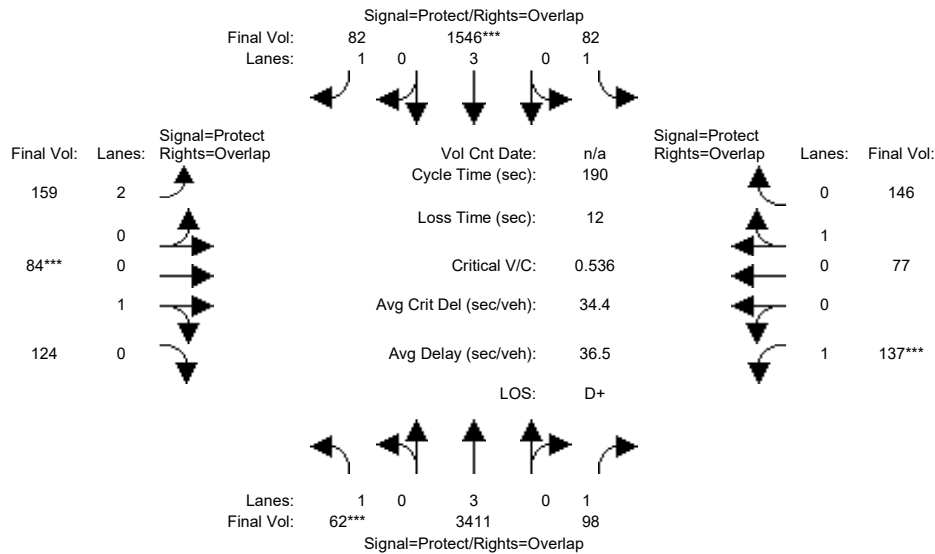
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.04	0.05	0.21	0.13	0.14	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.71	1.07	0.07	0.71	0.41	0.20	1.09	0.25	0.41	0.86	0.49	1.07
Delay/Veh:	92.0	80.3	13.7	91.8	27.3	13.4	149.5	55.3	46.5	105.1	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:	92.0	80.3	13.7	91.8	27.3	13.4	149.5	55.3	46.5	105.1	64.7	126.2
LOS by Move:	F	F	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	66	2	5	13	5	21	5	11	10	9	38

Note: Queue reported is 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 PP

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:	2	268	2	0	216	0	0	0	5	6	0	0
PasserByVol:	6	191	4	5	288	16	13	1	1	0	8	8
Initial Fut:	62	4318	98	82	1932	82	159	84	124	137	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:	62	3411	98	82	1546	82	159	84	124	137	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	3411	98	82	1546	82	159	84	124	137	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:	62	3411	98	82	1546	82	159	84	124	137	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	0.40	0.60	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	727	1073	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:	0.64	0.93	0.08	0.77	0.42	0.06	0.55	0.80	0.58	0.94	0.91	0.63
Delay/Veh:	96.5	33.2	7.1	111.0	15.2	6.3	80.7	90.5	67.5	138.4	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:	96.5	33.2	7.1	111.0	15.2	6.3	80.7	90.5	67.5	138.4	110	69.6
LOS by Move:	F	C-	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	4	56	2	5	13	1	6	13	11	11	16	12

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 GP w/ Max Residential						???			
	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+	22.0	0.628	+ 0.010	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+	57.6	1.122	+ 0.025	131.8	+ 10.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	41.3	0.865	48.1	D	42.5	0.887	+ 0.022	49.6	+ 1.5	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	F	85.8	1.088	94.7	F	87.7	1.095	+ 0.007	97.3	+ 2.6	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	F	80.1	1.085	96.8	F	82.0	1.093	+ 0.008	100.0	+ 3.2	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	13.3	0.809	11.8	B	13.3	0.814	+ 0.005	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	0.837	+ 0.005	20.9	+ 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.3	0.981	50.8	D-	51.7	0.999	+ 0.018	56.2	+ 5.3	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C+	20.9	0.867	34.9	C+	21.5	0.880	+ 0.013	36.3	+ 1.3	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.7	0.822	41.8	C	28.5	0.836	+ 0.014	42.5	+ 0.7	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	42.1	0.884	43.4	D	46.8	0.932	+ 0.047	50.4	+ 7.0	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.3	0.798	32.6	D+	36.6	0.824	+ 0.027	33.1	+ 0.5	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.2	0.948	42.1	D	42.4	0.976	+ 0.028	46.7	+ 4.6	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.4	0.694	35.6	C	25.9	0.734	+ 0.040	36.6	+ 1.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.670	14.7	B	13.0	0.689	+ 0.020	15.2	+ 0.5	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.708	19.5	B-	19.1	0.717	+ 0.009	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+	20.4	0.539	+ 0.039	16.1	+ 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	0.659	+ 0.013	30.3	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.2	0.793	36.1	C-	34.8	0.843	+ 0.050	38.1	+ 2.0	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B-	18.8	0.539	18.6	B	17.5	0.577	+ 0.038	17.9	- 0.7	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.0	0.463	7.1	C	27.2	0.722	+ 0.259	33.7	+ 26.6	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E+	57.3	0.880	64.2	E+	58.8	0.909	+ 0.029	68.0	+ 3.7	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E+	58.4	0.708	54.0	E	60.0	0.735	+ 0.027	55.7	+ 1.7	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	16.4	0.700	22.4	B	16.7	0.729	+ 0.028	23.0	+ 0.6	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.8	0.608	15.8	B	17.7	0.634	+ 0.026	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	42.2	0.905	+ 0.055	46.0	+ 5.8	?	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 GP w/ Max Residential					???				
	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-	18.6	0.599	+ 0.025	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	28.5	0.636	+ 0.015	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+	20.9	0.925	+ 0.027	24.4	+ 2.0	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B	14.1	0.702	15.0	B	15.1	0.770	+ 0.068	16.2	+ 1.2	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.2	0.630	27.4	C-	33.6	0.867	+ 0.238	40.2	+ 12.8	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	71.1	1.081	105.8	F	91.2	1.173	+ 0.092	140.7	+ 34.8	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.1	0.602	8.3	A	7.0	0.619	+ 0.017	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	5.3	0.567	+ 0.020	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	40.3	0.778	+ 0.020	43.0	+ 1.0	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	D+	38.6	0.781	42.2	D	40.4	0.791	+ 0.011	45.9	+ 3.6	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.3	0.614	33.6	C	27.9	0.638	+ 0.023	33.3	- 0.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.6	0.672	39.5	D	41.0	0.679	+ 0.007	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	23.2	0.562	+ 0.008	28.7	+ 5.5	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.510	+ 0.021	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	26.5	0.477	+ 0.011	23.4	+ 0.8	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.8	0.922	71.3	D-	53.3	0.987	+ 0.065	84.6	+ 13.3	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	108.7	0.784	141.2	F	134.2	0.825	+ 0.041	178.4	+ 37.2	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	138.3	0.716	165.7	F	165.9	0.752	+ 0.037	203.5	+ 37.8	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	106.2	0.721	126.2	F	125.7	0.752	+ 0.030	151.1	+ 24.9	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D-	52.9	1.049	64.8	E	67.3	1.100	+ 0.050	84.0	+ 19.1	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D	40.1	0.703	43.5	D	41.9	0.742	+ 0.040	45.6	+ 2.1	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	98.9	0.839	127.7	F	101.9	0.849	+ 0.010	131.9	+ 4.1	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.0	0.991	72.5	E	60.7	1.000	+ 0.009	74.0	+ 1.4	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	35.0	0.808	37.6	D+	36.4	0.844	+ 0.036	39.5	+ 1.9	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	83.3	1.086	107.4	F	86.4	1.103	+ 0.017	111.1	+ 3.6	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	46.0	0.891	59.1	D	48.9	0.900	+ 0.009	63.0	+ 3.9	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

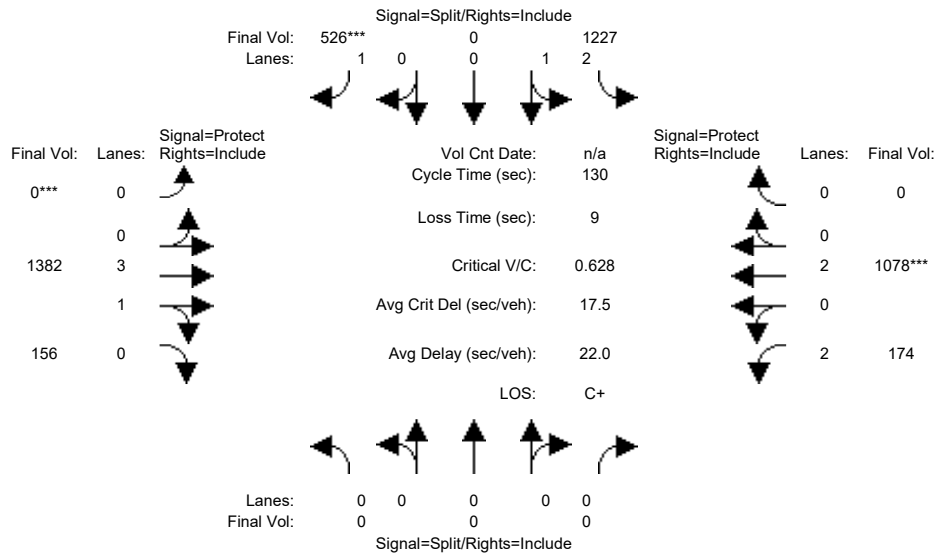
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM GP w/ Max Residential					???				
	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	120.2	1.005	+ 0.009	150.1	+ 5.9	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.6	0.573	82.1	D	42.0	0.579	+ 0.006	82.5	+ 0.4	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D-	53.6	0.783	63.4	E+	57.3	0.798	+ 0.016	69.6	6.2	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	44.2	0.636	49.6	D	45.1	0.661	+ 0.025	51.1	+ 1.5	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.2	0.831	53.0	D	46.8	0.835	+ 0.004	53.2	+ 0.2	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.672	25.9	C+	21.6	0.690	+ 0.018	26.3	+ 0.4	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.4	0.689	22.1	B	17.5	0.692	+ 0.003	22.1	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	42.6	0.532	46.6	D	43.7	0.544	+ 0.013	48.3	+ 1.7	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.4	0.348	29.7	C	28.3	0.357	+ 0.009	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-	18.9	0.249	+ 0.011	19.3	+ 0.2	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.1	0.565	46.2	D	40.2	0.573	+ 0.008	46.4	+ 0.3	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	D	40.1	0.565	46.2	D	40.2	0.573	+ 0.008	46.4	0.3	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	C+	20.9	0.425	+ 0.202	21.5	14	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	66.2	0.456	143.3	E	68.7	0.468	+ 0.011	150.7	7.3	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	E	73.5	1.067	91.2	E-	76.1	1.075	+ 0.008	95.1	3.9	?	xx.x	x.xxx	xx.x
	?	xx.x	x.xxx	xx.x	D+	35.9	0.514	33.4	D+	36.8	0.529	+ 0.015	33.9	0.5	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM GP w/ Max Residential

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		
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	213	0	0	0	93	0	29	110	0
PasserByVol:	0	0	0	1	0	2	0	69	0	0	52	0
Initial Fut:	0	0	0	1227	0	526	0	1382	156	174	1078	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	1227	0	526	0	1382	156	174	1078	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1227	0	526	0	1382	156	174	1078	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	1227	0	526	0	1382	156	174	1078	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	6738	761	3150	3800	0

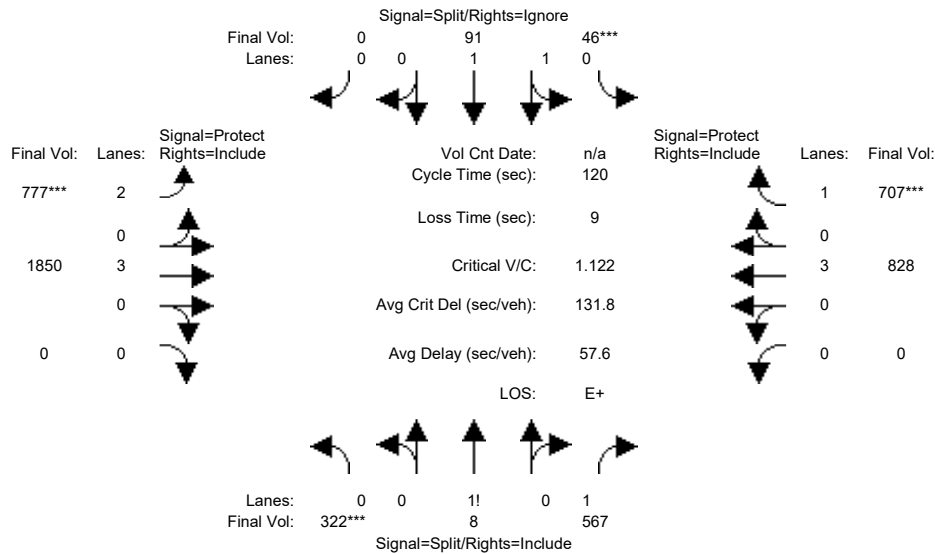
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.30	0.00	0.21	0.21	0.06	0.28	0.00
Crit Moves:				****		****	****			****		
Green Time:	0.0	0.0	0.0	62.2	0.0	62.2	0.0	46.3	46.3	12.5	58.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.63	0.00	0.58	0.58	0.58	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	26.8	0.0	21.7	21.7	55.0	13.0	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	23.7	0.0	26.8	0.0	21.7	21.7	55.0	13.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C+	C+	D-	B	A
HCM2kAvgQ:	0	0	0	13	0	17	0	10	10	4	10	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 GP w/ Max Residential

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	306	0	0	138	126
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1850	0	0	828	707
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	1850	0	0	828	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1850	0	0	828	707
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	1850	0	0	828	707

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

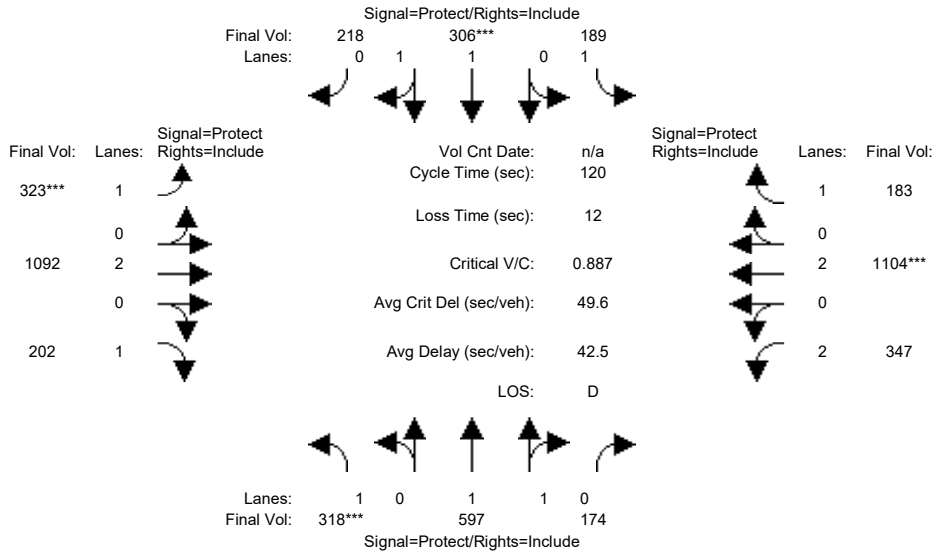
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.32	0.00	0.00	0.15	0.40
Crit Moves:	***			***			***					***
Green Time:	35.4	35.4	35.4	10.0	10.0	0.0	24.9	65.6	0.0	0.0	40.8	40.8
Volume/Cap:	1.19	1.19	0.75	0.44	0.44	0.00	1.19	0.59	0.00	0.00	0.43	1.19
Delay/Veh:	140.6	141	41.1	53.4	53.4	0.0	139.3	3.9	0.0	0.0	20.3	127.4
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:	140.6	141	41.1	53.4	53.4	0.0	139.3	3.9	0.0	0.0	20.3	127.4
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	C+	F
HCM2kAvgQ:	40	40	15	3	3	0	27	5	0	0	5	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 GP w/ Max Residential

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:	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	8	12	0	29	12	264	21	10	373	12
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	174	189	306	218	323	1092	202	347	1104	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:	318	597	174	189	306	218	323	1092	202	347	1104	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	174	189	306	218	323	1092	202	347	1104	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:	318	597	174	189	306	218	323	1092	202	347	1104	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.54	0.46	1.00	1.15	0.85	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2864	835	1750	2160	1539	1750	3800	1750	3150	3800	1750

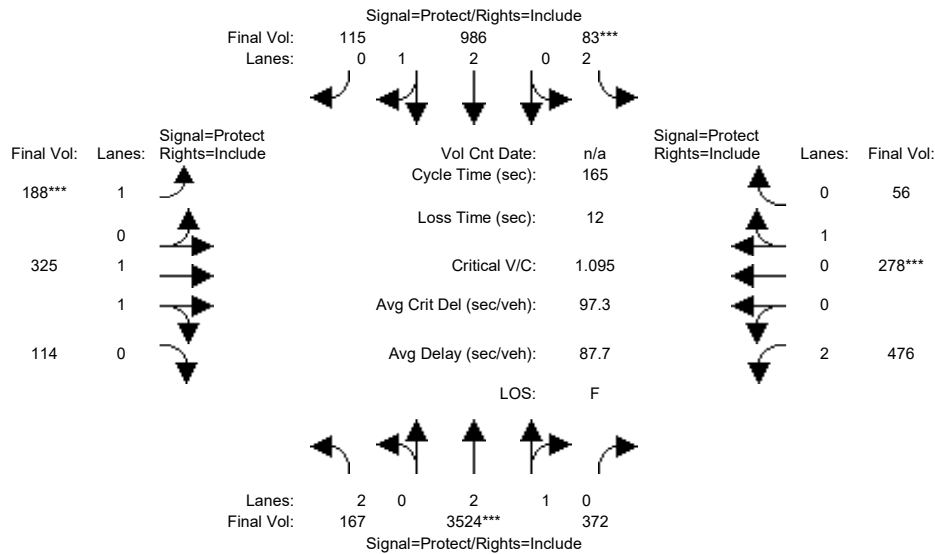
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.11	0.14	0.14	0.18	0.29	0.12	0.11	0.29	0.10
Crit Moves:	***				****		****				****	
Green Time:	24.6	28.8	28.8	14.9	19.2	19.2	25.0	46.5	46.5	17.8	39.3	39.3
Volume/Cap:	0.89	0.87	0.87	0.87	0.89	0.89	0.89	0.74	0.30	0.74	0.89	0.32
Delay/Veh:	68.8	52.9	52.9	80.4	64.5	64.5	60.3	20.4	15.0	49.5	33.9	20.8
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	52.9	52.9	80.4	64.5	64.5	60.3	20.4	15.0	49.5	33.9	20.8
LOS by Move:	E	D-	D-	F	E	E	E	C+	B	D	C-	C+
HCM2kAvgQ:	16	17	17	10	13	13	13	14	3	7	17	4

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 GP w/ Max Residential

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	757	6	0	250	0	0	0	2	3	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	167	3524	372	83	986	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	3524	372	83	986	115	188	325	114	476	278	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	3524	372	83	986	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	3524	372	83	986	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	5065	535	3150	5014	585	1750	2738	961	3150	1498	302

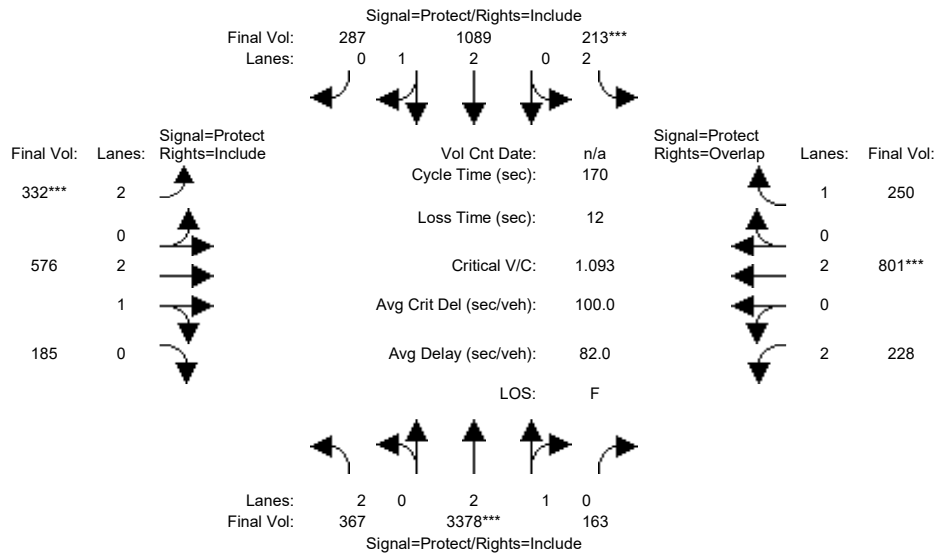
Capacity Analysis Module:												
Vol/Sat:	0.05	0.70	0.70	0.03	0.20	0.20	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.3	103	102.7	7.0	86.4	86.4	15.9	19.0	19.0	24.2	27.4	27.4
Volume/Cap:	0.38	1.12	1.12	0.62	0.38	0.38	1.12	1.03	1.03	1.03	1.12	1.12
Delay/Veh:	64.8	88.5	88.5	86.4	23.4	23.4	179.0	124	124.2	119.9	156	156.3
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:	64.8	88.5	88.5	86.4	23.4	23.4	179.0	124	124.2	119.9	156	156.3
LOS by Move:	E	F	F	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	4	79	79	3	11	11	16	16	16	20	26	26

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 GP w/ Max Residential

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga 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	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	732	22	18	238	0	0	44	8	12	35	32
PasserByVol:	2	33	0	23	59	6	6	29	14	0	1	25
Initial Fut:	367	3378	163	213	1089	287	332	576	185	228	801	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3378	163	213	1089	287	332	576	185	228	801	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	3378	163	213	1089	287	332	576	185	228	801	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	3378	163	213	1089	287	332	576	185	228	801	250

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	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5342	258	3150	4430	1168	3150	4237	1361	3150	3800	1750

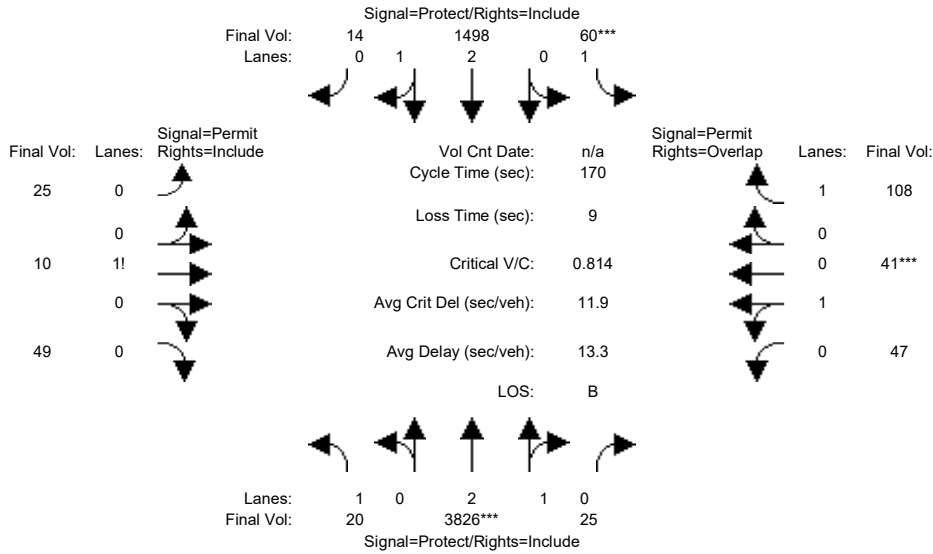
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.07	0.25	0.25	0.11	0.14	0.14	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	35.0	98.3	98.3	10.5	73.8	73.8	16.4	32.1	32.1	17.1	32.8	43.3
Volume/Cap:	0.57	1.09	1.09	1.09	0.57	0.57	1.09	0.72	0.72	0.72	1.09	0.56
Delay/Veh:	61.8	83.6	83.6	171.4	36.4	36.4	155.8	67.2	67.2	82.0	130	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:	61.8	83.6	83.6	171.4	36.4	36.4	155.8	67.2	67.2	82.0	130	56.7
LOS by Move:	E	F	F	F	D+	D+	F	E	E	F	F	E+
HCM2kAvgQ:	10	74	74	9	18	18	16	14	14	7	25	11

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM GP w/ Max Residential

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:	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	756	0	0	258	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	20	3826	25	60	1498	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	3826	25	60	1498	14	25	10	49	47	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3826	25	60	1498	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	3826	25	60	1498	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

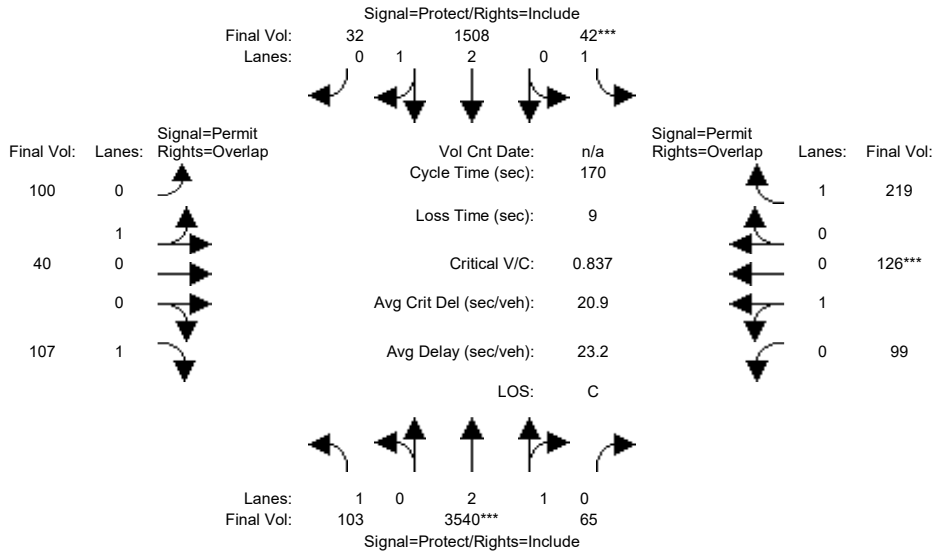
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.69	0.03	0.27	0.27	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	20.0	144	143.6	7.2	131	130.8	10.2	10.2	10.2	10.2	10.2	17.4
Volume/Cap:	0.10	0.81	0.81	0.81	0.35	0.35	0.80	0.80	0.80	0.81	0.81	0.60
Delay/Veh:	67.2	7.7	7.7	128.5	6.2	6.2	112.6	113	112.6	114.8	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:	67.2	7.7	7.7	128.5	6.2	6.2	112.6	113	112.6	114.8	115	78.8
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2kAvgQ:	1	33	33	4	8	8	6	6	6	7	7	7

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

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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	756	0	0	258	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	103	3540	65	42	1508	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	3540	65	42	1508	32	100	40	107	99	126	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3540	65	42	1508	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	3540	65	42	1508	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	5483	116	1286	514	1750	792	1008	1750

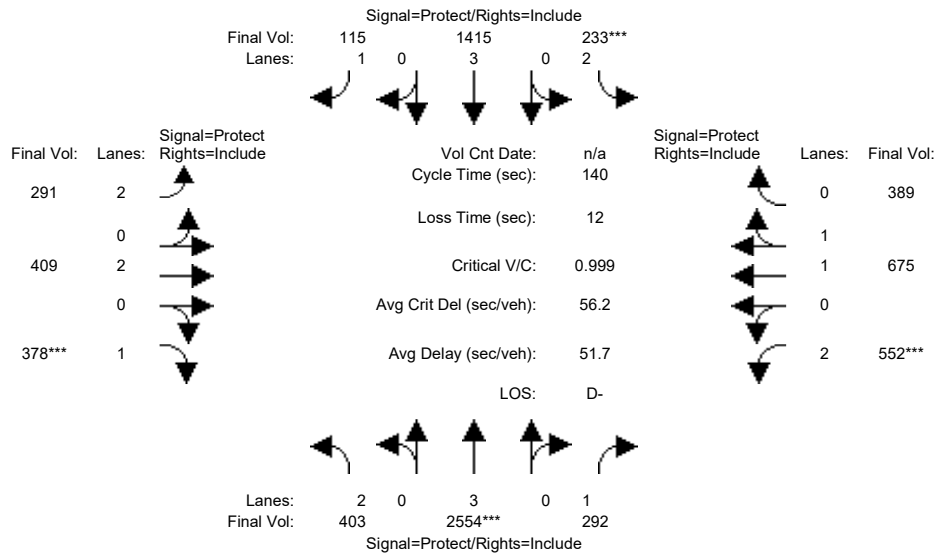
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.28	0.28	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	24.0	129	129.0	7.0	112	112.0	25.0	25.0	49.0	25.0	25.0	32.0
Volume/Cap:	0.42	0.85	0.85	0.58	0.42	0.42	0.53	0.53	0.21	0.85	0.85	0.66
Delay/Veh:	67.8	15.7	15.7	91.7	13.7	13.7	69.0	69.0	46.1	92.5	92.5	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:	67.8	15.7	15.7	91.7	13.7	13.7	69.0	69.0	46.1	92.5	92.5	69.0
LOS by Move:	E	B	B	F	B	B	E	E	D	F	F	E
HCM2kAvgQ:	5	40	40	2	12	12	8	8	4	14	14	12

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:	13	679	55	35	207	16	26	50	16	41	57	51
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	403	2554	292	233	1415	115	291	409	378	552	675	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2554	292	233	1415	115	291	409	378	552	675	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2554	292	233	1415	115	291	409	378	552	675	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	2554	292	233	1415	115	291	409	378	552	675	389

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	2346	1352

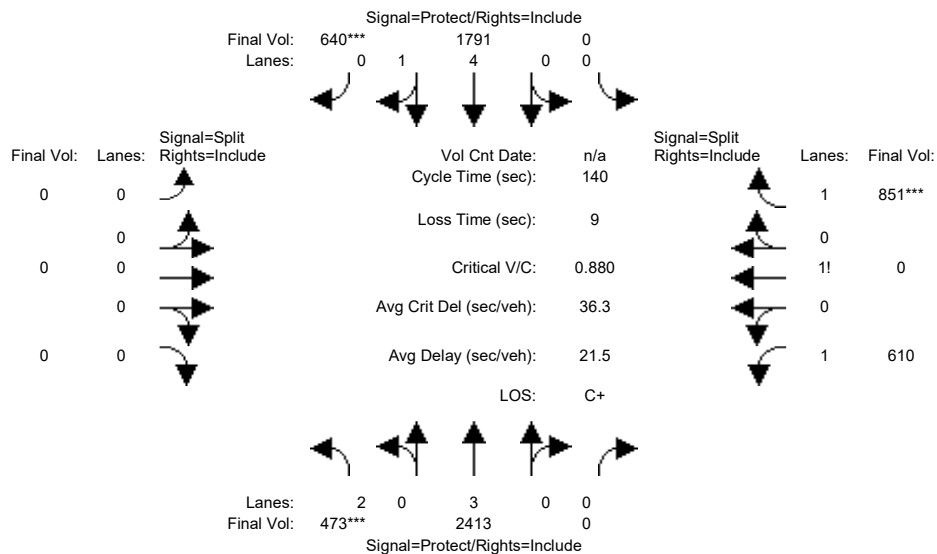
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.17	0.07	0.25	0.07	0.09	0.11	0.22	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	24.9	62.8	62.8	10.4	48.3	48.3	13.3	30.3	30.3	24.6	41.5	41.5
Volume/Cap:	0.72	1.00	0.37	1.00	0.72	0.19	0.97	0.50	1.00	1.00	0.97	0.97
Delay/Veh:	51.0	35.2	12.0	120.0	27.3	21.0	106.9	48.7	100.8	95.7	68.9	68.9
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	35.2	12.0	120.0	27.3	21.0	106.9	48.7	100.8	95.7	68.9	68.9
LOS by Move:	D	D+	B+	F	C	C+	F	D	F	F	E	E
HCM2kAvgQ:	11	43	5	8	15	2	9	7	21	17	26	26

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:												
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:	37	525	0	0	256	16	0	0	0	34	0	239
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	473	2413	0	0	1791	640	0	0	0	610	0	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	2413	0	0	1791	640	0	0	0	610	0	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	2413	0	0	1791	640	0	0	0	610	0	851
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	473	2413	0	0	1791	640	0	0	0	610	0	851

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	2481	0	2769

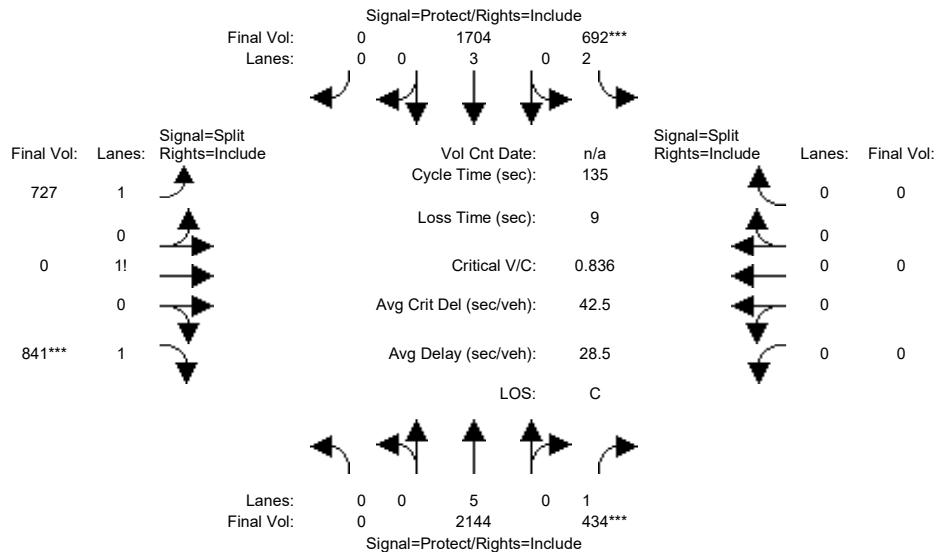
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.00	0.00	0.24	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	****					****						****
Green Time:	23.9	82.1	0.0	0.0	58.2	58.2	0.0	0.0	0.0	48.9	0.0	48.9
Volume/Cap:	0.88	0.72	0.00	0.00	0.57	0.88	0.00	0.00	0.00	0.70	0.00	0.88
Delay/Veh:	64.3	1.9	0.0	0.0	16.6	23.4	0.0	0.0	0.0	40.4	0.0	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:	64.3	1.9	0.0	0.0	16.6	23.4	0.0	0.0	0.0	40.4	0.0	48.6
LOS by Move:	E	A	A	A	B	C	A	A	A	D	A	D
HCM2kAvgQ:	12	4	0	0	10	26	0	0	0	18	0	26

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

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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	544	21	86	204	0	18	0	41	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2144	434	692	1704	0	727	0	841	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	2144	434	692	1704	0	727	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2144	434	692	1704	0	727	0	841	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	2144	434	692	1704	0	727	0	841	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	2561	0	2689	0	0	0

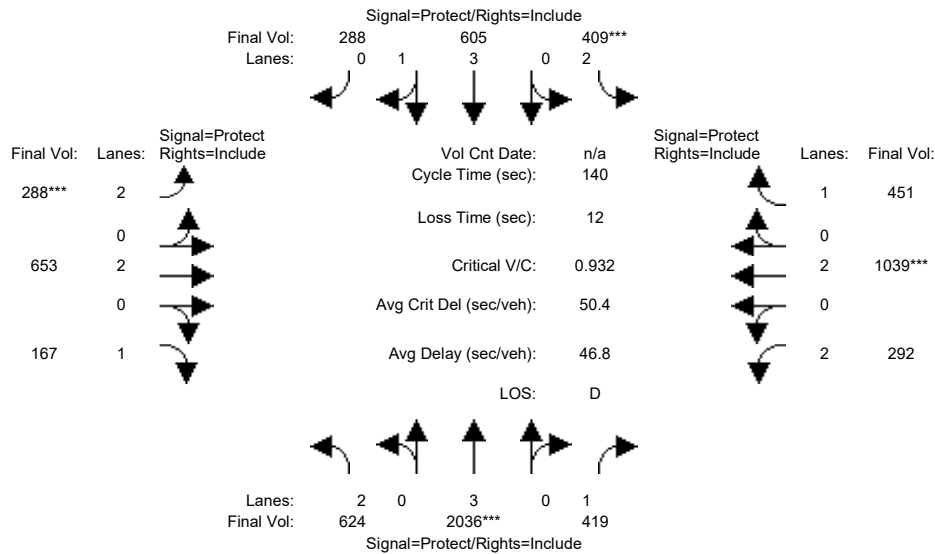
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.25	0.22	0.30	0.00	0.28	0.00	0.31	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.0	40.0	35.5	75.5	0.0	50.5	0.0	50.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.84	0.84	0.53	0.00	0.76	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	43.3	43.3	3.1	0.0	38.6	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	32.3	43.3	43.3	3.1	0.0	38.6	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
HCM2kAvgQ:	0	15	18	16	4	0	20	0	24	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 GP w/ Max Residential

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:	46	361	151	83	74	88	75	203	36	55	242	129
PasserByVol:	0	11	75	22	4	0	0	77	0	12	100	24
Initial Fut:	624	2036	419	409	605	288	288	653	167	292	1039	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	419	409	605	288	288	653	167	292	1039	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2036	419	409	605	288	288	653	167	292	1039	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	419	409	605	288	288	653	167	292	1039	451

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

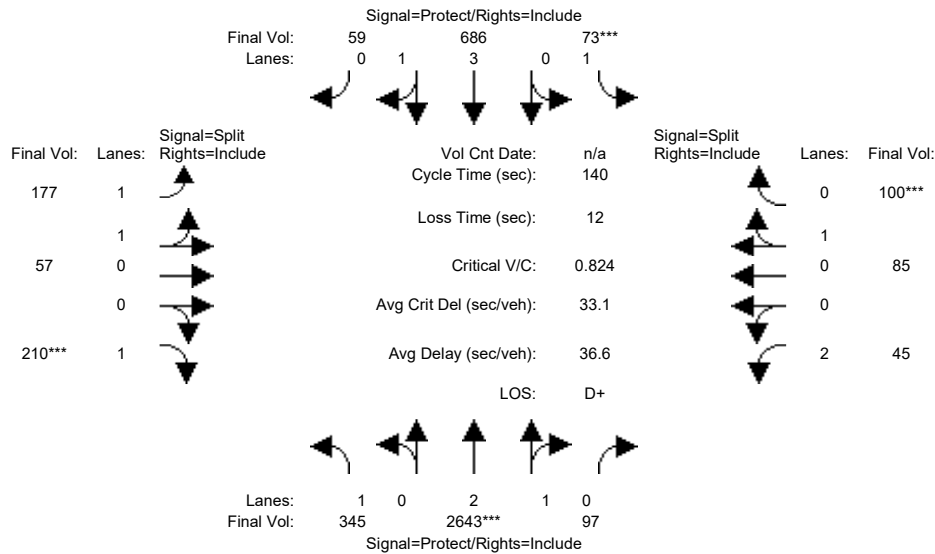
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.24	0.13	0.11	0.16	0.09	0.17	0.10	0.09	0.27	0.26
Crit Moves:	****			****			****			****		
Green Time:	40.0	53.7	53.7	19.5	33.2	33.2	13.7	35.6	35.6	19.2	41.1	41.1
Volume/Cap:	0.69	0.93	0.62	0.93	0.45	0.69	0.93	0.68	0.38	0.68	0.93	0.88
Delay/Veh:	35.1	32.2	22.3	79.8	36.3	40.3	96.4	48.9	43.6	61.7	61.7	62.9
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:	35.1	32.2	22.3	79.8	36.3	40.3	96.4	48.9	43.6	61.7	61.7	62.9
LOS by Move:	D+	C-	C+	E-	D+	D	F	D	D	E	E	E
HCM2kAvgQ:	12	27	11	12	6	11	8	12	6	7	23	20

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

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Level Of Service Computation Report
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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	559	0	0	165	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2643	97	73	686	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	2643	97	73	686	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2643	97	73	686	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	2643	97	73	686	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	5401	198	1750	6905	594	2685	865	1750	3150	827	973

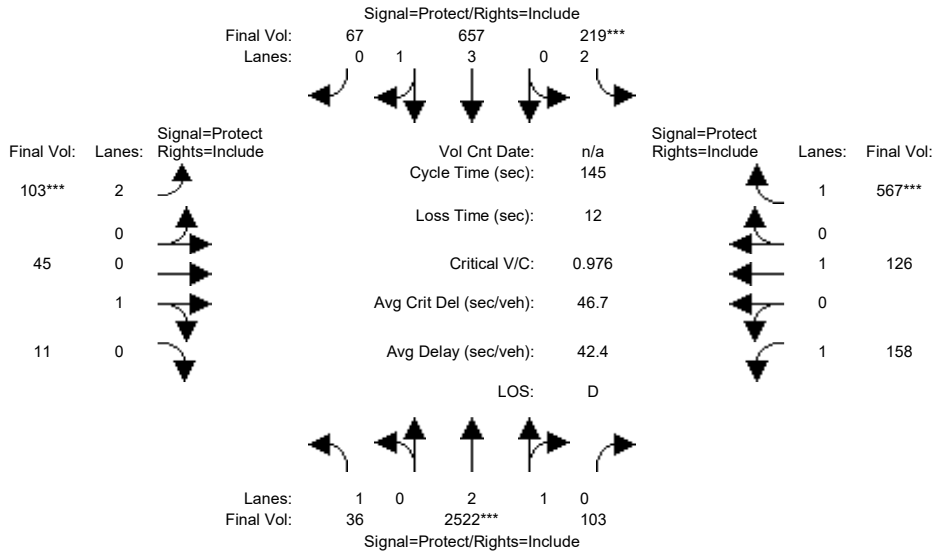
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.49	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.0	83.1	83.1	7.1	30.2	30.2	20.4	20.4	20.4	17.5	17.5	17.5
Volume/Cap:	0.46	0.82	0.82	0.82	0.46	0.46	0.45	0.45	0.82	0.11	0.82	0.82
Delay/Veh:	29.0	24.4	24.4	109.9	48.0	48.0	55.3	55.3	77.3	54.5	81.1	81.1
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:	29.0	24.4	24.4	109.9	48.0	48.0	55.3	55.3	77.3	54.5	81.1	81.1
LOS by Move:	C	C	C	F	D	D	E+	E+	E-	D-	F	F
HCM2kAvgQ:	10	29	29	4	7	7	5	5	12	1	10	10

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

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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	523	2	5	159	1	3	3	0	0	1	33
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2522	103	219	657	67	103	45	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	2522	103	219	657	67	103	45	11	158	126	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2522	103	219	657	67	103	45	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
FinalVolume:	36	2522	103	219	657	67	103	45	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	3.61	0.39	2.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	5380	220	3150	6805	694	3150	1446	354	1750	1900	1750

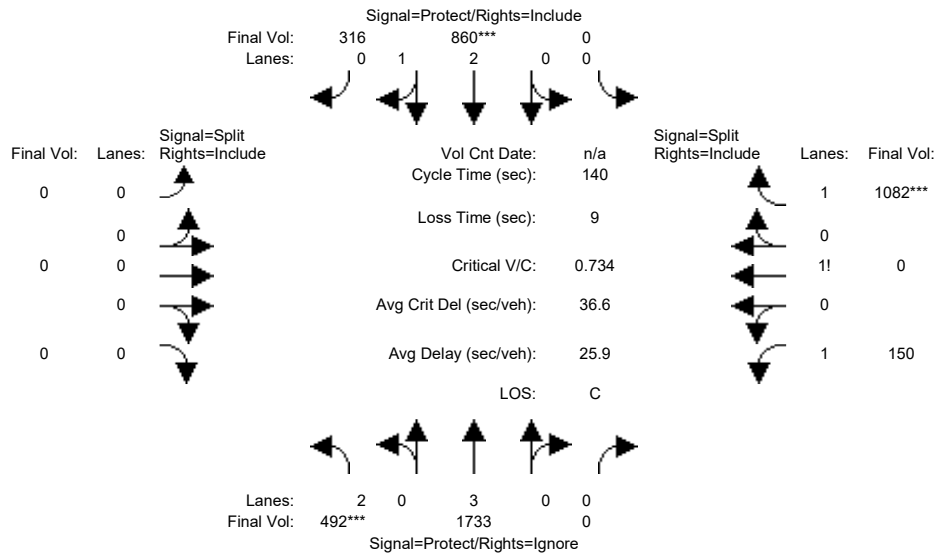
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.07	0.10	0.10	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.2	68.5	68.5	10.2	52.4	52.4	7.0	23.5	23.5	30.8	47.3	47.3
Volume/Cap:	0.11	0.99	0.99	0.99	0.27	0.27	0.68	0.19	0.19	0.42	0.20	0.99
Delay/Veh:	42.5	31.0	31.0	122.3	20.4	20.4	79.5	52.8	52.8	50.2	35.4	84.2
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:	42.5	31.0	31.0	122.3	20.4	20.4	79.5	52.8	52.8	50.2	35.4	84.2
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	D+	F
HCM2kAvgQ:	1	43	43	7	4	4	4	2	2	6	4	32

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

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 Cumulative AM GP w/ Max Residential

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	264	0	0	137	22	0	0	0	0	0	261
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1733	0	0	860	316	0	0	0	150	0	1082
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	1733	0	0	860	316	0	0	0	150	0	1082
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1733	0	0	860	316	0	0	0	150	0	1082
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	1733	0	0	860	316	0	0	0	150	0	1082

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	2.16	0.84	0.00	0.00	0.00	1.12	0.00	1.88
Final Sat.:	3150	5700	0	0	4093	1504	0	0	0	1968	0	3375

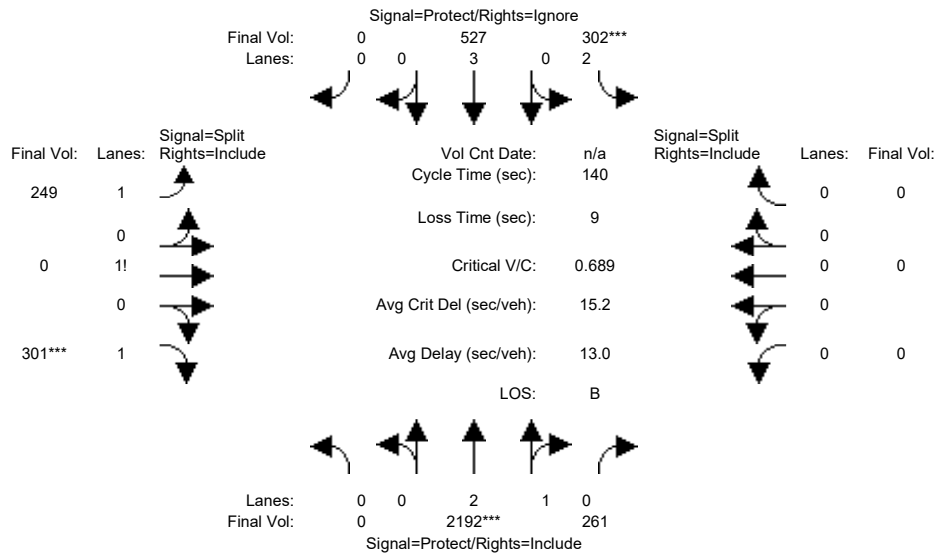
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.32
Crit Moves:	***			***								***
Green Time:	29.8	69.9	0.0	0.0	40.1	40.1	0.0	0.0	0.0	61.1	0.0	61.1
Volume/Cap:	0.73	0.61	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.17	0.00	0.73
Delay/Veh:	46.4	8.9	0.0	0.0	34.9	34.9	0.0	0.0	0.0	24.1	0.0	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:	46.4	8.9	0.0	0.0	34.9	34.9	0.0	0.0	0.0	24.1	0.0	34.4
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2kAvgQ:	11	9	0	0	14	14	0	0	0	4	0	22

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM GP w/ Max Residential

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	264	0	56	81	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2192	261	302	527	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	2192	261	302	527	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2192	261	302	527	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	2192	261	302	527	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	5003	596	3150	5700	0	2542	0	2708	0	0	0

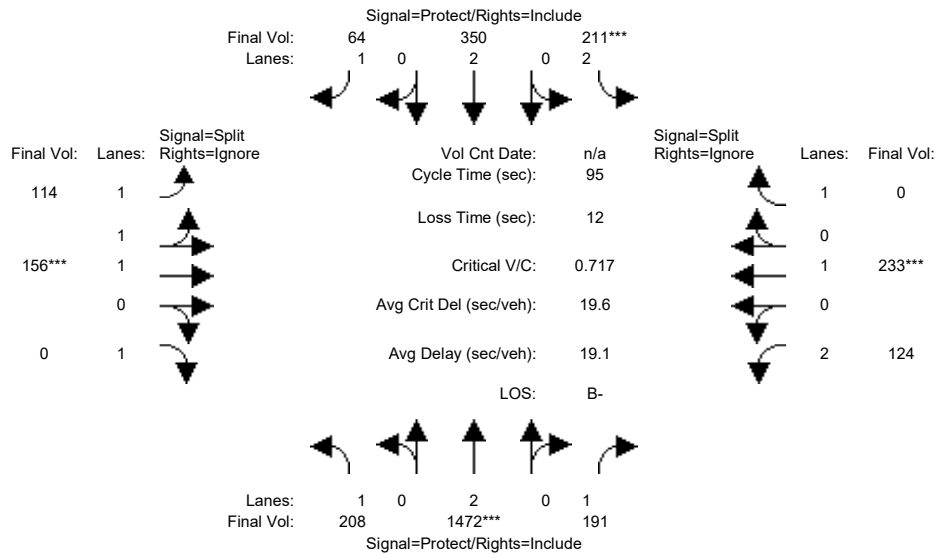
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.10	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	89.0	89.0	19.5	108	0.0	22.6	0.0	22.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.12	0.00	0.61	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.6	55.8	0.0	0.0	55.8	0.0	58.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.6	55.8	0.0	0.0	55.8	0.0	58.0	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	0	1	1	7	0	0	8	0	10	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 AM GP w/ Max Residential

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	253	0	0	79	2	10	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1472	191	211	350	64	114	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	1472	191	211	350	64	114	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1472	191	211	350	64	114	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	1472	191	211	350	64	114	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	1.31	1.69	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2299	3147	1750	3150	1900	1750

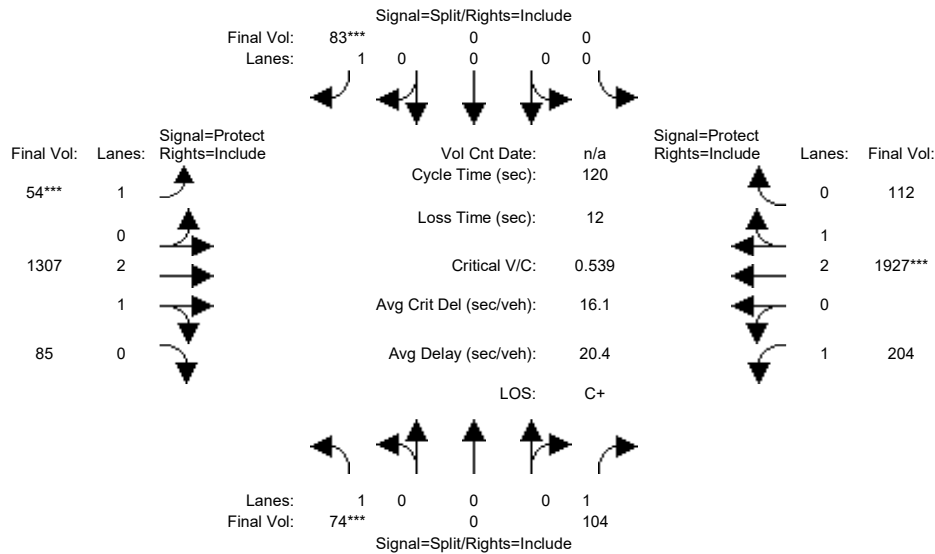
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.5	49.0	49.0	8.5	27.0	27.0	10.0	10.0	0.0	15.5	15.5	0.0
Volume/Cap:	0.37	0.75	0.21	0.75	0.32	0.13	0.47	0.47	0.00	0.24	0.75	0.00
Delay/Veh:	17.4	6.9	3.7	50.2	19.9	18.7	40.6	40.6	0.0	34.9	47.7	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:	17.4	6.9	3.7	50.2	19.9	18.7	40.6	40.6	0.0	34.9	47.7	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	10	1	4	3	1	3	3	0	2	7	0

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 #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	437	0	0	426	0
PasserByVol:	0	0	0	0	0	0	0	215	0	0	175	0
Initial Fut:	74	0	104	0	0	83	54	1307	85	204	1927	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	1307	85	204	1927	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1307	85	204	1927	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	1307	85	204	1927	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	2.83	0.17
Final Sat.:	1750	0	1750	0	0	1750	1750	5258	342	1750	5292	308

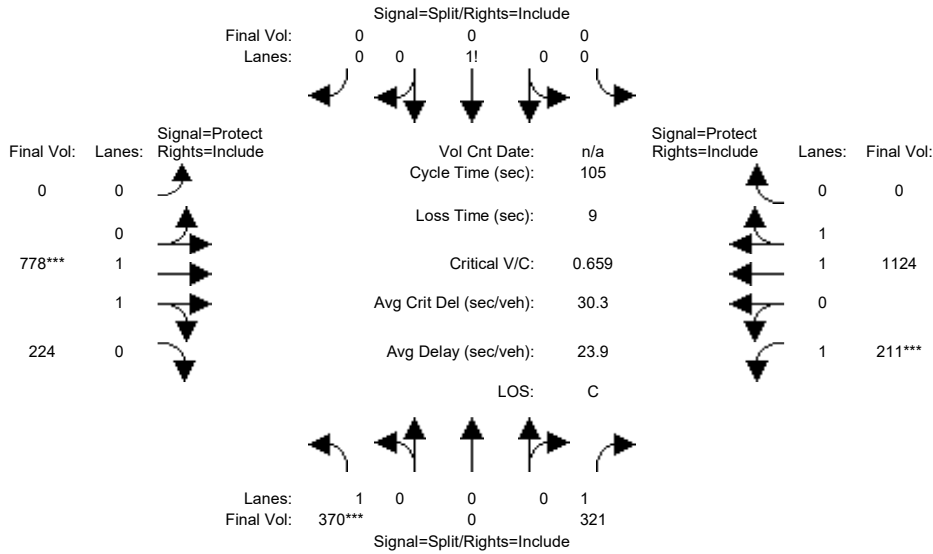
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.25	0.25	0.12	0.36	0.36
Crit Moves:	***					***	***				***	
Green Time:	13.2	0.0	13.2	0.0	0.0	10.1	7.0	57.6	57.6	27.0	77.6	77.6
Volume/Cap:	0.38	0.00	0.54	0.00	0.00	0.56	0.53	0.52	0.52	0.52	0.56	0.56
Delay/Veh:	50.9	0.0	53.5	0.0	0.0	57.7	60.0	21.8	21.8	42.0	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:	50.9	0.0	53.5	0.0	0.0	57.7	60.0	21.8	21.8	42.0	12.0	12.0
LOS by Move:	D	A	D-	A	A	E+	E	C+	C+	D	B+	B+
HCM2kAvgQ:	3	0	5	0	0	4	2	11	11	7	13	13

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

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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:	5	0	0	0	0	0	0	130	10	1	143	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	21	0
Initial Fut:	370	0	321	0	0	0	0	778	224	211	1124	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:	370	0	321	0	0	0	0	778	224	211	1124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	321	0	0	0	0	778	224	211	1124	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:	370	0	321	0	0	0	0	778	224	211	1124	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	2872	827	1750	3700	0

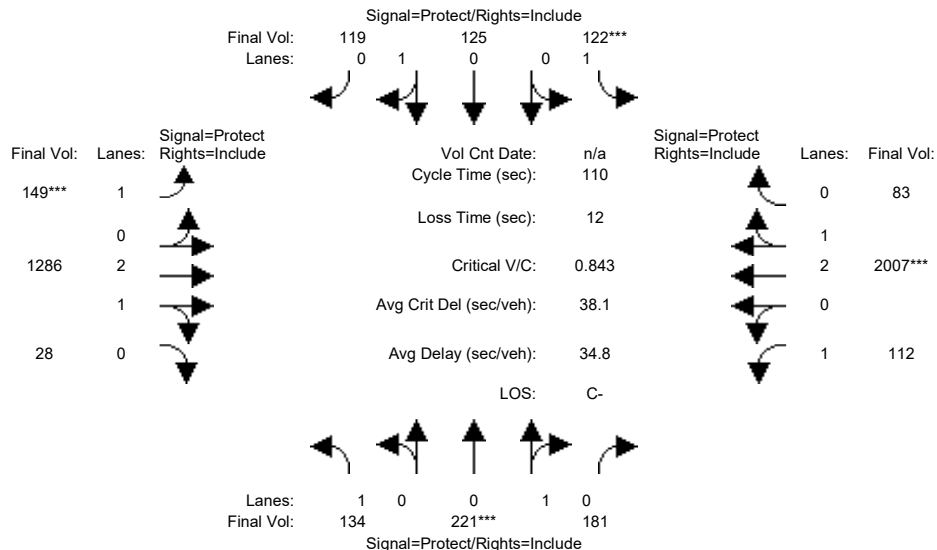
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.27	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	33.7	0.0	33.7	0.0	0.0	0.0	0.0	43.1	43.1	19.2	62.3	0.0
Volume/Cap:	0.66	0.00	0.57	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.51	0.00
Delay/Veh:	33.6	0.0	31.1	0.0	0.0	0.0	0.0	26.1	26.1	44.9	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:	33.6	0.0	31.1	0.0	0.0	0.0	0.0	26.1	26.1	44.9	12.7	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	12	0	10	0	0	0	0	13	13	7	10	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:	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	7	10	0	1	0	437	0	2	425	5
PasserByVol:	0	0	0	0	0	0	0	218	0	0	180	0
Initial Fut:	134	221	181	122	125	119	149	1286	28	112	2007	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	181	122	125	119	149	1286	28	112	2007	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	181	122	125	119	149	1286	28	112	2007	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	181	122	125	119	149	1286	28	112	2007	83

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	2.88	0.12
Final Sat.:	1750	990	810	1750	922	878	1750	5481	119	1750	5377	222

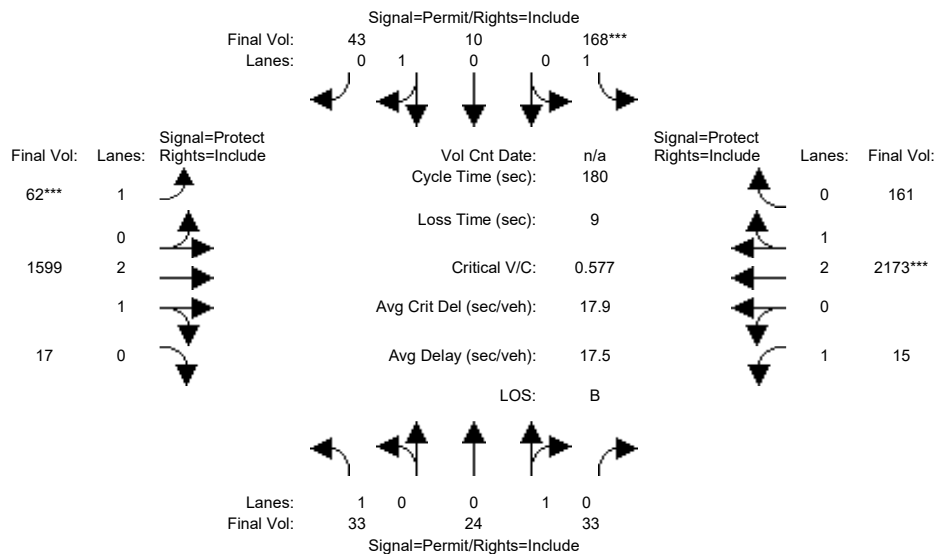
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.23	0.23	0.06	0.37	0.37
Crit Moves:	****			****			****			****		
Green Time:	13.8	29.1	29.1	9.1	24.4	24.4	11.1	47.0	47.0	12.8	48.7	48.7
Volume/Cap:	0.61	0.84	0.84	0.84	0.61	0.61	0.84	0.55	0.55	0.55	0.84	0.84
Delay/Veh:	50.5	51.2	51.2	83.7	41.3	41.3	77.7	23.9	23.9	49.0	30.1	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:	50.5	51.2	51.2	83.7	41.3	41.3	77.7	23.9	23.9	49.0	30.1	30.1
LOS by Move:	D	D-	D-	F	D	D	E-	C	C	D	C	C
HCM2kAvgQ:	5	15	15	7	9	9	6	11	11	4	22	22

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	454	0	0	432	0
PasserByVol:	0	0	0	0	0	0	0	257	0	0	164	0
Initial Fut:	33	24	33	168	10	43	62	1599	17	15	2173	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	1599	17	15	2173	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1599	17	15	2173	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	1599	17	15	2173	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	5541	59	1750	5213	386

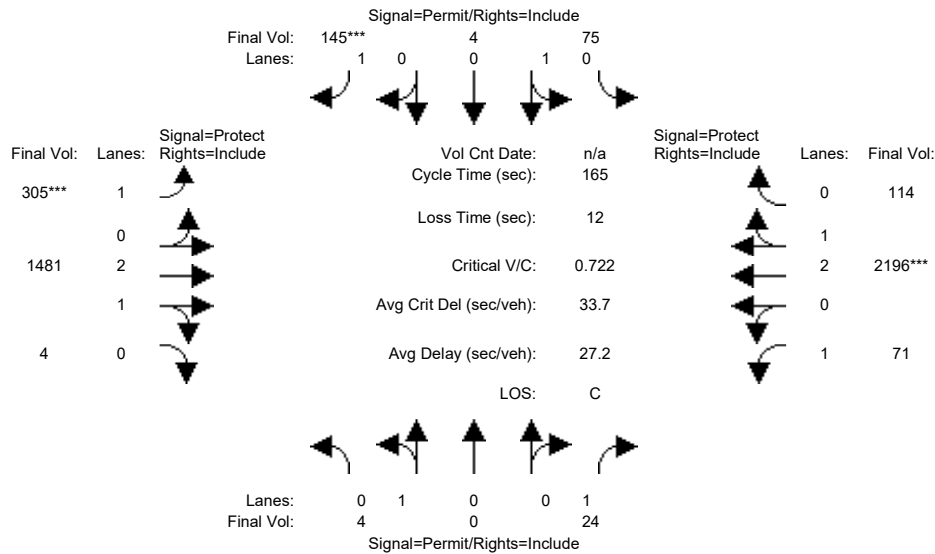
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.29	0.29	0.01	0.42	0.42
Crit Moves:				****			****			****		
Green Time:	29.9	29.9	29.9	29.9	29.9	29.9	11.1	124	124.3	16.8	130	130.0
Volume/Cap:	0.11	0.19	0.19	0.58	0.18	0.18	0.58	0.42	0.42	0.09	0.58	0.58
Delay/Veh:	63.9	64.9	64.9	72.0	64.7	64.7	89.8	12.2	12.2	74.9	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	64.9	64.9	72.0	64.7	64.7	89.8	12.2	12.2	74.9	12.1	12.1
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B
HCM2kAvgQ:	2	3	3	10	3	3	4	13	13	1	20	20

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

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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:												
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	52	0	134	263	191	0	0	297	61
PasserByVol:	0	0	0	0	0	0	0	223	0	0	193	0
Initial Fut:	4	0	24	75	4	145	305	1481	4	71	2196	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	75	4	145	305	1481	4	71	2196	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	75	4	145	305	1481	4	71	2196	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	75	4	145	305	1481	4	71	2196	114

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	2.85	0.15
Final Sat.:	1800	0	1750	1709	91	1750	1750	5585	15	1750	5323	276

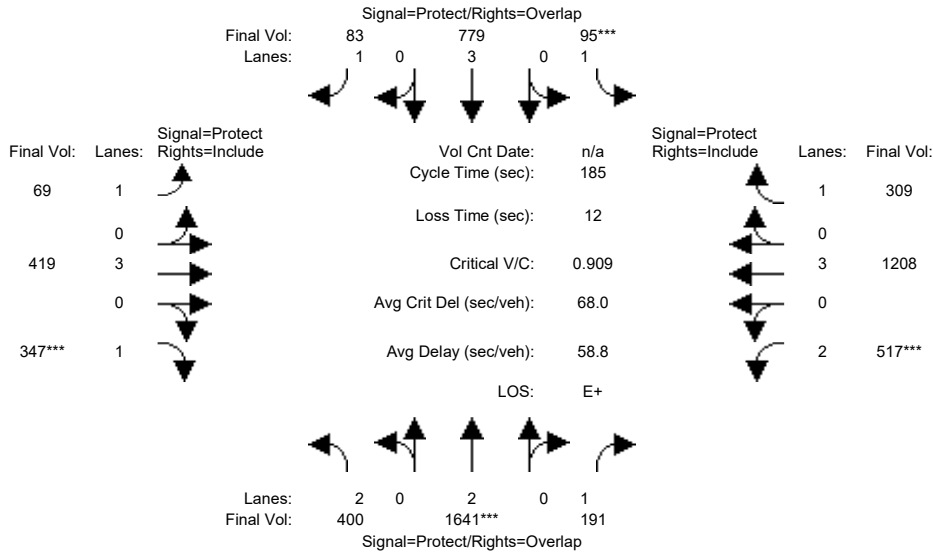
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.08	0.17	0.27	0.27	0.04	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	18.9	0.0	18.9	18.9	18.9	18.9	39.8	116	115.6	18.5	94.3	94.3
Volume/Cap:	0.02	0.00	0.12	0.38	0.38	0.72	0.72	0.38	0.38	0.36	0.72	0.72
Delay/Veh:	64.8	0.0	65.8	68.8	68.8	82.6	63.5	10.1	10.1	68.9	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:	64.8	0.0	65.8	68.8	68.8	82.6	63.5	10.1	10.1	68.9	26.6	26.6
LOS by Move:	E	A	E	E	E	F	E	B+	B+	E	C	C
HCM2kAvgQ:	0	0	1	4	4	9	15	10	10	3	26	26

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

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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:	Wolfe Road North			Wolfe Road South			El Camino Real East			El Camino Real West		
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:	35	109	158	4	59	0	0	61	19	103	139	10
PasserByVol:	43	40	0	0	88	0	0	0	88	10	9	0
Initial Fut:	400	1641	191	95	779	83	69	419	347	517	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:	400	1641	191	95	779	83	69	419	347	517	1208	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1641	191	95	779	83	69	419	347	517	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:	400	1641	191	95	779	83	69	419	347	517	1208	309

Saturation Flow Module:	Wolfe Road North			Wolfe Road South			El Camino Real East			El Camino Real West		
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

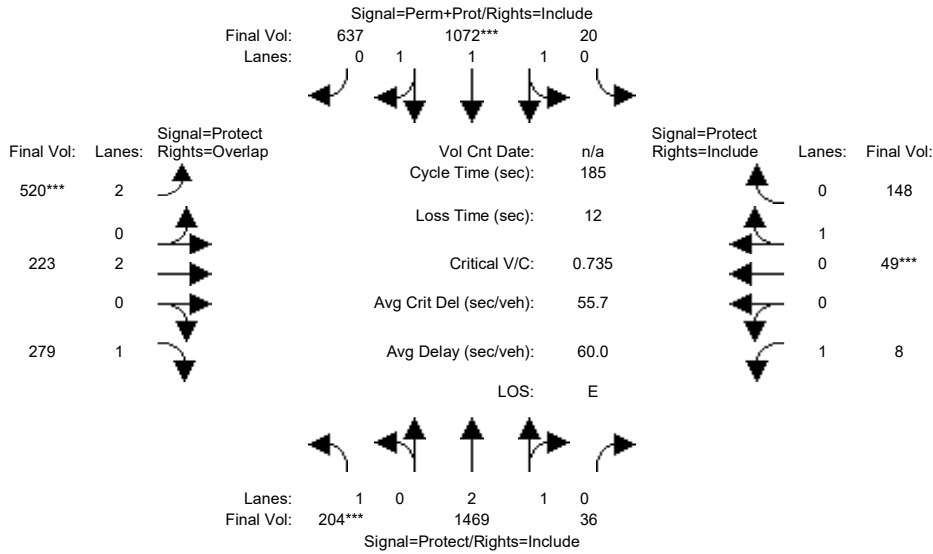
Capacity Analysis Module:	Wolfe Road North			Wolfe Road South			El Camino Real East			El Camino Real West		
Vol/Sat:	0.13	0.43	0.11	0.05	0.14	0.05	0.04	0.07	0.20	0.16	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	47.6	87.9	121.3	11.0	51.3	62.8	11.6	40.3	40.3	33.4	62.2	62.2
Volume/Cap:	0.49	0.91	0.17	0.91	0.49	0.14	0.63	0.34	0.91	0.91	0.63	0.53
Delay/Veh:	57.3	50.9	12.1	144.0	54.7	41.3	93.6	59.6	93.7	90.9	51.0	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:	57.3	50.9	12.1	144.0	54.7	41.3	93.6	59.6	93.7	90.9	51.0	49.1
LOS by Move:	E+	D	B	F	D-	D	F	E+	F	F	D-	D
HCM2kAvgQ:	10	40	4	8	12	3	5	6	23	17	18	14

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

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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
Movement:												
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:	31	194	0	0	117	64	109	0	29	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	204	1469	36	20	1072	637	520	223	279	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:	204	1469	36	20	1072	637	520	223	279	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1469	36	20	1072	637	520	223	279	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:	204	1469	36	20	1072	637	520	223	279	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	5466	134	68	3638	1800	3150	3800	1750	1750	448	1352

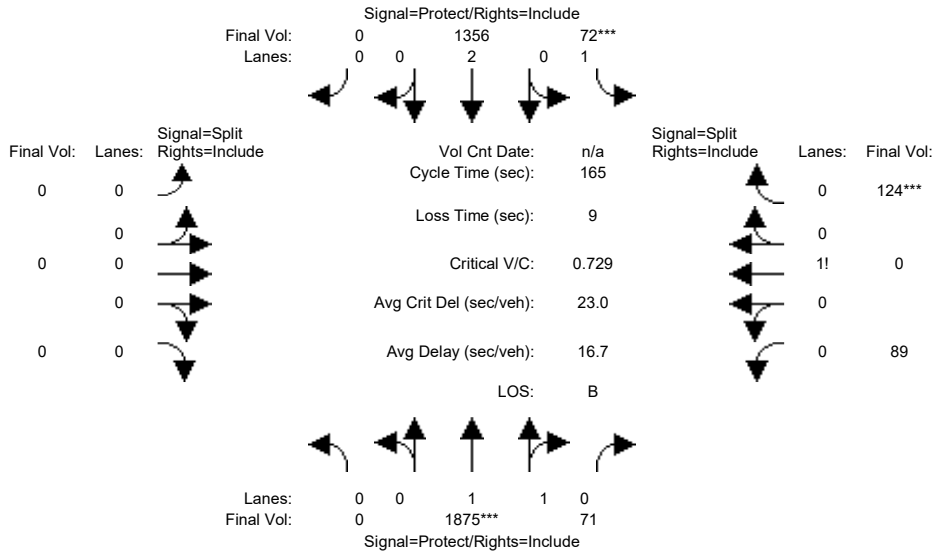
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.00	0.29	0.35	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***				****		****			****		
Green Time:	28.8	55.4	55.4	63.8	87.3	87.3	34.0	34.0	62.8	22.5	22.6	22.6
Volume/Cap:	0.75	0.90	0.90	0.85	0.62	0.75	0.90	0.32	0.47	0.04	0.90	0.90
Delay/Veh:	83.7	67.3	67.3	58.5	36.0	40.2	88.5	63.9	47.3	69.8	112	112.4
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:	83.7	67.3	67.3	58.5	36.0	40.2	88.5	63.9	47.3	69.8	112	112.4
LOS by Move:	F	E	E	E+	D+	D	F	E	D	E	F	F
HCM2kAvgQ:	11	27	27	29	22	30	17	5	12	0	14	14

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	224	2	0	146	0	0	0	0	6	0	0
PasserByVol:	0	123	0	0	280	0	0	0	0	0	0	0
Initial Fut:	0	1875	71	72	1356	0	0	0	0	89	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	1875	71	72	1356	0	0	0	0	89	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1875	71	72	1356	0	0	0	0	89	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	1875	71	72	1356	0	0	0	0	89	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	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	3565	135	1750	3800	0	0	0	0	731	0	1019

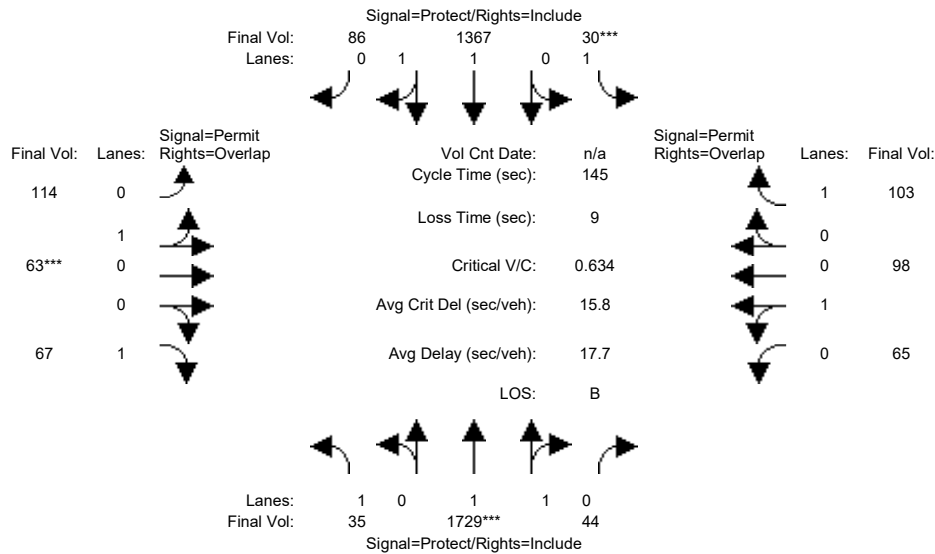
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	119	119.1	9.3	128	0.0	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.00	0.73	0.73	0.73	0.46	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	14.5	14.5	100.3	6.4	0.0	0.0	0.0	0.0	74.1	0.0	74.1
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	14.5	14.5	100.3	6.4	0.0	0.0	0.0	0.0	74.1	0.0	74.1
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	29	29	4	11	0	0	0	0	12	0	12

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:	2	227	2	0	152	0	0	0	6	6	0	0
PasserByVol:	2	123	0	0	280	0	0	0	15	2	0	0
Initial Fut:	35	1729	44	30	1367	86	114	63	67	65	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:	35	1729	44	30	1367	86	114	63	67	65	98	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1729	44	30	1367	86	114	63	67	65	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:	35	1729	44	30	1367	86	114	63	67	65	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	3608	92	1750	3481	219	1159	641	1750	718	1082	1750

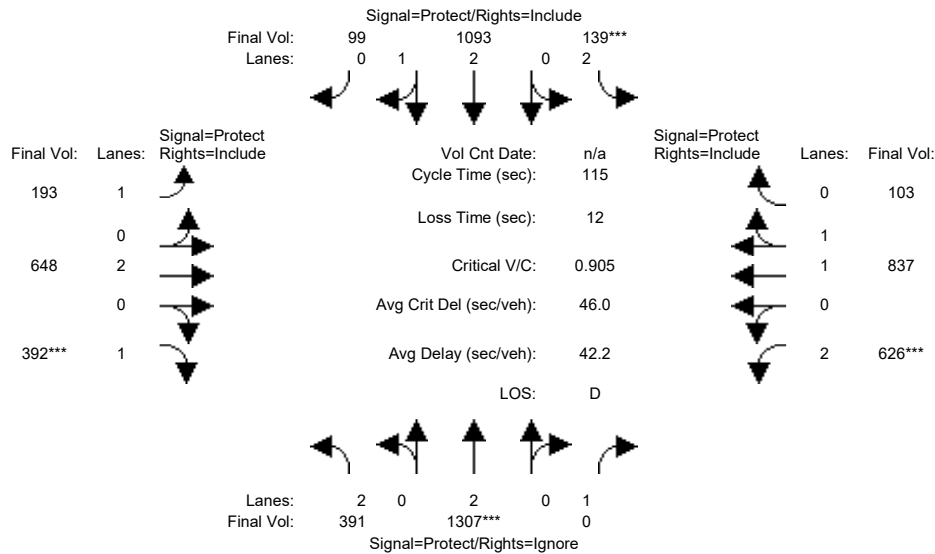
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.02	0.39	0.39	0.10	0.10	0.04	0.09	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.5	107	107.0	7.0	102	101.6	22.0	22.0	34.4	22.0	22.0	29.0
Volume/Cap:	0.23	0.65	0.65	0.36	0.56	0.56	0.65	0.65	0.16	0.60	0.60	0.29
Delay/Veh:	62.6	10.1	10.1	69.4	11.0	11.0	63.3	63.3	44.0	61.0	61.0	49.8
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:	62.6	10.1	10.1	69.4	11.0	11.0	63.3	63.3	44.0	61.0	61.0	49.8
LOS by Move:	E	B+	B+	E	B+	B+	E	E	D	E	E	D
HCM2kAvgQ:	1	19	19	1	16	16	9	9	3	8	8	4

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:	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:	57	206	59	4	148	11	17	78	41	44	78	9
PasserByVol:	52	121	77	40	259	0	0	129	166	208	17	10
Initial Fut:	391	1307	554	139	1093	99	193	648	392	626	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:	391	1307	0	139	1093	99	193	648	392	626	837	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1307	0	139	1093	99	193	648	392	626	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:	391	1307	0	139	1093	99	193	648	392	626	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	2.74	0.26	1.00	2.00	1.00	2.00	1.77	0.23
Final Sat.:	3150	3800	1750	3150	5134	465	1750	3800	1750	3150	3294	405

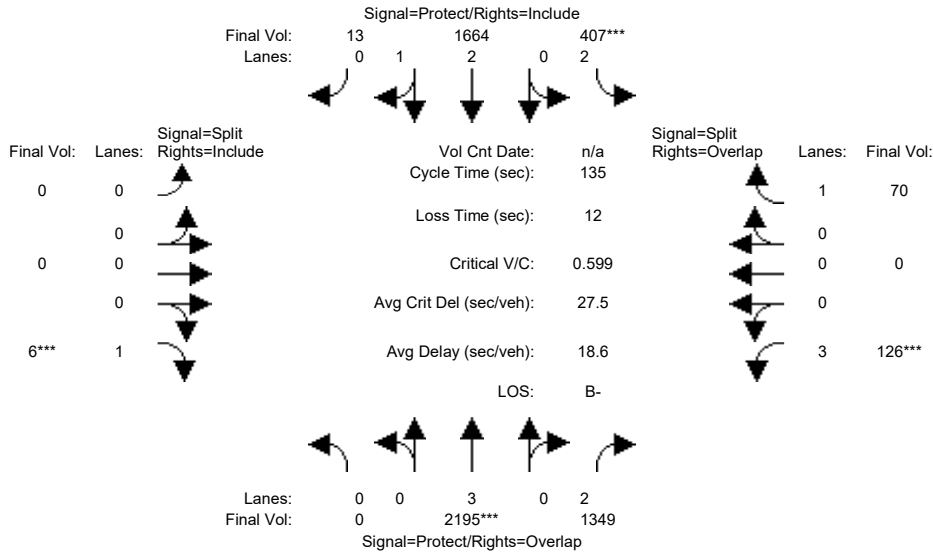
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.00	0.04	0.21	0.21	0.11	0.17	0.22	0.20	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.4	43.1	0.0	7.0	31.6	31.6	16.0	28.0	28.0	24.9	36.9	36.9
Volume/Cap:	0.77	0.92	0.00	0.72	0.77	0.77	0.79	0.70	0.92	0.92	0.79	0.79
Delay/Veh:	47.7	30.4	0.0	63.6	31.2	31.2	63.9	42.0	67.0	61.6	39.2	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:	47.7	30.4	0.0	63.6	31.2	31.2	63.9	42.0	67.0	61.6	39.2	39.2
LOS by Move:	D	C	A	E	C	C	E	D	E	E	D	D
HCM2kAvgQ:	8	22	0	3	12	12	7	10	16	14	15	15

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM GP w/ Max Residential

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	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	10	10	10	10
Y+R:	4.0	4.0	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	322	0	0	223	10	0	0	0	0	0	0
PasserByVol:	0	189	1091	294	335	0	0	0	0	116	0	60
Initial Fut:	0	2195	1349	407	1664	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	2195	1349	407	1664	13	0	0	6	126	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2195	1349	407	1664	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	2195	1349	407	1664	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

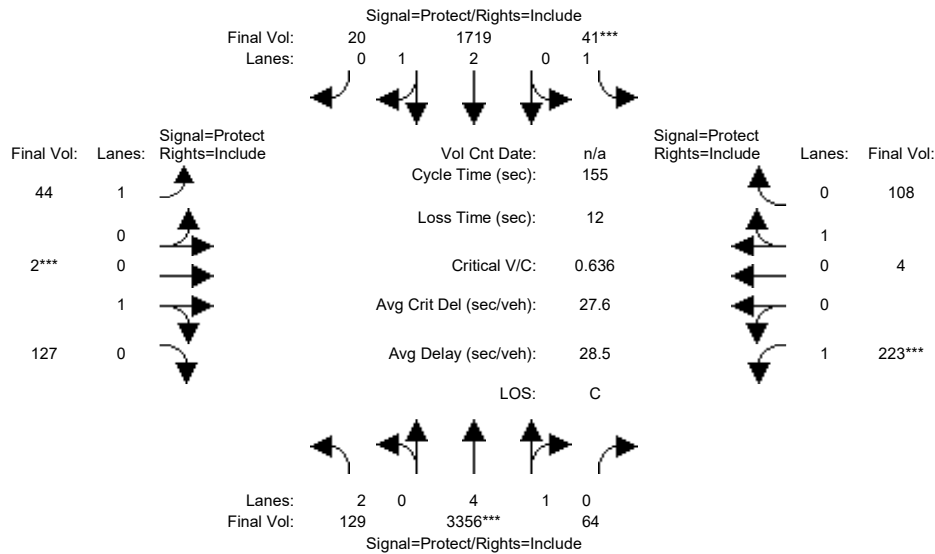
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.43	0.13	0.30	0.30	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****		****				****		****			
Green Time:	0.0	77.1	87.1	25.9	103	103.0	0.0	0.0	10.0	10.0	0.0	35.9
Volume/Cap:	0.00	0.67	0.66	0.67	0.39	0.39	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	20.7	15.7	53.7	5.5	5.5	0.0	0.0	58.2	60.2	0.0	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:	0.0	20.7	15.7	53.7	5.5	5.5	0.0	0.0	58.2	60.2	0.0	38.1
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2kAvgQ:	0	20	20	9	8	8	0	0	0	2	0	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)
 Cumulative AM GP w/ Max Residential

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	239	32	16	204	3	9	0	26	151	0	73
PasserByVol:	0	1279	0	0	452	0	0	0	0	0	0	0
Initial Fut:	129	3356	64	41	1719	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	3356	64	41	1719	20	44	2	127	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3356	64	41	1719	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	3356	64	41	1719	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	9224	176	1750	5536	64	1750	28	1772	1750	64	1736

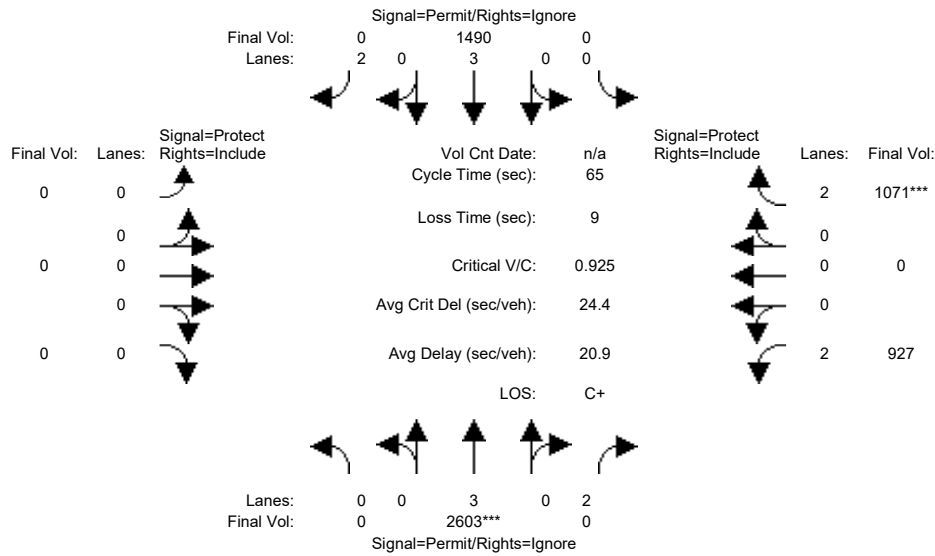
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.02	0.31	0.31	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.0	87.9	87.9	7.0	82.9	82.9	19.8	17.3	17.3	30.8	28.3	28.3
Volume/Cap:	0.53	0.64	0.64	0.52	0.58	0.58	0.20	0.64	0.64	0.64	0.34	0.34
Delay/Veh:	70.9	23.1	23.1	78.3	24.6	24.6	60.9	72.7	72.7	61.1	55.8	55.8
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:	70.9	23.1	23.1	78.3	24.6	24.6	60.9	72.7	72.7	61.1	55.8	55.8
LOS by Move:	E	C	C	E-	C	C	E	E	E	E	E+	E+
HCM2kAvgQ:	3	21	21	2	18	18	2	7	7	11	5	5

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:	North Bound			South Bound			East Bound			West Bound		
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	278	149	0	323	57	0	0	0	246	0	30
PasserByVol:	0	881	131	0	260	192	0	0	0	126	0	398
Initial Fut:	0	2603	686	0	1490	678	0	0	0	927	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	2603	0	0	1490	0	0	0	0	927	0	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2603	0	0	1490	0	0	0	0	927	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	2603	0	0	1490	0	0	0	0	927	0	1071

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	0.83	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

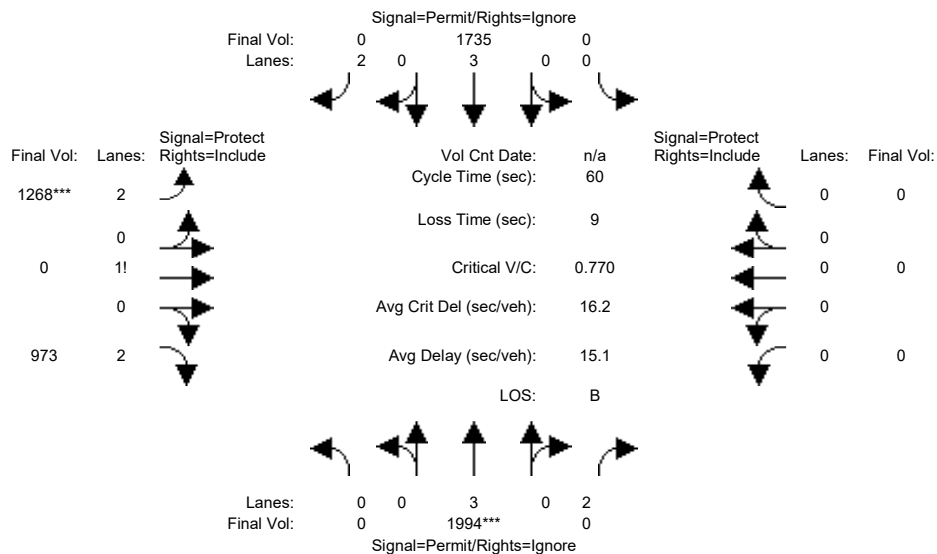
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.46	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.29	0.00	0.34
Crit Moves:	****									****		
Green Time:	0.0	32.1	0.0	0.0	32.1	0.0	0.0	0.0	0.0	23.9	0.0	23.9
Volume/Cap:	0.00	0.92	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.80	0.00	0.92
Delay/Veh:	0.0	21.2	0.0	0.0	11.5	0.0	0.0	0.0	0.0	22.5	0.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	0.0	0.0	11.5	0.0	0.0	0.0	0.0	22.5	0.0	32.0
LOS by Move:	A	C+	A	A	B+	A	A	A	A	C+	A	C-
HCM2kAvgQ:	0	14	0	0	3	0	0	0	0	12	0	17

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

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



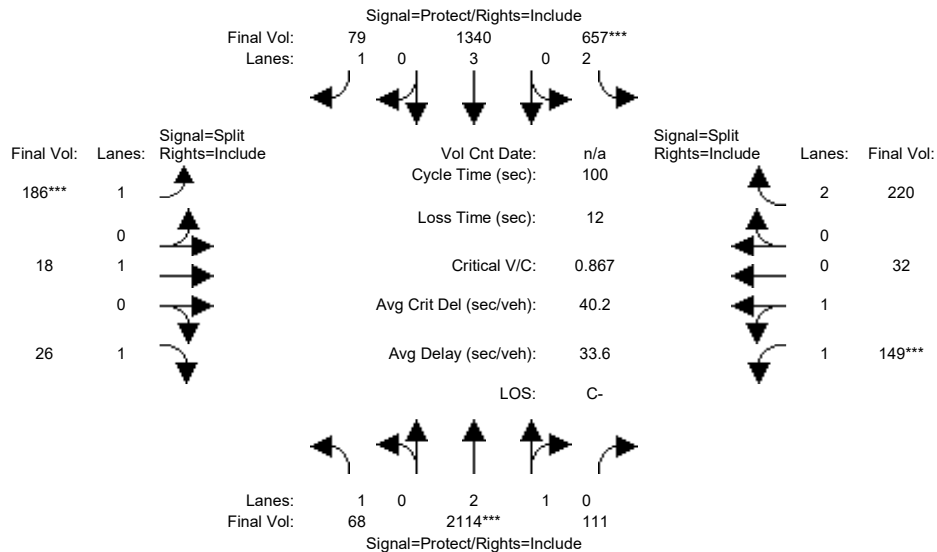
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	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	400	138	0	492	77	28	0	223	0	0	0
PasserByVol:	0	453	96	0	216	172	567	0	341	0	0	0
Initial Fut:	0	1994	709	0	1735	643	1268	0	973	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	1994	0	0	1735	0	1268	0	973	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1994	0	0	1735	0	1268	0	973	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	1994	0	0	1735	0	1268	0	973	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	0.86	1.00	0.84	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.56	0.00	2.44	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4163	0	3876	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.30	0.00	0.30	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	27.3	0.0	0.0	27.3	0.0	23.7	0.0	23.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.00	0.00	0.67	0.00	0.77	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	0.0	0.0	13.5	0.0	17.1	0.0	15.0	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	15.2	0.0	0.0	13.5	0.0	17.1	0.0	15.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	9	0	0	6	0	11	0	8	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:												
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:	52	233	49	201	116	59	168	13	26	82	28	39
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	68	2114	111	657	1340	79	186	18	26	149	32	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2114	111	657	1340	79	186	18	26	149	32	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2114	111	657	1340	79	186	18	26	149	32	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	2114	111	657	1340	79	186	18	26	149	32	220

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	2.84	0.16	2.00	3.00	1.00	1.00	1.00	1.00	1.65	0.35	2.00
Final Sat.:	1750	5320	279	3150	5700	1750	1750	1900	1750	2922	628	3150

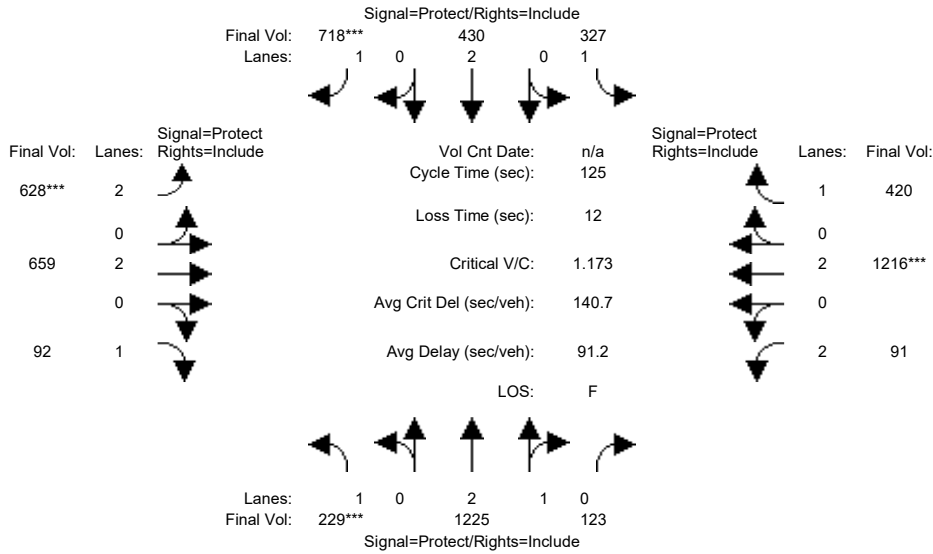
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.21	0.24	0.05	0.11	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.2	43.5	43.5	22.8	51.1	51.1	11.6	11.6	11.6	10.0	10.0	10.0
Volume/Cap:	0.26	0.91	0.91	0.91	0.46	0.09	0.91	0.08	0.13	0.51	0.51	0.70
Delay/Veh:	37.9	32.3	32.3	53.7	15.7	12.5	83.4	39.6	39.9	43.9	43.9	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:	37.9	32.3	32.3	53.7	15.7	12.5	83.4	39.6	39.9	43.9	43.9	50.3
LOS by Move:	D+	C-	C-	D-	B	B	F	D	D	D	D	D
HCM2kAvgQ:	2	26	26	14	9	1	10	1	1	3	3	4

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

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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:	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:	40	122	30	73	61	84	132	106	10	9	225	80
PasserByVol:	0	209	10	75	97	159	120	103	0	9	44	167
Initial Fut:	229	1225	123	327	430	718	628	659	92	91	1216	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1225	123	327	430	718	628	659	92	91	1216	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1225	123	327	430	718	628	659	92	91	1216	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	1225	123	327	430	718	628	659	92	91	1216	420

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	5088	511	1750	3800	1750	3150	3800	1750	3150	3800	1750

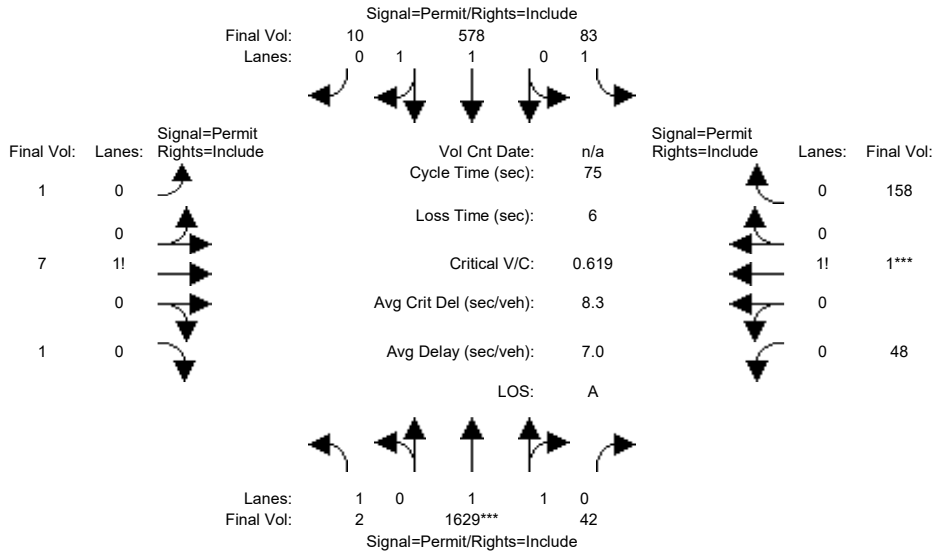
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.19	0.11	0.41	0.20	0.17	0.05	0.03	0.32	0.24
Crit Moves:	***					***	***				***	
Green Time:	13.9	32.5	32.5	25.2	43.7	43.7	21.2	41.8	41.8	13.5	34.1	34.1
Volume/Cap:	1.17	0.93	0.93	0.93	0.32	1.17	1.17	0.52	0.16	0.27	1.17	0.88
Delay/Veh:	174.4	55.6	55.6	78.9	29.9	135.0	148.2	33.9	29.3	51.6	134	60.5
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:	174.4	55.6	55.6	78.9	29.9	135.0	148.2	33.9	29.3	51.6	134	60.5
LOS by Move:	F	E+	E+	E-	C	F	F	C-	C	D-	F	E
HCM2kAvgQ:	15	18	18	17	5	46	22	8	2	2	35	17

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

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 Cumulative AM GP w/ Max Residential

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	192	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	174	0	0	84	0	0	0	0	0	0	0
Initial Fut:	2	1629	42	83	578	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	1629	42	83	578	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1629	42	83	578	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	1629	42	83	578	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	3607	93	1750	3637	63	194	1361	194	406	8	1336

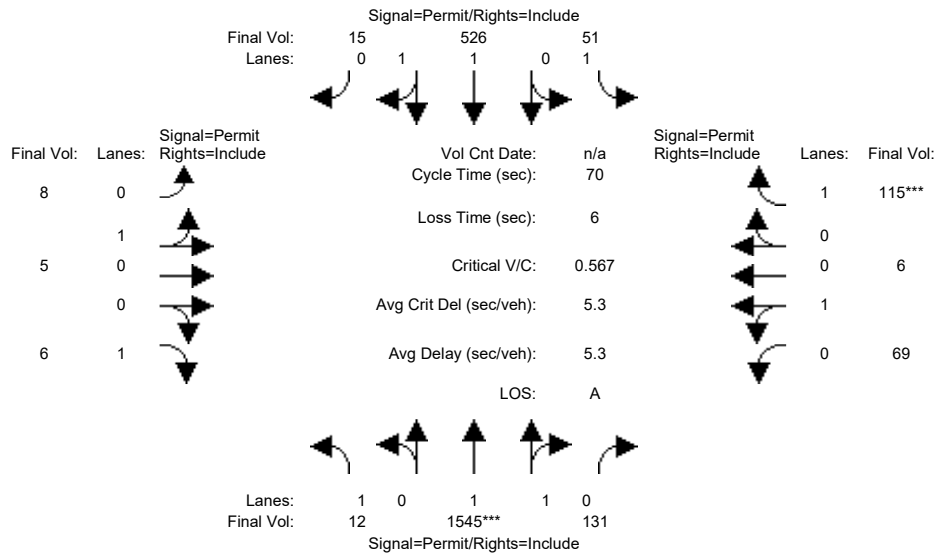
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.05	0.16	0.16	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	54.7	54.7	54.7	54.7	54.7	54.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.00	0.62	0.62	0.07	0.22	0.22	0.03	0.03	0.03	0.62	0.62	0.62
Delay/Veh:	2.8	5.5	5.5	2.9	3.3	3.3	24.7	24.7	24.7	31.4	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	5.5	5.5	2.9	3.3	3.3	24.7	24.7	24.7	31.4	31.4	31.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	10	10	1	2	2	0	0	0	6	6	6

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

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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	4	75	0	0	0	0	0	0	7
PasserByVol:	0	147	0	0	72	0	0	0	0	0	0	0
Initial Fut:	12	1545	131	51	526	15	8	5	6	69	6	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1545	131	51	526	15	8	5	6	69	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1545	131	51	526	15	8	5	6	69	6	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1545	131	51	526	15	8	5	6	69	6	115

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	1.84	0.16	1.00	1.94	0.06	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3411	289	1750	3597	103	1108	692	1750	1656	144	1750

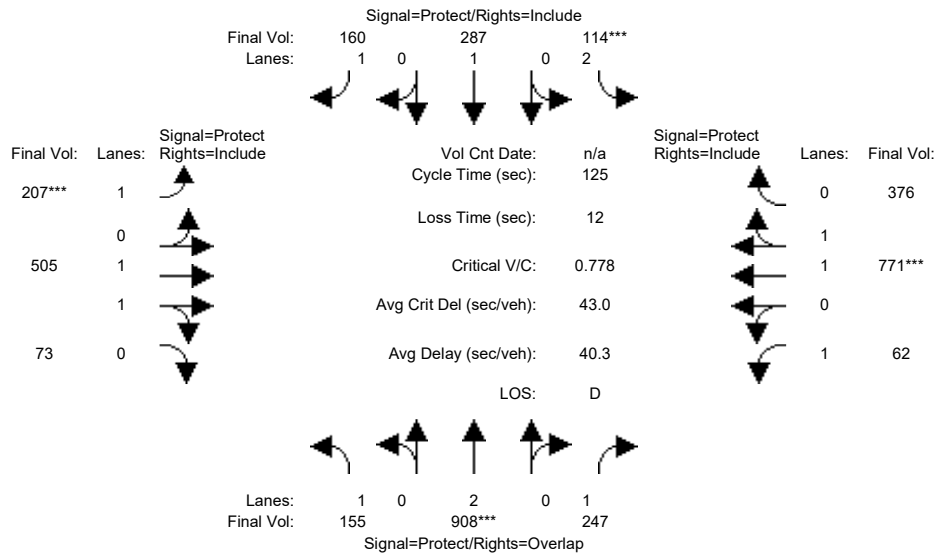
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.45	0.45	0.03	0.15	0.15	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****									****		
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.59	0.59	0.04	0.19	0.19	0.05	0.05	0.02	0.29	0.29	0.46
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
HCM2kAvgQ:	0	8	8	0	2	2	0	0	0	2	2	3

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	150	25	8	65	2	6	5	0	8	32	29
PasserByVol:	0	106	0	3	53	1	8	0	0	0	0	2
Initial Fut:	155	908	247	114	287	160	207	505	73	62	771	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:	155	908	247	114	287	160	207	505	73	62	771	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	908	247	114	287	160	207	505	73	62	771	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:	155	908	247	114	287	160	207	505	73	62	771	376

Saturation 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	1.33	0.67
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	467	1750	2486	1212

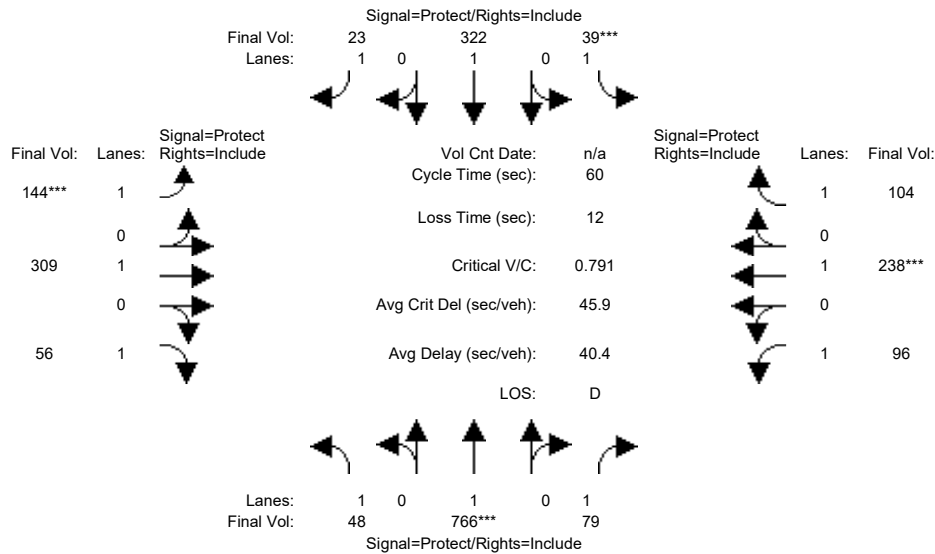
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.14	0.04	0.15	0.09	0.12	0.16	0.16	0.04	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	16.6	38.0	55.9	7.0	28.3	28.3	18.8	50.1	50.1	18.0	49.3	49.3
Volume/Cap:	0.67	0.79	0.32	0.65	0.67	0.40	0.79	0.39	0.39	0.25	0.79	0.79
Delay/Veh:	58.7	43.5	22.5	65.8	48.0	41.8	65.7	26.8	26.8	48.0	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:	58.7	43.5	22.5	65.8	48.0	41.8	65.7	26.8	26.8	48.0	36.2	36.2
LOS by Move:	E+	D	C+	E	D	D	E	C	C	D	D+	D+
HCM2kAvgQ:	6	15	6	3	10	5	9	8	8	2	20	20

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:	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	175	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	766	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	766	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	766	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	766	79	39	322	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

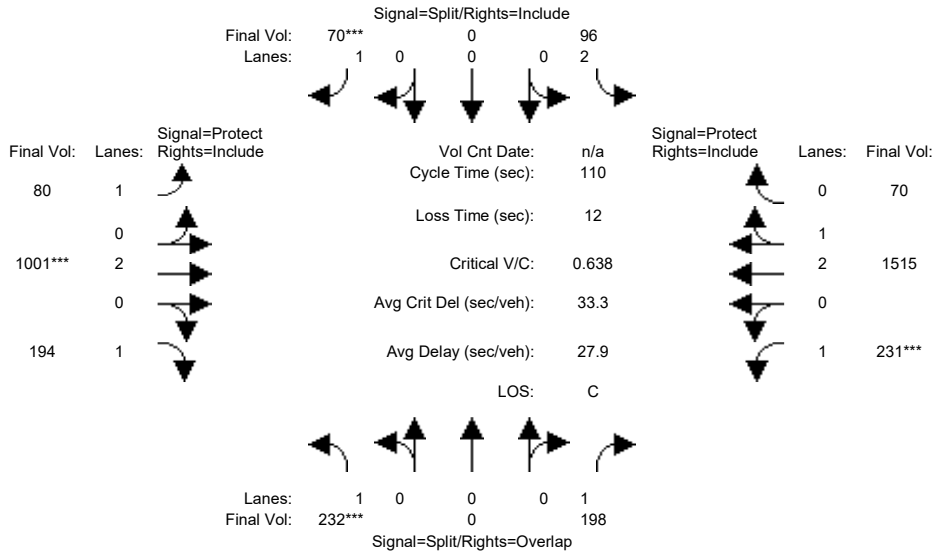
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.6	24.0	24.0	7.0	18.4	18.4	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	1.01	0.11	0.19	0.55	0.04	0.71	0.98	0.19	0.47	0.75	0.36
Delay/Veh:	19.4	52.6	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	52.6	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+
HCM2kAvgQ:	1	20	1	1	5	0	4	11	1	2	6	2

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

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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	209	0	0	314	0
PasserByVol:	0	0	0	10	0	5	2	128	0	2	172	3
Initial Fut:	232	0	198	96	0	70	80	1001	194	231	1515	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	1001	194	231	1515	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	1001	194	231	1515	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	1001	194	231	1515	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	5352	247

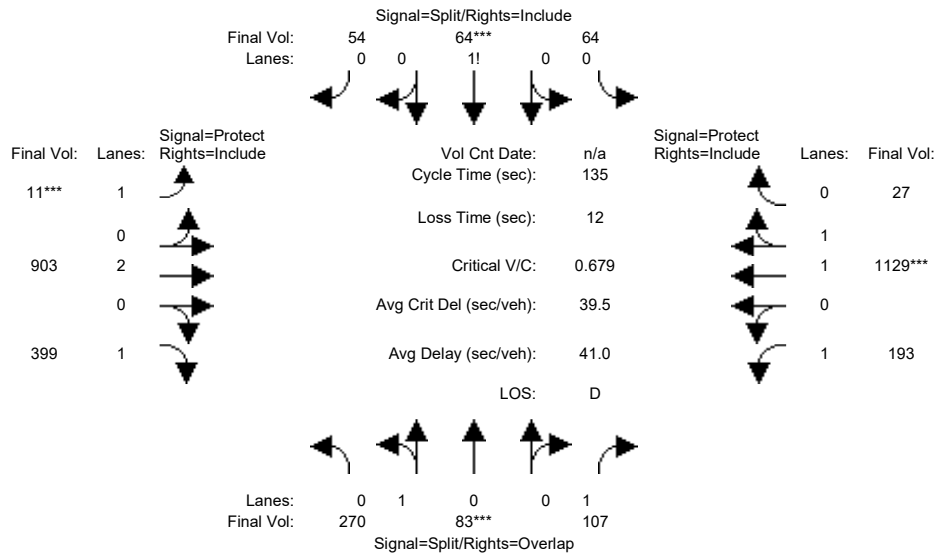
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.26	0.11	0.13	0.28	0.28
Crit Moves:	***					***		***		***		
Green Time:	22.9	0.0	45.6	6.9	0.0	6.9	16.6	45.5	45.5	22.8	51.6	51.6
Volume/Cap:	0.64	0.00	0.27	0.49	0.00	0.64	0.30	0.64	0.27	0.64	0.60	0.60
Delay/Veh:	43.5	0.0	21.4	51.7	0.0	62.2	42.2	26.6	21.5	43.6	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	21.4	51.7	0.0	62.2	42.2	26.6	21.5	43.6	22.0	22.0
LOS by Move:	D	A	C+	D-	A	E	D	C	C+	D	C+	C+
HCM2kAvgQ:	9	0	5	3	0	4	2	13	4	8	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 GP w/ Max Residential

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	13	0	0	0	0	141	0	18	131	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	107	64	64	54	11	903	399	193	1129	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	107	64	64	54	11	903	399	193	1129	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	107	64	64	54	11	903	399	193	1129	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	107	64	64	54	11	903	399	193	1129	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

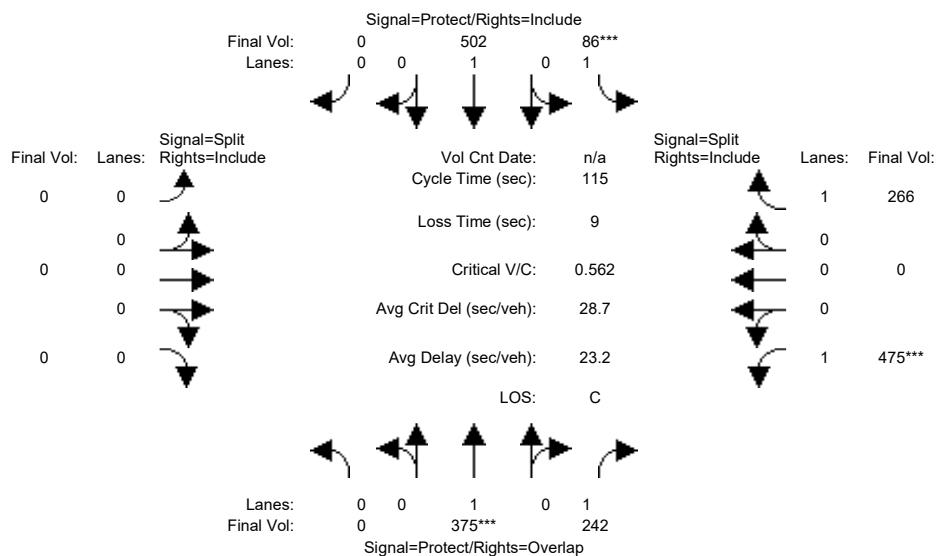
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.10	0.10	0.10	0.01	0.24	0.23	0.11	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	37.1	37.1	58.1	19.7	19.7	19.7	7.0	45.2	45.2	21.0	59.2	59.2
Volume/Cap:	0.71	0.71	0.14	0.71	0.71	0.71	0.12	0.71	0.68	0.71	0.71	0.71
Delay/Veh:	49.0	49.0	23.4	64.1	64.1	64.1	61.7	41.1	42.0	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:	49.0	49.0	23.4	64.1	64.1	64.1	61.7	41.1	42.0	62.6	32.5	32.5
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C-	C-
HCM2kAvgQ:	14	14	3	9	9	9	0	16	15	8	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)
 Cumulative AM GP w/ Max Residential

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
Movement:												
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	13	23	0	18	0	0	0	0	30	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	143	0	82
Initial Fut:	0	375	242	86	502	0	0	0	0	475	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	375	242	86	502	0	0	0	0	475	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	242	86	502	0	0	0	0	475	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	375	242	86	502	0	0	0	0	475	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

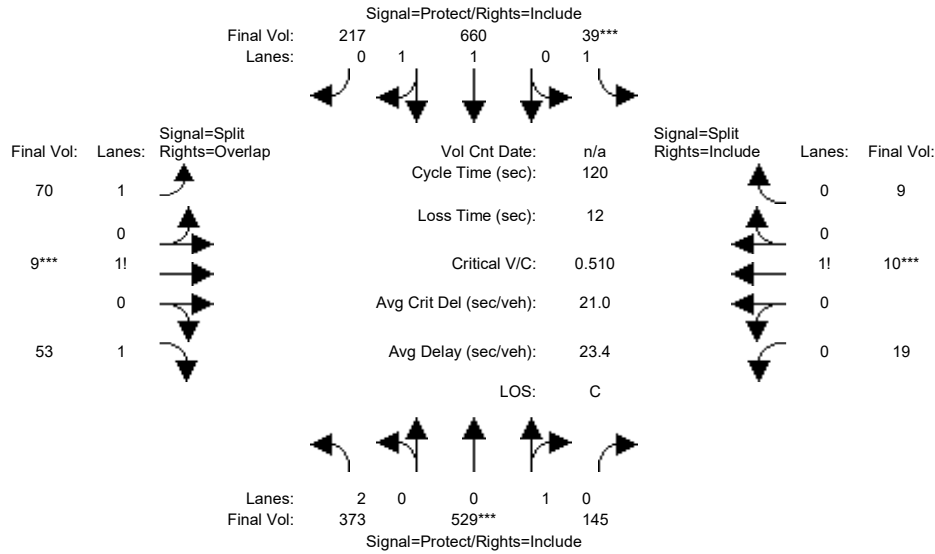
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.14	0.05	0.26	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	40.4	95.9	10.1	50.5	0.0	0.0	0.0	0.0	55.5	0.0	55.5
Volume/Cap:	0.00	0.56	0.17	0.56	0.60	0.00	0.00	0.00	0.00	0.56	0.00	0.31
Delay/Veh:	0.0	31.2	1.9	55.1	25.9	0.0	0.0	0.0	0.0	22.0	0.0	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:	0.0	31.2	1.9	55.1	25.9	0.0	0.0	0.0	0.0	22.0	0.0	18.3
LOS by Move:	A	C	A	E+	C	A	A	A	A	C+	A	B-
HCM2kAvgQ:	0	10	2	3	13	0	0	0	0	13	0	6

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

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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	36	0	0	48	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	529	145	39	660	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	529	145	39	660	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	529	145	39	660	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	529	145	39	660	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	0.78	0.22	1.00	1.49	0.51	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1413	387	1750	2784	915	2619	223	2408	875	461	414

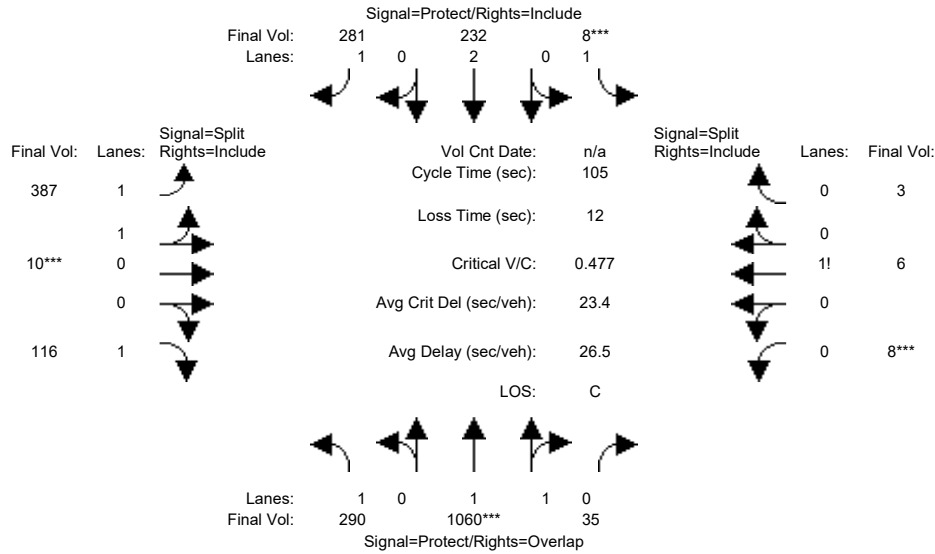
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.02	0.24	0.24	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.3	81.0	81.0	7.0	58.7	58.7	10.0	10.0	39.3	10.0	10.0	10.0
Volume/Cap:	0.48	0.55	0.55	0.38	0.48	0.48	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	39.4	10.7	10.7	56.8	20.7	20.7	52.3	53.9	27.8	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:	39.4	10.7	10.7	56.8	20.7	20.7	52.3	53.9	27.8	52.5	52.5	52.5
LOS by Move:	D	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2kAvgQ:	7	13	13	1	11	11	2	3	1	2	2	2

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

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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:	100	1	0	0	0	48	35	0	48	0	0	0
PasserByVol:	3	570	0	0	90	46	230	0	18	0	0	0
Initial Fut:	290	1060	35	8	232	281	387	10	116	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:	290	1060	35	8	232	281	387	10	116	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1060	35	8	232	281	387	10	116	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:	290	1060	35	8	232	281	387	10	116	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	3461	89	1750	824	618	309

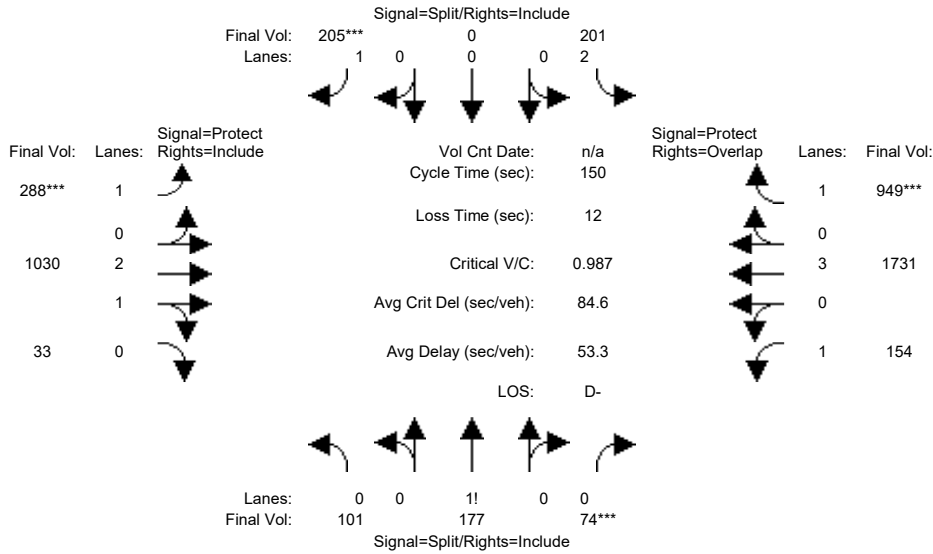
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.00	0.06	0.16	0.11	0.11	0.07	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	31.6	55.2	65.2	7.0	30.6	30.6	20.8	20.8	20.8	10.0	10.0	10.0
Volume/Cap:	0.55	0.56	0.48	0.07	0.21	0.55	0.56	0.56	0.33	0.10	0.10	0.10
Delay/Veh:	32.0	17.2	10.9	46.2	28.2	32.7	39.0	39.0	36.7	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:	32.0	17.2	10.9	46.2	28.2	32.7	39.0	39.0	36.7	43.7	43.7	43.7
LOS by Move:	C-	B	B+	D	C	C-	D	D	D+	D	D	D
HCM2kAvgQ:	8	11	9	0	3	8	6	6	3	1	1	1

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

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 Cumulative AM GP w/ Max Residential

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:	9	19	0	48	0	0	1	199	9	0	305	81
PasserByVol:	0	26	4	61	0	47	77	114	1	0	184	470
Initial Fut:	101	177	74	201	0	205	288	1030	33	154	1731	949
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	177	74	201	0	205	288	1030	33	154	1731	949
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	177	74	201	0	205	288	1030	33	154	1731	949
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	177	74	201	0	205	288	1030	33	154	1731	949

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	0.50	0.21	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	502	880	368	3150	0	1750	1750	5426	174	1750	5700	1750

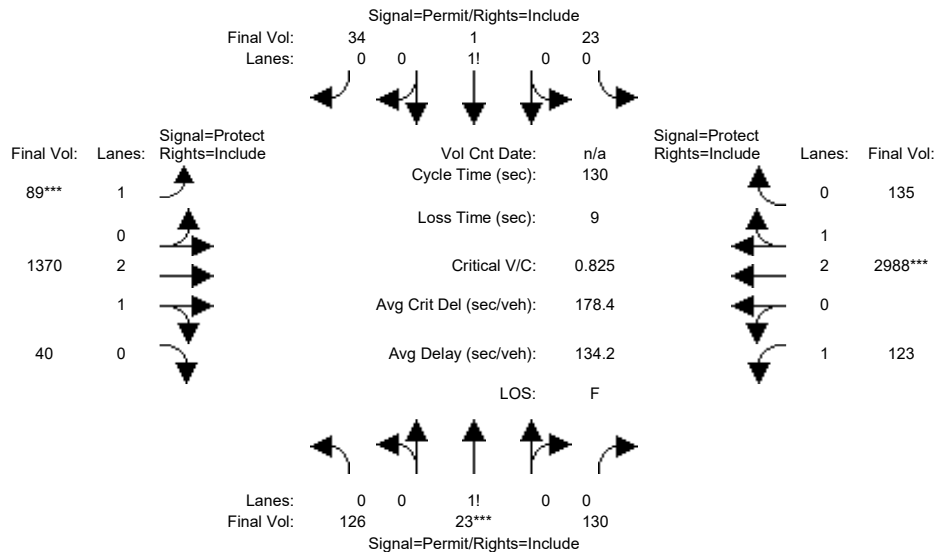
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.06	0.00	0.12	0.16	0.19	0.19	0.09	0.30	0.54
Crit Moves:	***			***			***			***		
Green Time:	28.7	28.7	28.7	17.8	0.0	17.8	23.5	62.5	62.5	29.0	67.9	85.8
Volume/Cap:	1.05	1.05	1.05	0.54	0.00	0.99	1.05	0.46	0.46	0.46	0.67	0.95
Delay/Veh:	123.5	123	123.5	63.8	0.0	124.5	131.3	31.6	31.6	54.5	32.9	47.5
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:	123.5	123	123.5	63.8	0.0	124.5	131.3	31.6	31.6	54.5	32.9	47.5
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C-	D
HCM2kAvgQ:	24	24	24	5	0	12	18	11	11	6	19	42

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

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 Cumulative AM GP w/ Max Residential

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:												
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	247	0	0	386	0
PasserByVol:	0	9	0	5	0	2	34	151	0	12	642	3
Initial Fut:	115	21	118	21	1	31	81	1247	36	112	2719	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	1370	40	123	2988	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1370	40	123	2988	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	1370	40	123	2988	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	5443	157	1750	5357	242

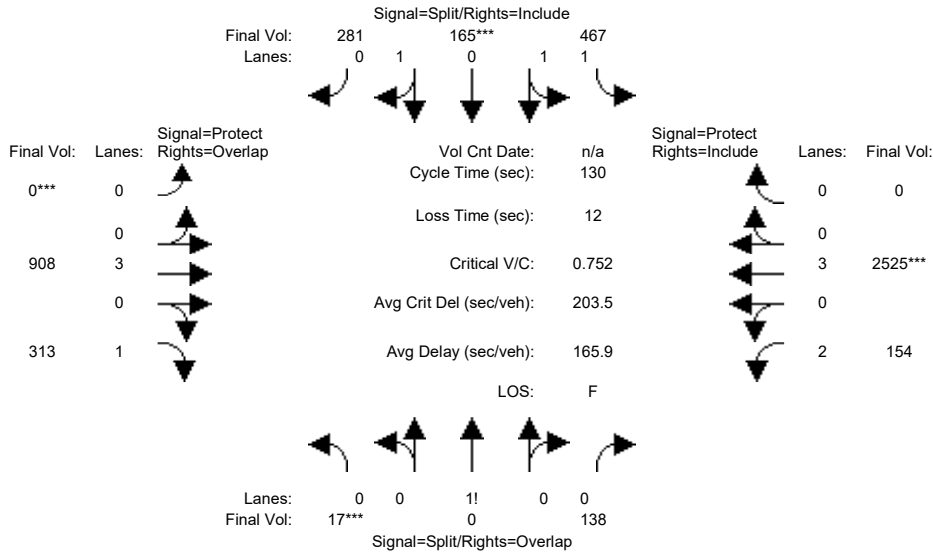
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.25	0.25	0.07	0.56	0.56
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.71	0.71	0.33	1.34	1.34
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	37.1	37.1	43.9	195	195.2
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:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	37.1	37.1	43.9	195	195.2
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2kAvgQ:	9	9	9	2	2	2	3	16	16	4	72	72

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 GP w/ Max Residential

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:

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	176	71	43	386	0
PasserByVol:	0	0	0	0	2	27	0	96	62	0	744	0
Initial Fut:	17	0	138	467	165	281	0	908	313	154	2525	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	908	313	154	2525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	165	281	0	908	313	154	2525	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	908	313	154	2525	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:

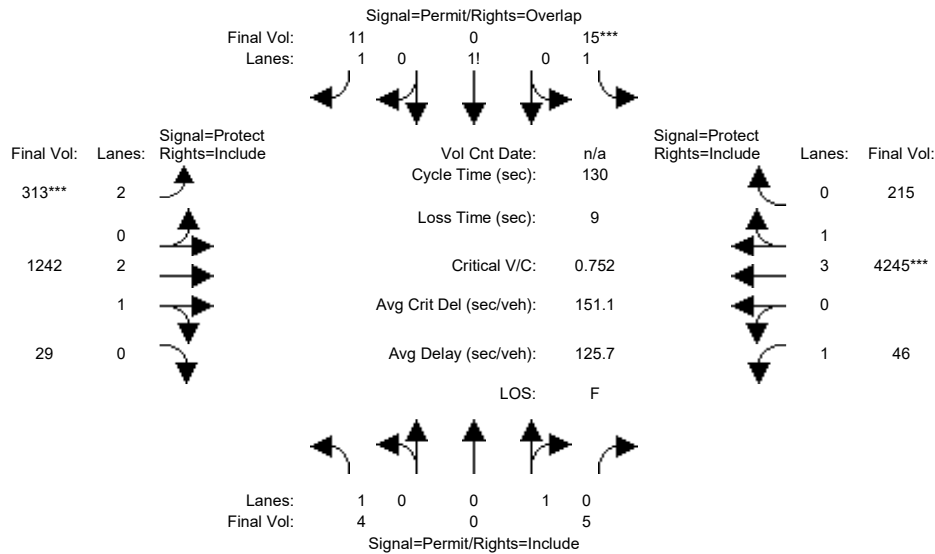
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.16	0.18	0.05	0.44	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.90	0.37	0.38	1.45	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	82.8	28.9	72.6	268	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	82.8	28.9	72.6	268	0.0
LOS by Move:	D	A	C	D-	D-	D-	A	F	C	E	F	A
HCM2kAvgQ:	7	0	5	14	14	14	0	17	11	4	75	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 #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	176	0	0	440	0
PasserByVol:	0	0	0	0	0	0	3	92	0	0	770	0
Initial Fut:	4	0	5	14	0	10	288	1143	27	42	3905	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	1242	29	46	4245	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1242	29	46	4245	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	1242	29	46	4245	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	5471	129	1750	7137	362

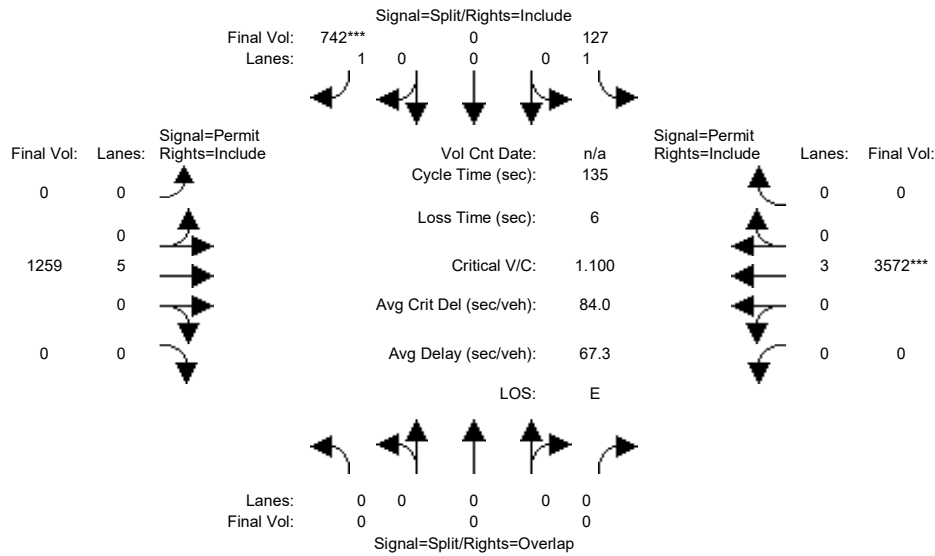
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.23	0.23	0.03	0.59	0.59
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.61	0.61	0.12	1.27	1.27
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	33.6	33.6	41.6	157	157.2
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	18.9	74.9	33.6	33.6	41.6	157	157.2
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2kAvgQ:	0	0	0	0	0	0	7	13	13	1	71	71

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

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Level Of Service Computation Report
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 Cumulative AM GP w/ Max Residential

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	61	0	176	0	0	379	0
PasserByVol:	0	0	0	0	0	34	0	93	0	0	737	0
Initial Fut:	0	0	0	127	0	742	0	1259	0	0	3572	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	742	0	1259	0	0	3572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	742	0	1259	0	0	3572	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	742	0	1259	0	0	3572	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

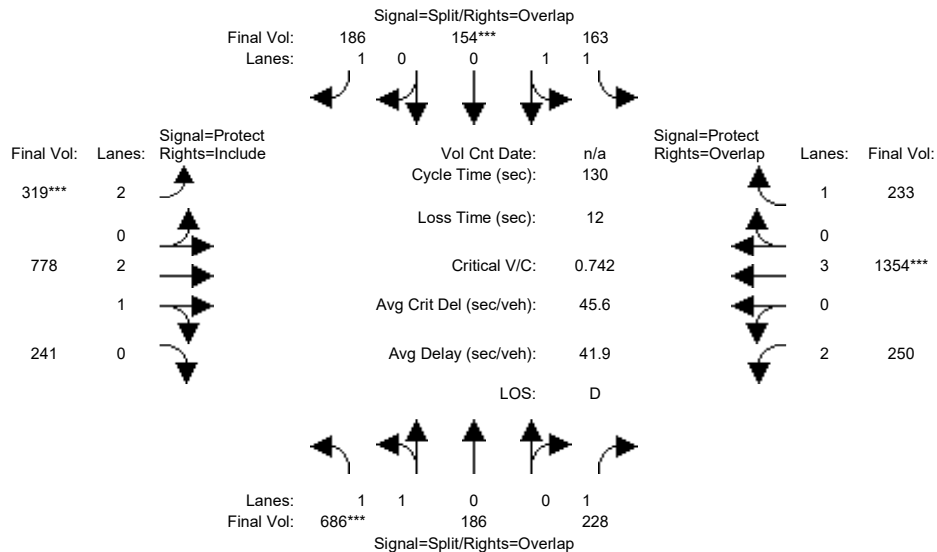
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.42	0.00	0.13	0.00	0.00	0.63	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	52.1	0.0	52.1	0.0	76.9	0.0	0.0	76.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	1.10	0.00	0.23	0.00	0.00	1.10	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	106.5	0.0	14.4	0.0	0.0	79.3	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	27.6	0.0	106.5	0.0	14.4	0.0	0.0	79.3	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	E-	A
HCM2kAvgQ:	0	0	0	4	0	46	0	5	0	0	62	0

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

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 Cumulative AM GP w/ Max Residential

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	138	8	0	129	67	163	71	57	18	82	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	686	186	228	163	154	186	319	778	241	250	1354	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	186	228	163	154	186	319	778	241	250	1354	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	186	228	163	154	186	319	778	241	250	1354	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	186	228	163	154	186	319	778	241	250	1354	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:	1.58	0.42	1.00	1.04	0.96	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	2793	757	1750	1825	1724	1750	3150	4274	1324	3150	5700	1750

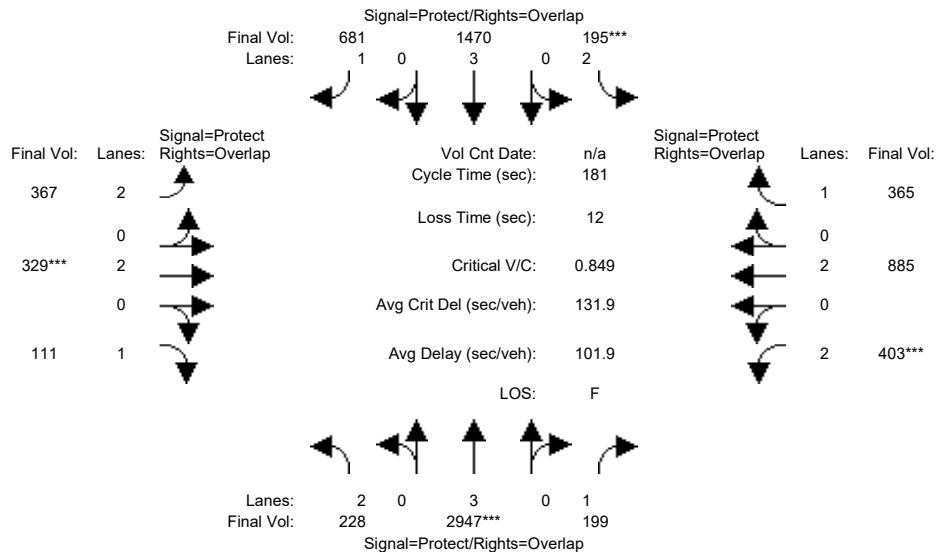
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.13	0.09	0.09	0.11	0.10	0.18	0.18	0.08	0.24	0.13
Crit Moves:	***				***		***				***	
Green Time:	43.0	43.0	61.0	15.6	15.6	33.4	17.7	41.3	41.3	18.0	41.6	57.2
Volume/Cap:	0.74	0.74	0.28	0.74	0.74	0.41	0.74	0.57	0.57	0.57	0.74	0.30
Delay/Veh:	41.2	41.2	21.2	62.1	62.1	40.8	60.8	37.4	37.4	54.2	41.1	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:	41.2	41.2	21.2	62.1	62.1	40.8	60.8	37.4	37.4	54.2	41.1	23.7
LOS by Move:	D	D	C+	E	E	D	E	D+	D+	D-	D	C
HCM2kAvgQ:	18	18	6	8	8	7	8	11	11	6	17	6

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

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 Cumulative AM GP w/ Max Residential

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	627	11	48	291	81	114	40	0	20	68	86
PasserByVol:	3	167	12	6	193	35	18	14	4	39	58	36
Initial Fut:	228	3730	199	195	1838	681	367	329	111	403	885	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	2947	199	195	1470	681	367	329	111	403	885	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2947	199	195	1470	681	367	329	111	403	885	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	2947	199	195	1470	681	367	329	111	403	885	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

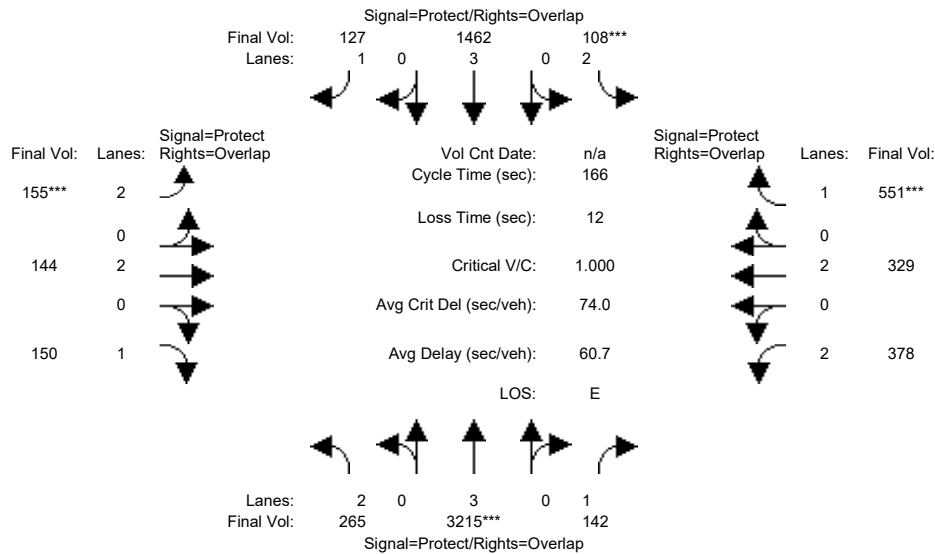
Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.11	0.06	0.26	0.39	0.12	0.09	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.10	0.20	0.49	0.51	0.61	0.89	0.36	0.19	1.30	1.12	0.63
Delay/Veh:	105.8	129	36.2	82.7	50.5	43.5	98.5	58.0	44.3	239.5	143	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	50.5	43.5	98.5	58.0	44.3	239.5	143	53.5
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2kAvgQ:	7	62	9	7	24	36	13	7	5	22	34	19

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM GP w/ Max Residential

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:	Lawrence Expressway North			Lawrence Expressway South			Pruneridge Avenue East			Pruneridge Avenue West		
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	621	0	0	292	20	17	6	0	1	10	0
PasserByVol:	155	88	3	8	108	55	27	8	33	10	24	24
Initial Fut:	265	4070	142	108	1827	127	155	144	150	378	329	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	3215	142	108	1462	127	155	144	150	378	329	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3215	142	108	1462	127	155	144	150	378	329	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	3215	142	108	1462	127	155	144	150	378	329	551

Saturation Flow Module:	Lawrence Expressway North			Lawrence Expressway South			Pruneridge Avenue East			Pruneridge Avenue West		
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

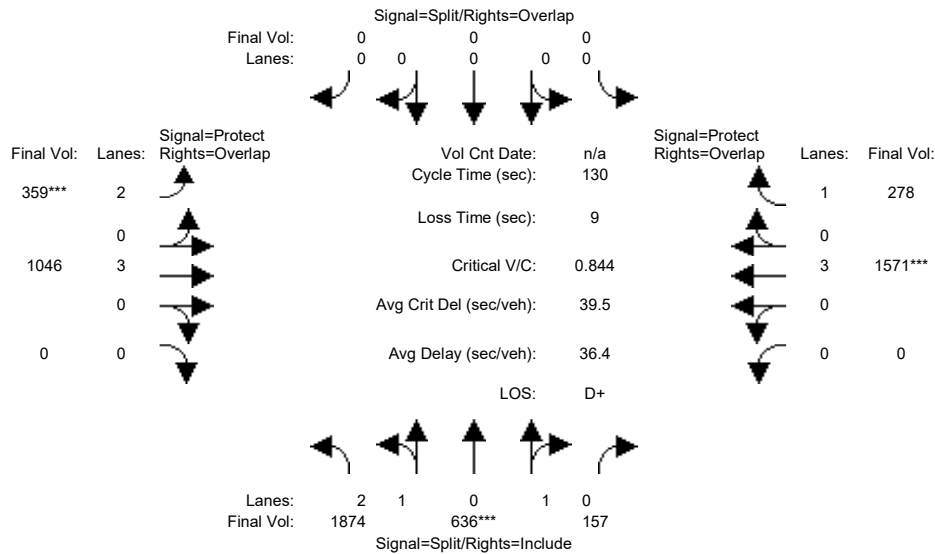
Capacity Analysis Module:	Lawrence Expressway North			Lawrence Expressway South			Pruneridge Avenue East			Pruneridge Avenue West		
Vol/Sat:	0.08	0.56	0.08	0.03	0.26	0.07	0.05	0.04	0.09	0.12	0.09	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.9	89.5	116.9	13.0	86.6	100.6	14.0	24.1	40.0	27.4	37.5	50.5
Volume/Cap:	0.88	1.05	0.12	0.44	0.49	0.12	0.58	0.26	0.36	0.73	0.38	1.03
Delay/Veh:	98.0	68.4	7.9	74.3	25.7	14.0	76.5	63.3	52.8	70.9	54.7	105.9
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:	98.0	68.4	7.9	74.3	25.7	14.0	76.5	63.3	52.8	70.9	54.7	105.9
LOS by Move:	F	E	A	E	C	B	E-	E	D-	E	D-	F
HCM2kAvgQ:	11	64	2	3	15	3	5	3	7	12	7	38

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

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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:	176	197	24	0	0	0	68	127	0	0	203	46
PasserByVol:	669	55	0	0	0	0	7	87	0	0	69	0
Initial Fut:	1874	636	157	0	0	0	359	1046	0	0	1571	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:	1874	636	157	0	0	0	359	1046	0	0	1571	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1874	636	157	0	0	0	359	1046	0	0	1571	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:	1874	636	157	0	0	0	359	1046	0	0	1571	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:	2.89	0.89	0.22	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4734	1607	397	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

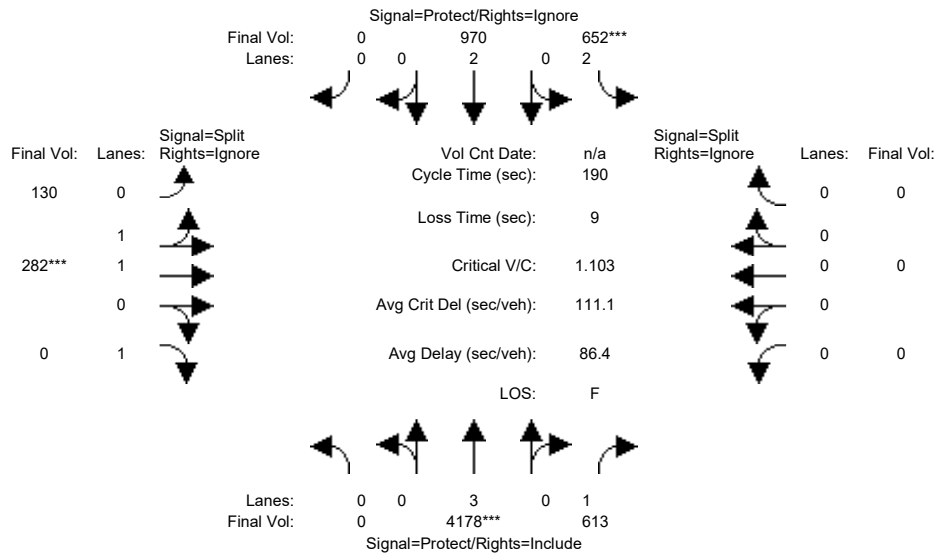
Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.11	0.18	0.00	0.00	0.28	0.16
Crit Moves:	****						****			****		
Green Time:	61.0	61.0	61.0	0.0	0.0	0.0	17.6	60.0	0.0	0.0	42.5	42.5
Volume/Cap:	0.84	0.84	0.84	0.00	0.00	0.00	0.84	0.40	0.00	0.00	0.84	0.49
Delay/Veh:	32.6	32.6	32.6	0.0	0.0	0.0	69.1	23.2	0.0	0.0	44.4	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:	32.6	32.6	32.6	0.0	0.0	0.0	69.1	23.2	0.0	0.0	44.4	35.7
LOS by Move:	C-	C-	C-	A	A	A	E	C	A	A	D	D+
HCM2kAvgQ:	28	28	28	0	0	0	9	9	0	0	19	9

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	420	86	73	139	0	0	46	87	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4178	613	652	970	0	130	282	351	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	4178	613	652	970	0	130	282	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4178	613	652	970	0	130	282	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	4178	613	652	970	0	130	282	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	0.65	1.35	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1167	2532	1750	0	0	0

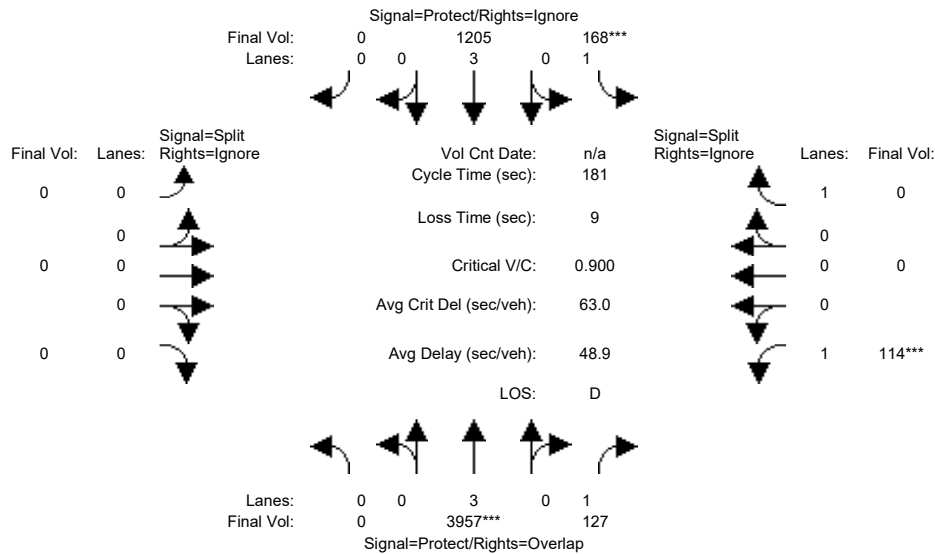
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.35	0.21	0.26	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	118	117.9	33.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.18	0.56	1.18	0.32	0.00	0.71	0.71	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	104	11.8	177.8	0.1	0.0	80.4	80.4	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	104	11.8	177.8	0.1	0.0	80.4	80.4	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	F	F	A	A	A	A
HCM2kAvgQ:	0	101	12	33	0	0	11	11	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		
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	505	0	1	226	0	0	0	0	1	0	1
PasserByVol:	0	411	0	3	113	7	0	0	0	0	0	12
Initial Fut:	0	3957	127	168	1205	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	3957	127	168	1205	0	0	0	0	114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3957	127	168	1205	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	3957	127	168	1205	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

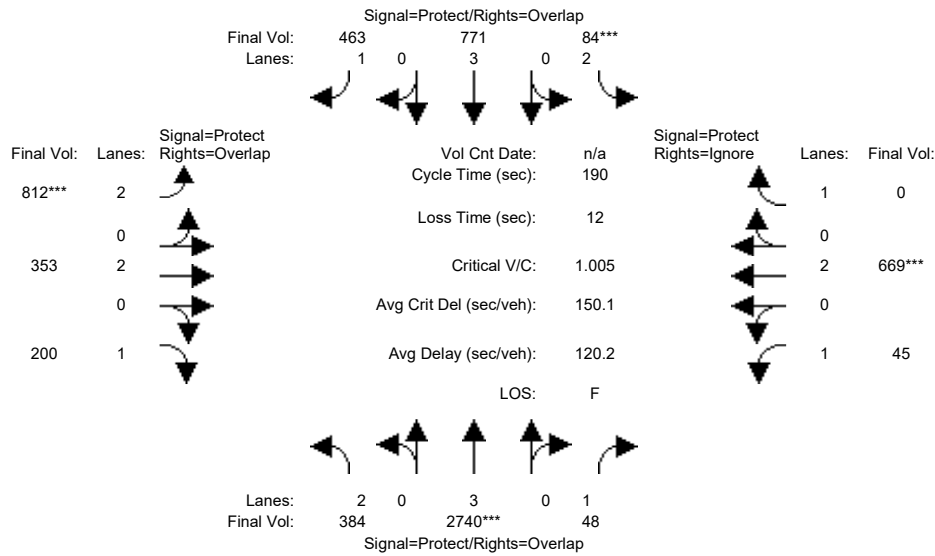
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.07	0.10	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.05	0.09	0.62	0.26	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	62.1	4.1	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	62.1	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
HCM2kAvgQ:	0	77	2	9	5	0	0	0	0	7	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					
	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:	78	479	0	1	217	9	25	1	18	0	3	1
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	384	2740	48	84	771	463	812	353	200	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:	384	2740	48	84	771	463	812	353	200	45	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	2740	48	84	771	463	812	353	200	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:	384	2740	48	84	771	463	812	353	200	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

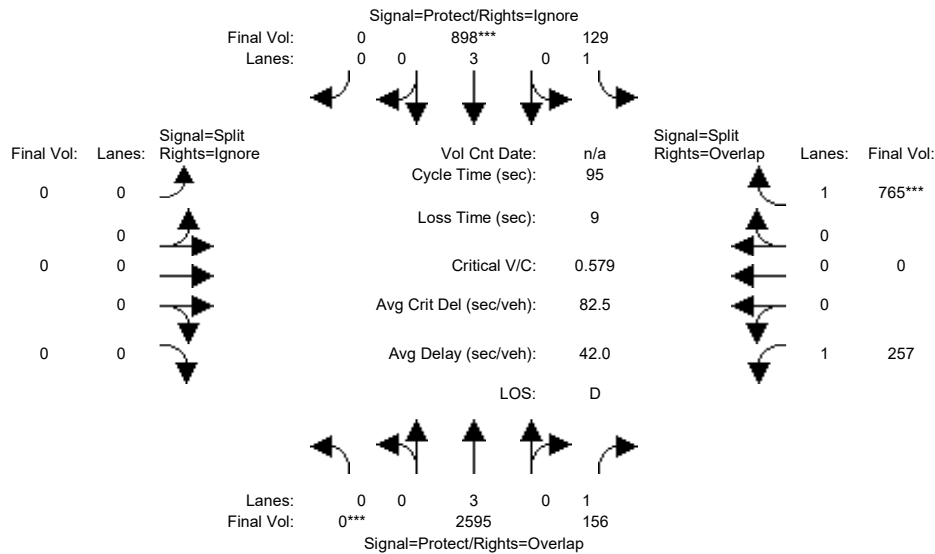
Capacity Analysis Module:												
Vol/Sat:	0.12	0.48	0.03	0.03	0.14	0.26	0.26	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.15	1.29	0.06	0.36	0.40	0.43	0.95	0.22	0.21	0.43	0.81	0.00
Delay/Veh:	178.9	189	26.9	83.7	51.7	27.6	87.0	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:	178.9	189	26.9	83.7	51.7	27.6	87.0	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
HCM2kAvgQ:	17	75	1	3	12	20	30	6	6	3	20	0

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

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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:	North Bound			South Bound			East Bound			West Bound		
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	553	0	2	233	0	0	0	0	0	0	4
PasserByVol:	0	304	0	7	57	11	0	0	0	0	0	24
Initial Fut:	0	2595	156	129	898	11	0	0	0	257	0	765
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	2595	156	129	898	0	0	0	0	257	0	765
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2595	156	129	898	0	0	0	0	257	0	765
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	2595	156	129	898	0	0	0	0	257	0	765

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	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

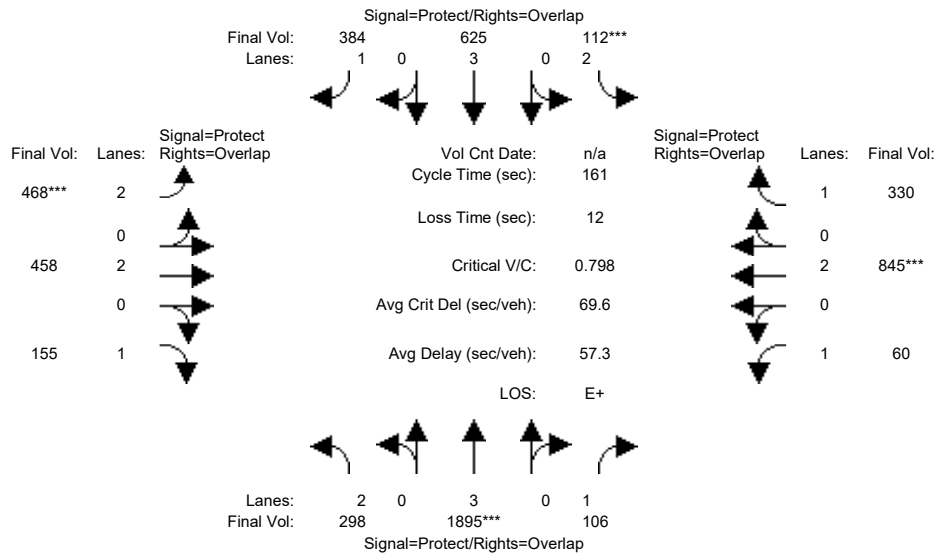
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.46	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	***			****								****
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.80	0.12	0.49	0.22	0.00	0.00	0.00	0.00	0.78	0.00	1.29
Delay/Veh:	0.0	18.0	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	173.9
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	18.0	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	173.9
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	18	1	4	3	0	0	0	0	10	0	49

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 GP w/ Max Residential

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	553	0	0	233	0	0	0	0	0	0	0
PasserByVol:	10	291	0	7	41	8	10	6	2	0	0	4
Initial Fut:	298	1895	106	112	625	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	1895	106	112	625	384	468	458	155	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1895	106	112	625	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	1895	106	112	625	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

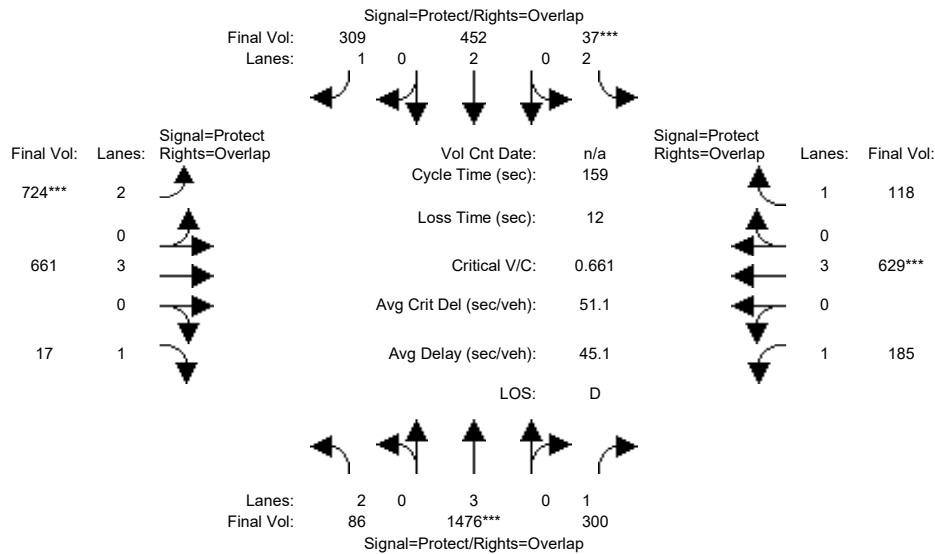
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	1.01	0.15	0.34	0.42	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.3	77.2	29.3	67.4	49.2	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	77.2	29.3	67.4	49.2	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	59	7	6	15	25	24	14	7	7	33	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 GP w/ Max Residential

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	495	0	0	219	14	58	0	0	0	0	0
PasserByVol:	19	68	2	0	25	32	244	42	0	14	5	0
Initial Fut:	86	1476	300	37	452	309	724	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	1476	300	37	452	309	724	661	17	185	629	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1476	300	37	452	309	724	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	1476	300	37	452	309	724	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

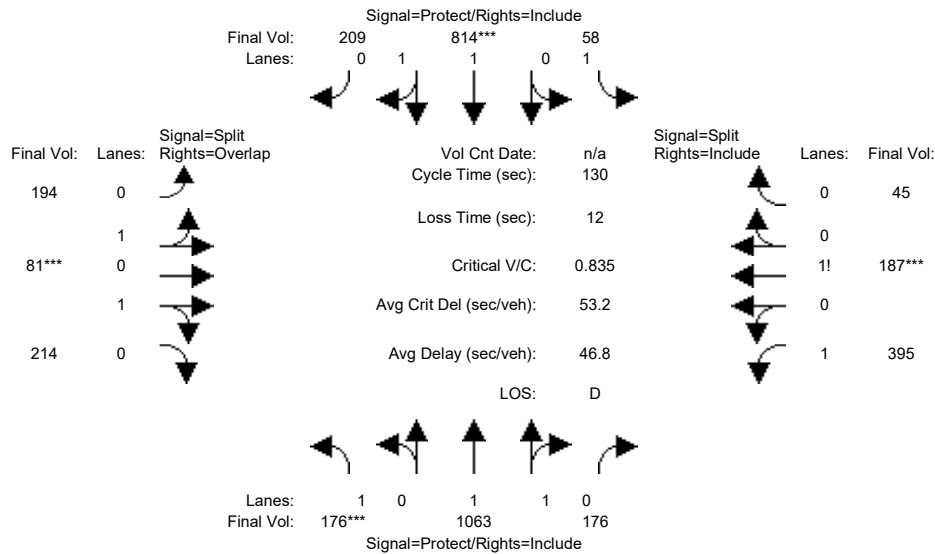
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.17	0.01	0.12	0.18	0.23	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.70	0.33	0.21	0.34	0.28	0.85	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	70.8	43.5	22.6	72.2	38.0	13.9	63.1	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	43.5	22.6	72.2	38.0	13.9	63.1	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
HCM2kAvgQ:	3	21	9	1	8	7	20	7	0	11	9	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)
 Cumulative AM GP w/ Max Residential

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	58	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	270	0	0	47	0	0	0	0	0	0	0
Initial Fut:	176	1063	176	58	814	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	1063	176	58	814	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1063	176	58	814	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	1063	176	58	814	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	3174	526	1750	2944	756	1428	596	1575	2555	762	183

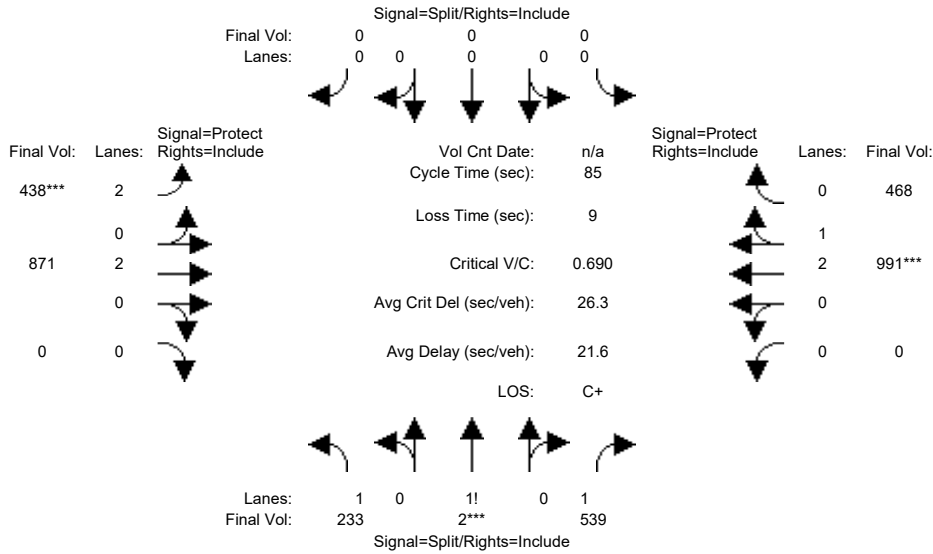
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.03	0.28	0.28	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	15.6	50.5	50.5	8.1	43.0	43.0	21.1	21.1	36.8	38.2	38.2	38.2
Volume/Cap:	0.84	0.86	0.86	0.53	0.84	0.84	0.84	0.84	0.48	0.53	0.84	0.84
Delay/Veh:	80.0	42.1	42.1	64.0	45.4	45.4	62.9	62.9	39.0	38.8	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:	80.0	42.1	42.1	64.0	45.4	45.4	62.9	62.9	39.0	38.8	51.1	51.1
LOS by Move:	F	D	D	E	D	D	E	E	D	D+	D-	D-
HCM2kAvgQ:	8	24	24	2	20	20	12	12	9	10	20	20

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 GP w/ Max Residential

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
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	46	0	0	0	0	12	0	0	14	0
PasserByVol:	0	0	205	0	0	0	0	65	0	0	31	6
Initial Fut:	233	2	539	0	0	0	438	871	0	0	991	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	539	0	0	0	438	871	0	0	991	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	539	0	0	0	438	871	0	0	991	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	539	0	0	0	438	871	0	0	991	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.:	2286	9	3040	0	0	0	3150	3800	0	0	3801	1795

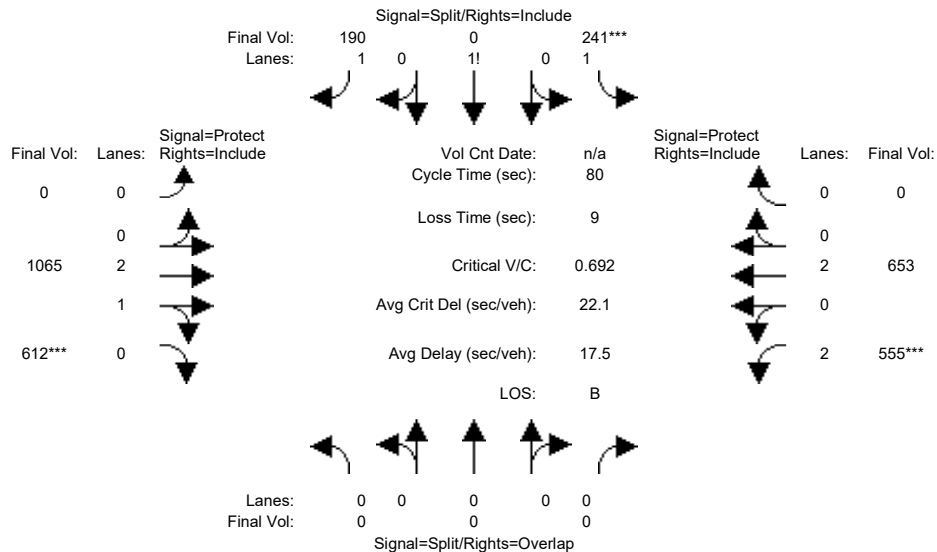
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.18	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	26.8	26.8	26.8	0.0	0.0	0.0	17.1	49.2	0.0	0.0	32.1	32.1
Volume/Cap:	0.32	0.69	0.56	0.00	0.00	0.00	0.69	0.40	0.00	0.00	0.69	0.69
Delay/Veh:	22.3	27.3	24.8	0.0	0.0	0.0	34.7	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:	22.3	27.3	24.8	0.0	0.0	0.0	34.7	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
HCM2kAvgQ:	4	11	8	0	0	0	6	6	0	0	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)
 Cumulative AM GP w/ Max Residential

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	12	0	8	6	0
PasserByVol:	0	0	0	22	0	0	0	43	0	30	10	0
Initial Fut:	0	0	0	241	0	190	0	1065	612	555	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	1065	612	555	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	1065	612	555	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	1065	612	555	653	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

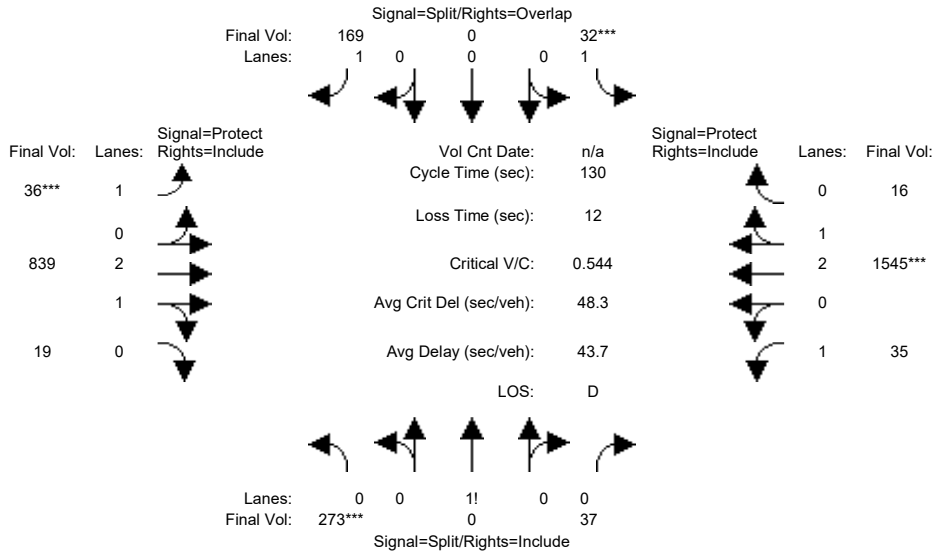
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.18	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.2	0.0	10.2	0.0	40.4	40.4	20.4	60.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.55	0.69	0.69	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	36.7	0.0	34.2	0.0	13.8	15.9	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	36.7	0.0	34.2	0.0	13.8	15.9	29.6	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

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

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 Cumulative AM GP w/ Max Residential

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	3	2	148	0	0	247	0
PasserByVol:	0	0	0	18	0	2	0	87	0	0	66	4
Initial Fut:	259	0	35	30	0	161	34	797	18	33	1468	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	169	36	839	19	35	1545	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	32	0	169	36	839	19	35	1545	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	169	36	839	19	35	1545	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	5476	124	1750	5543	57

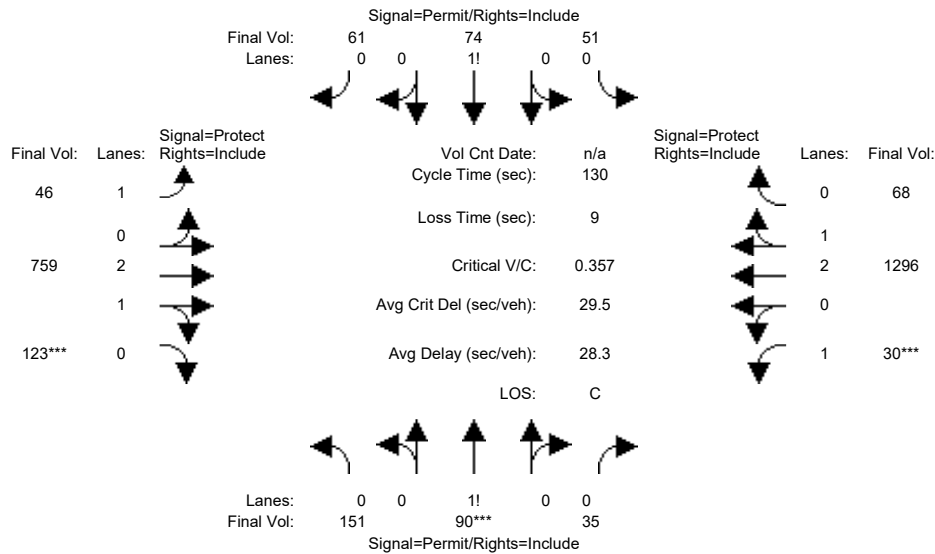
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.28	0.20	0.47	0.47	0.22	0.88	0.88
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.4	35.4	55.3	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.4	35.4	55.3	47.9	47.9
LOS by Move:	D	A	D	D+	A	C	D-	D+	D+	E+	D	D
HCM2kAvgQ:	13	0	13	1	0	5	1	9	9	1	21	21

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

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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:	12	0	0	0	0	13	5	136	7	0	221	0
PasserByVol:	6	0	12	12	0	5	2	100	1	2	54	2
Initial Fut:	145	86	34	49	71	59	44	729	118	29	1244	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:	151	90	35	51	74	61	46	759	123	30	1296	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	90	35	51	74	61	46	759	123	30	1296	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:	151	90	35	51	74	61	46	759	123	30	1296	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.:	958	568	225	479	694	577	1750	4819	780	1750	5322	278

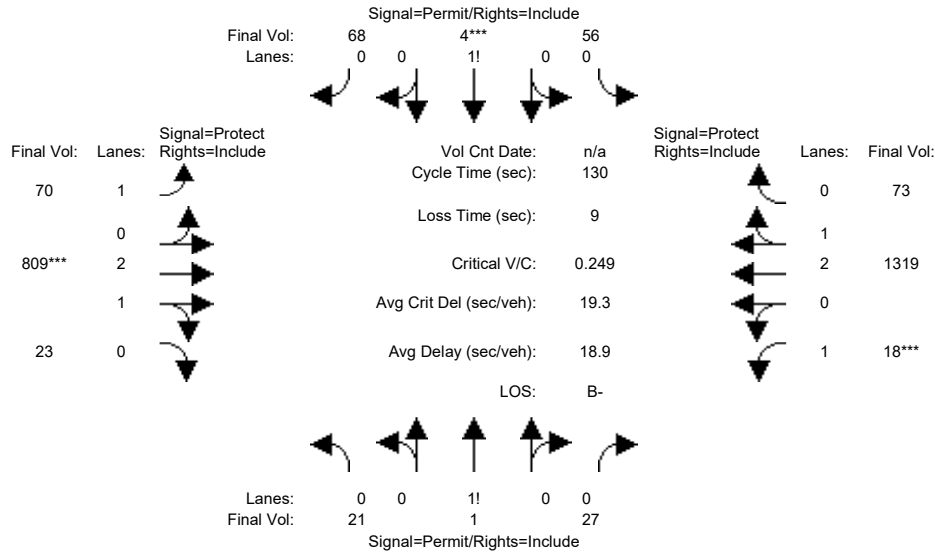
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.11	0.03	0.16	0.16	0.02	0.24	0.24
Crit Moves:	****						****			****		
Green Time:	50.5	50.5	50.5	50.5	50.5	50.5	12.3	50.5	50.5	20.0	58.2	58.2
Volume/Cap:	0.41	0.41	0.41	0.27	0.27	0.27	0.28	0.41	0.41	0.11	0.54	0.54
Delay/Veh:	29.2	29.2	29.2	27.4	27.4	27.4	55.7	29.0	29.0	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:	29.2	29.2	29.2	27.4	27.4	27.4	55.7	29.0	29.0	47.5	26.4	26.4
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	9	9	9	5	5	5	2	8	8	1	13	13

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

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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	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:	10	0	0	0	0	9	6	124	6	0	203	0
PasserByVol:	2	0	16	16	0	6	1	118	0	2	46	4
Initial Fut:	20	1	26	54	4	66	68	785	22	17	1279	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:	21	1	27	56	4	68	70	809	23	18	1319	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	27	56	4	68	70	809	23	18	1319	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:	21	1	27	56	4	68	70	809	23	18	1319	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:	0.43	0.02	0.55	0.44	0.03	0.53	1.00	2.92	0.08	1.00	2.84	0.16
Final Sat.:	745	37	968	762	56	931	1750	5447	153	1750	5305	294

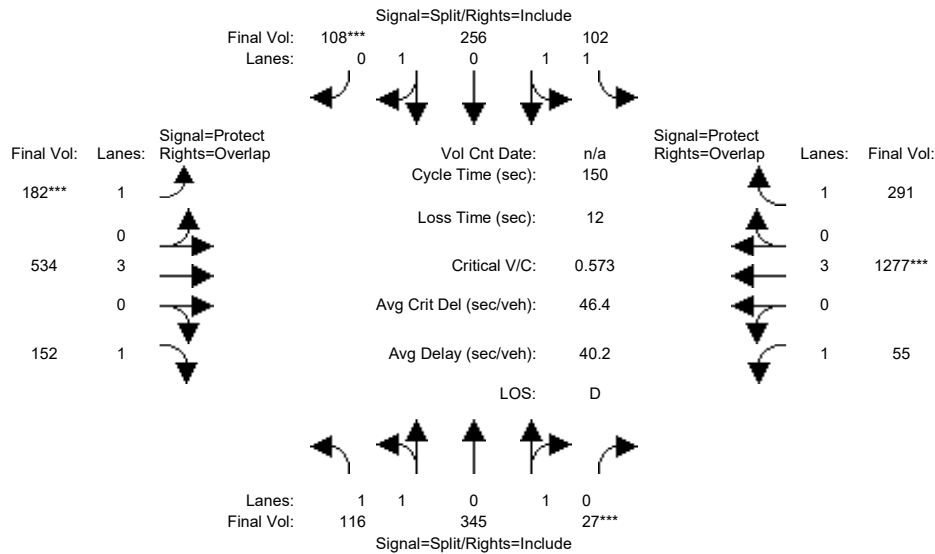
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.04	0.15	0.15	0.01	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	12.0	71.0	71.0	15.0	74.0	74.0
Volume/Cap:	0.10	0.10	0.10	0.27	0.27	0.27	0.43	0.27	0.27	0.09	0.44	0.44
Delay/Veh:	35.8	35.8	35.8	37.8	37.8	37.8	57.7	15.8	15.8	51.6	16.1	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:	35.8	35.8	35.8	37.8	37.8	37.8	57.7	15.8	15.8	51.6	16.1	16.1
LOS by Move:	D+	D+	D+	D+	D+	D+	E+	B	B	D-	B	B
HCM2kAvgQ:	2	2	2	4	4	4	3	6	6	1	10	10

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

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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:	7	0	0	0	0	7	5	114	5	0	188	0
PasserByVol:	2	0	0	42	0	1	12	125	9	0	44	6
Initial Fut:	116	345	27	102	256	108	182	534	152	55	1277	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:	116	345	27	102	256	108	182	534	152	55	1277	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	345	27	102	256	108	182	534	152	55	1277	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:	116	345	27	102	256	108	182	534	152	55	1277	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	1.39	0.61	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2601	1097	1750	5700	1750	1750	5700	1750

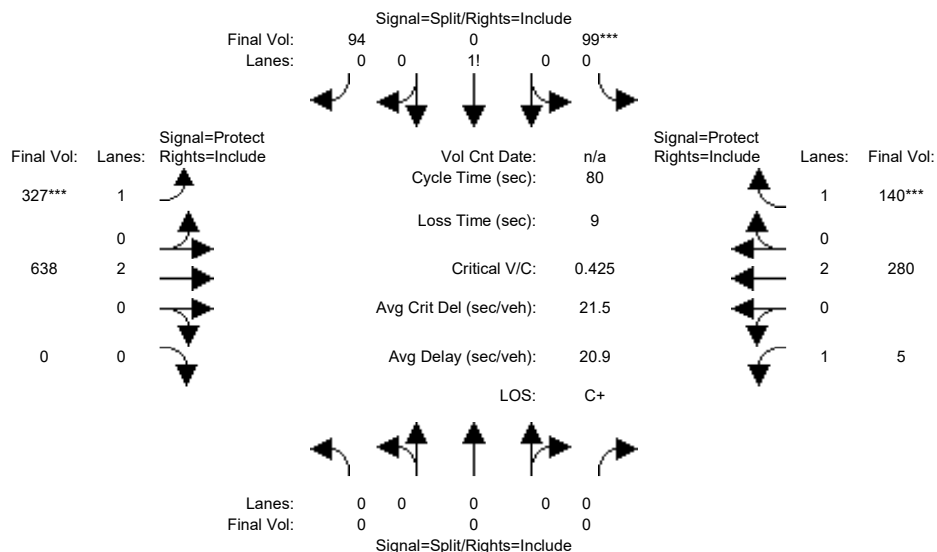
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.09	0.03	0.22	0.17
Crit Moves:			****			****	****				****	
Green Time:	26.3	26.3	26.3	25.8	25.8	25.8	27.2	57.3	83.7	28.6	58.7	84.4
Volume/Cap:	0.38	0.57	0.57	0.34	0.57	0.57	0.57	0.25	0.16	0.17	0.57	0.30
Delay/Veh:	54.8	57.6	57.6	54.8	58.1	58.1	58.6	31.6	16.1	51.0	36.2	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:	54.8	57.6	57.6	54.8	58.1	58.1	58.6	31.6	16.1	51.0	36.2	17.4
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	C	B	D	D+	B
HCM2kAvgQ:	5	9	9	5	8	8	8	5	4	2	15	7

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

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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	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	69	0	76	249	14	0	0	34	114
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	99	0	94	327	638	0	5	280	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	99	0	94	327	638	0	5	280	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	94	327	638	0	5	280	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	99	0	94	327	638	0	5	280	140

Saturation 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	898	0	852	1750	3800	0	1750	3800	1750

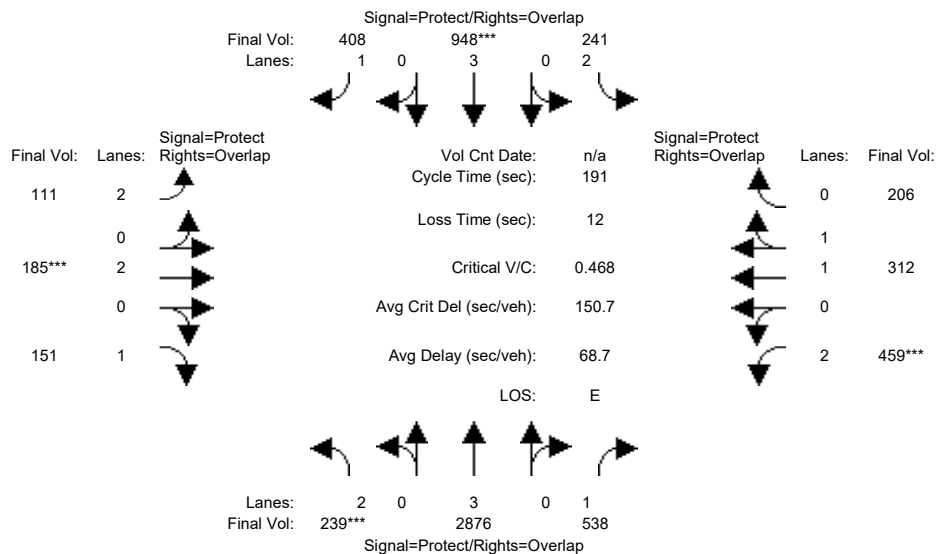
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.19	0.17	0.00	0.00	0.07	0.08
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	20.8	0.0	20.8	35.2	33.0	0.0	17.2	15.1	15.1
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.42	0.42	0.41	0.00	0.01	0.39	0.42
Delay/Veh:	0.0	0.0	0.0	25.3	0.0	25.3	15.8	16.7	0.0	24.7	28.8	29.5
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	25.3	0.0	25.3	15.8	16.7	0.0	24.7	28.8	29.5
LOS by Move:	A	A	A	C	A	C	B	B	A	C	C	C
HCM2kAvgQ:	0	0	0	5	0	5	6	5	0	0	3	3

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

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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:	North Bound			South Bound			East Bound			West Bound		
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:	9	272	9	0	146	0	0	0	13	14	0	0
PasserByVol:	1	208	2	1	29	7	0	0	8	359	29	3
Initial Fut:	239	3640	538	241	1185	408	111	185	151	459	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:	239	2876	538	241	948	408	111	185	151	459	312	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	2876	538	241	948	408	111	185	151	459	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:	239	2876	538	241	948	408	111	185	151	459	312	206

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	0.83	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

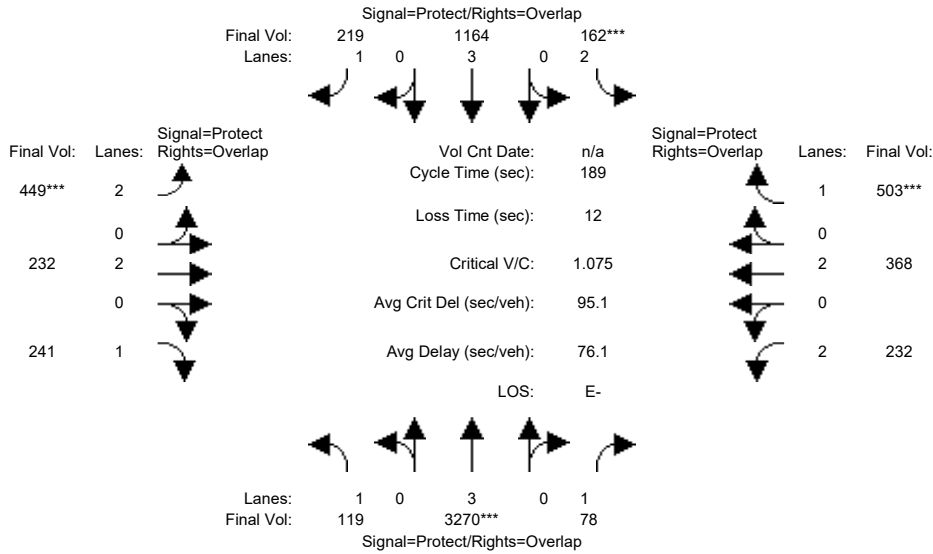
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.50	0.31	0.08	0.17	0.23	0.04	0.05	0.09	0.15	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.84	0.45	0.86	0.30	0.37	0.45	0.29	0.29	1.87	0.84	0.55
Delay/Veh:	75.0	31.1	13.8	103.6	21.4	16.0	80.7	66.0	48.6	491.2	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:	75.0	31.1	13.8	103.6	21.4	16.0	80.7	66.0	48.6	491.2	82.7	58.7
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	39	14	10	9	11	4	4	7	32	16	13

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 GP w/ Max Residential

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:	4	290	2	0	172	0	0	0	8	9	0	0
PasserByVol:	2	320	9	39	382	50	59	6	5	5	4	11
Initial Fut:	119	4139	78	162	1455	219	449	232	241	232	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:	119	3270	78	162	1164	219	449	232	241	232	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	3270	78	162	1164	219	449	232	241	232	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:	119	3270	78	162	1164	219	449	232	241	232	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

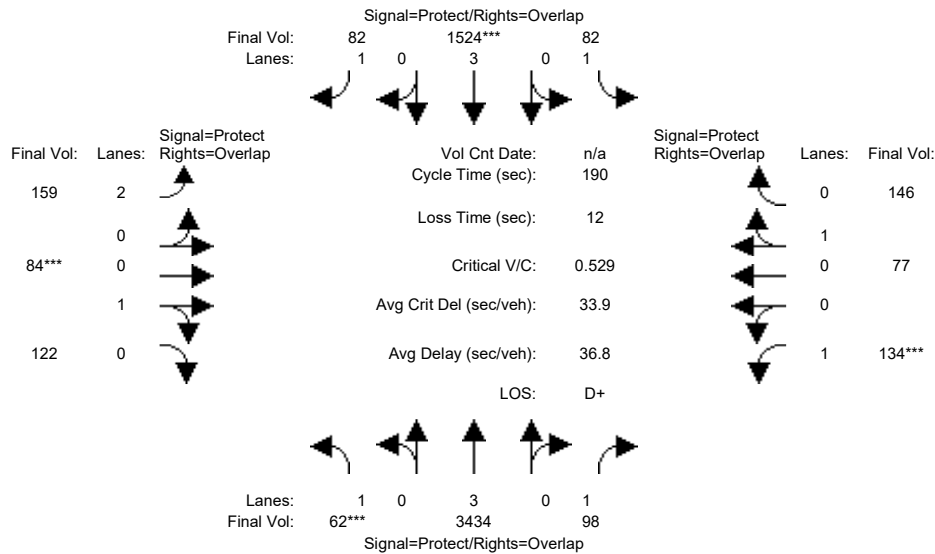
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.04	0.05	0.20	0.13	0.14	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.71	1.08	0.07	0.71	0.40	0.20	1.09	0.25	0.41	0.85	0.49	1.07
Delay/Veh:	92.6	83.0	13.7	91.8	27.2	13.4	149.5	55.3	46.4	103.3	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:	92.6	83.0	13.7	91.8	27.2	13.4	149.5	55.3	46.4	103.3	64.7	126.2
LOS by Move:	F	F	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	67	2	5	13	5	21	5	11	10	9	38

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 GP w/ Max Residential

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:	2	297	2	0	189	0	0	0	3	3	0	0
PasserByVol:	6	191	4	5	288	16	13	1	1	0	8	8
Initial Fut:	62	4347	98	82	1905	82	159	84	122	134	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:	62	3434	98	82	1524	82	159	84	122	134	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	3434	98	82	1524	82	159	84	122	134	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:	62	3434	98	82	1524	82	159	84	122	134	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	734	1066	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.04	0.60	0.06	0.05	0.27	0.05	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:	0.64	0.93	0.08	0.77	0.41	0.06	0.55	0.79	0.57	0.92	0.91	0.63
Delay/Veh:	96.5	34.0	7.1	111.0	15.1	6.3	80.7	89.6	67.3	132.7	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:	96.5	34.0	7.1	111.0	15.1	6.3	80.7	89.6	67.3	132.7	110	69.6
LOS by Move:	F	C-	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	4	57	2	5	13	1	6	13	11	11	16	12

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 Retail and Residential 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+	21.9	0.631	+ 0.012	17.5	- 0.3	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D-	54.6	1.097	121.3	E+	59.2	1.129	+ 0.032	134.6	+ 13.3	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	41.3	0.865	48.1	D	42.6	0.893	+ 0.028	50.1	+ 1.9	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	F	85.8	1.088	94.7	F	88.3	1.097	+ 0.008	98.1	+ 3.4	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	F	80.1	1.085	96.8	F	81.8	1.093	+ 0.007	99.6	+ 2.8	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	13.3	0.809	11.8	B	13.4	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	23.3	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	50.6	0.991	+ 0.010	53.4	+ 2.6	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C+	20.9	0.867	34.9	C+	21.7	0.883	+ 0.017	36.7	+ 1.8	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.7	0.822	41.8	C	28.2	0.828	+ 0.006	42.1	+ 0.3	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	42.1	0.884	43.4	D	46.3	0.925	+ 0.041	49.1	+ 5.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.3	0.798	32.6	D+	36.4	0.801	+ 0.003	32.6	+ 0.0	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.2	0.948	42.1	D	39.3	0.951	+ 0.003	42.5	+ 0.4	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.4	0.694	35.6	C	24.6	0.706	+ 0.012	35.8	+ 0.1	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.670	14.7	B	12.9	0.682	+ 0.012	15.2	+ 0.4	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.708	19.5	B-	19.1	0.709	+ 0.001	19.5	- 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B-	19.8	0.500	14.9	C+	20.4	0.544	+ 0.044	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	0.654	+ 0.008	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-	34.8	0.841	+ 0.047	37.4	+ 1.3	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B-	18.8	0.539	18.6	B	17.9	0.582	+ 0.043	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+	20.5	0.609	+ 0.146	21.8	+ 14.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E+	57.3	0.880	64.2	E+	58.4	0.905	+ 0.025	66.6	+ 2.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E+	58.4	0.708	54.0	E+	59.8	0.728	+ 0.020	55.6	+ 1.6	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	16.4	0.700	22.4	B	16.5	0.734	+ 0.034	22.6	+ 0.2	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.8	0.608	15.8	B	17.6	0.642	+ 0.034	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	41.4	0.896	+ 0.046	43.8	+ 3.6	?	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 Retail and Residential 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-	18.7	0.606	+ 0.032	27.6	- 0.0	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.8	0.620	27.9	C	28.3	0.640	+ 0.019	27.5	- 0.4	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.898	22.3	C+	20.9	0.932	+ 0.034	25.1	+ 2.7	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B	14.1	0.702	15.0	B	14.7	0.775	+ 0.073	16.3	+ 1.3	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.2	0.630	27.4	C-	32.3	0.831	+ 0.202	37.6	+ 10.2	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	71.1	1.081	105.8	F	84.0	1.144	+ 0.063	129.2	+ 23.4	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.1	0.602	8.3	A	7.1	0.605	+ 0.003	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	5.3	0.552	+ 0.004	5.1	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	39.5	0.758	42.0	D	39.7	0.763	+ 0.005	42.2	+ 0.3	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	D+	38.6	0.781	42.2	D	39.0	0.783	+ 0.003	43.1	+ 0.9	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.3	0.614	33.6	C	28.0	0.638	+ 0.024	33.3	- 0.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.6	0.672	39.5	D	40.8	0.674	+ 0.003	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+	22.9	0.553	- 0.001	28.7	+ 5.4	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.514	+ 0.025	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	25.8	0.479	+ 0.013	23.5	+ 1.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.8	0.922	71.3	D	49.6	0.938	+ 0.016	74.3	+ 3.0	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	108.7	0.784	141.2	F	114.4	0.795	+ 0.011	151.4	+ 10.2	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	138.3	0.716	165.7	F	145.4	0.726	+ 0.010	176.0	+ 10.3	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	106.2	0.721	126.2	F	110.9	0.730	+ 0.008	133.1	+ 6.9	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D-	52.9	1.049	64.8	E+	56.8	1.065	+ 0.016	70.6	+ 5.8	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D	40.1	0.703	43.5	D	41.5	0.740	+ 0.037	45.3	+ 1.7	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	98.9	0.839	127.7	F	101.8	0.850	+ 0.011	132.4	+ 4.6	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.0	0.991	72.5	E	61.0	1.003	+ 0.012	74.4	+ 1.8	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	35.0	0.808	37.6	D+	35.8	0.826	+ 0.018	38.9	+ 1.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	83.3	1.086	107.4	F	83.6	1.097	+ 0.011	107.7	+ 0.2	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	46.0	0.891	59.1	D	46.2	0.892	+ 0.001	59.5	+ 0.4	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

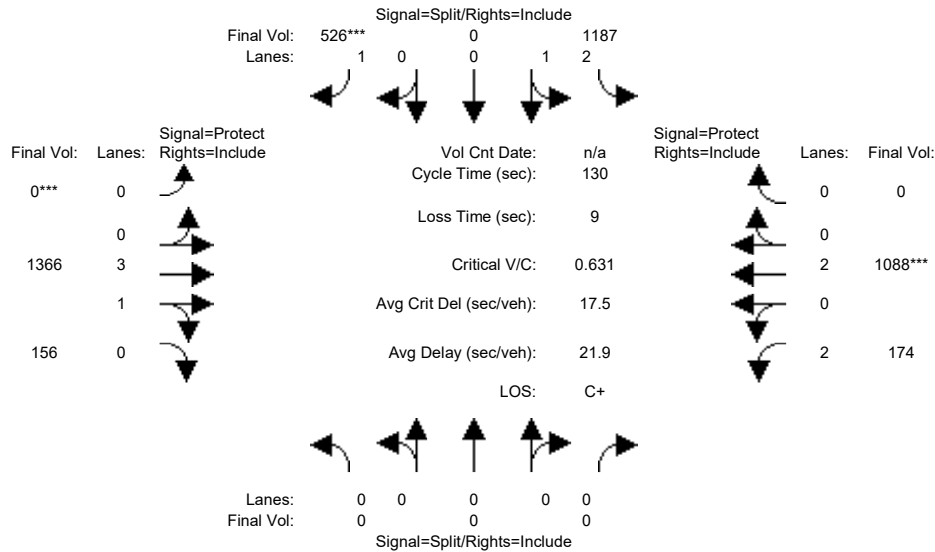
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM Retail and Residential 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	114.0	0.998	+ 0.001	144.6	+ 0.4	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.6	0.573	82.1	D	41.7	0.575	+ 0.002	82.0	- 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D-	53.6	0.783	63.4	D-	53.8	0.784	+ 0.001	63.8	0.4	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	44.2	0.636	49.6	D	44.3	0.637	+ 0.001	49.6	+ 0.1	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.2	0.831	53.0	D	46.2	0.833	+ 0.001	53.1	+ 0.1	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.672	25.9	C+	21.1	0.674	+ 0.001	25.9	+ 0.0	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.4	0.689	22.1	B	17.4	0.689	+ 0.000	22.0	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	42.6	0.532	46.6	D	43.0	0.537	+ 0.006	47.2	+ 0.6	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.4	0.348	29.7	C	28.1	0.357	+ 0.009	29.4	- 0.3	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.6	0.238	19.1	B-	18.8	0.246	+ 0.008	19.1	+ 0.0	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.1	0.565	46.2	D	40.2	0.571	+ 0.006	46.4	0.3	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	B-	18.3	0.328	+ 0.105	15.6	8.1	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	66.2	0.456	143.3	E	67.6	0.465	+ 0.008	147.5	4.2	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	73.5	1.067	91.2	E-	77.2	1.079	+ 0.011	96.7	5.6	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.9	0.514	33.4	D+	37	0.521	+ 0.007	33.4	0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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:	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	173	0	0	0	77	0	29	120	0
PasserByVol:	0	0	0	1	0	2	0	69	0	0	52	0
Initial Fut:	0	0	0	1187	0	526	0	1366	156	174	1088	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	1187	0	526	0	1366	156	174	1088	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1187	0	526	0	1366	156	174	1088	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	1187	0	526	0	1366	156	174	1088	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	6730	769	3150	3800	0

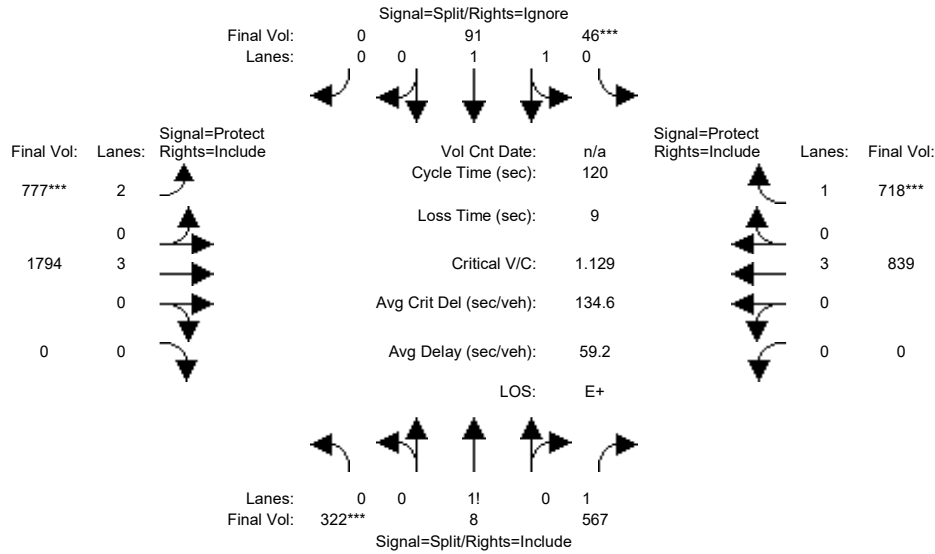
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.30	0.00	0.20	0.20	0.06	0.29	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	62.0	0.0	62.0	0.0	46.4	46.4	12.6	59.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.63	0.00	0.57	0.57	0.57	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	27.0	0.0	21.5	21.5	54.6	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	23.6	0.0	27.0	0.0	21.5	21.5	54.6	12.9	0.0
LOS by Move:	A	A	A	C	A	C	A	C+	C+	D-	B	A
HCM2k95thQ:	0	0	0	22	0	30	0	18	18	8	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)
 Cumulative AM With Retail and Residential 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	250	0	0	149	137
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1794	0	0	839	718
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	1794	0	0	839	718
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1794	0	0	839	718
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	1794	0	0	839	718

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

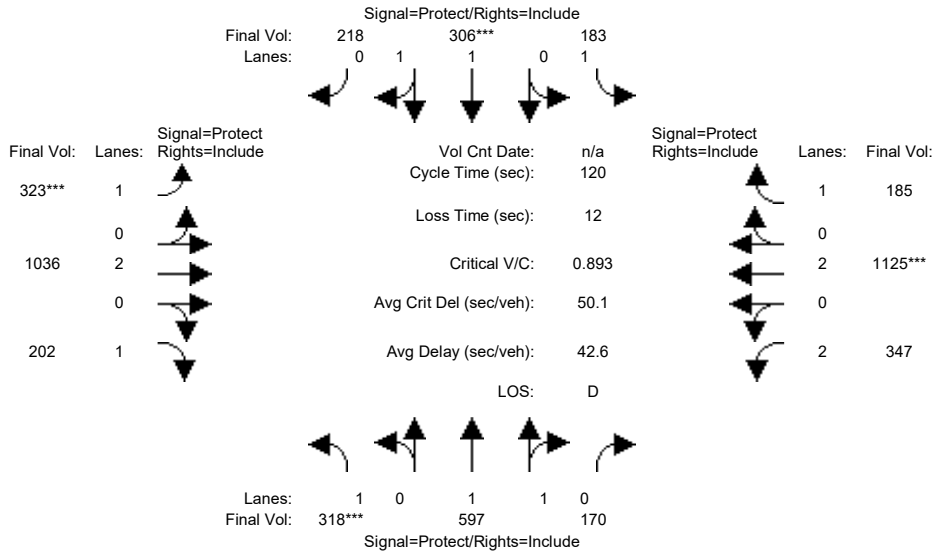
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.31	0.00	0.00	0.15	0.41
Crit Moves:	***			****			****					****
Green Time:	35.1	35.1	35.1	10.0	10.0	0.0	24.7	65.9	0.0	0.0	41.1	41.1
Volume/Cap:	1.20	1.20	0.76	0.44	0.44	0.00	1.20	0.57	0.00	0.00	0.43	1.20
Delay/Veh:	143.9	144	41.4	53.4	53.4	0.0	142.6	3.6	0.0	0.0	20.0	129.9
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:	143.9	144	41.4	53.4	53.4	0.0	142.6	3.6	0.0	0.0	20.0	129.9
LOS by Move:	F	F	D	D-	D-	A	F	A	A	A	B-	F
HCM2k95thQ:	63	63	27	6	6	0	44	9	0	0	11	67

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 With Retail and Residential 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	4	6	0	29	12	208	21	10	394	14
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	170	183	306	218	323	1036	202	347	1125	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	183	306	218	323	1036	202	347	1125	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	170	183	306	218	323	1036	202	347	1125	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	170	183	306	218	323	1036	202	347	1125	185

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	1.54	0.46	1.00	1.15	0.85	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2879	820	1750	2160	1539	1750	3800	1750	3150	3800	1750

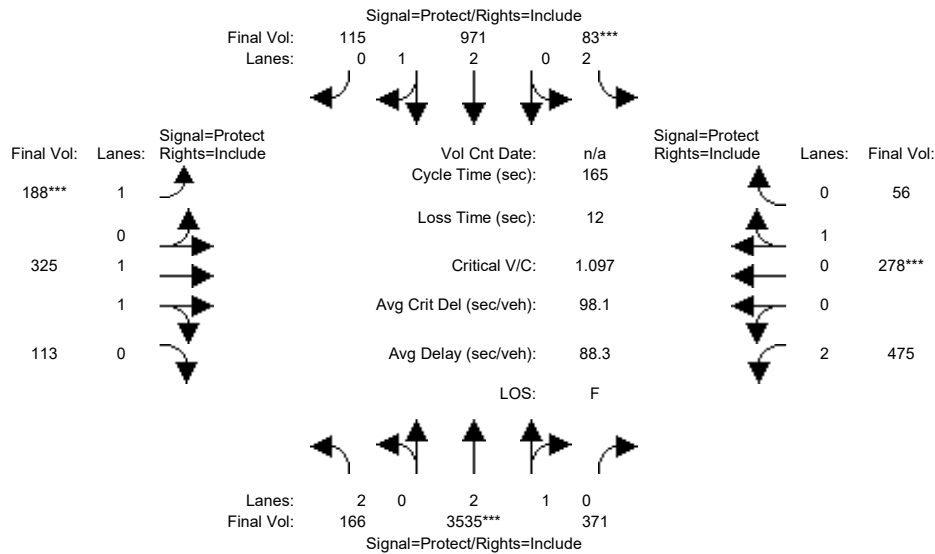
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.10	0.14	0.14	0.18	0.27	0.12	0.11	0.30	0.11
Crit Moves:	***				****		****			****		
Green Time:	24.4	28.9	28.9	14.6	19.0	19.0	24.8	46.0	46.0	18.6	39.8	39.8
Volume/Cap:	0.89	0.86	0.86	0.86	0.89	0.89	0.89	0.71	0.30	0.71	0.89	0.32
Delay/Veh:	70.1	52.3	52.3	80.0	65.5	65.5	61.6	20.1	15.4	47.2	34.0	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:	70.1	52.3	52.3	80.0	65.5	65.5	61.6	20.1	15.4	47.2	34.0	20.4
LOS by Move:	E	D-	D-	E-	E	E	E	C+	B	D	C-	C+
HCM2k95thQ:	27	29	29	18	23	23	24	23	7	13	31	7

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 With Retail and Residential 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:	0	768	5	0	235	0	0	0	1	2	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	166	3535	371	83	971	115	188	325	113	475	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	3535	371	83	971	115	188	325	113	475	278	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	3535	371	83	971	115	188	325	113	475	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	3535	371	83	971	115	188	325	113	475	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	5067	532	3150	5006	593	1750	2745	954	3150	1498	302

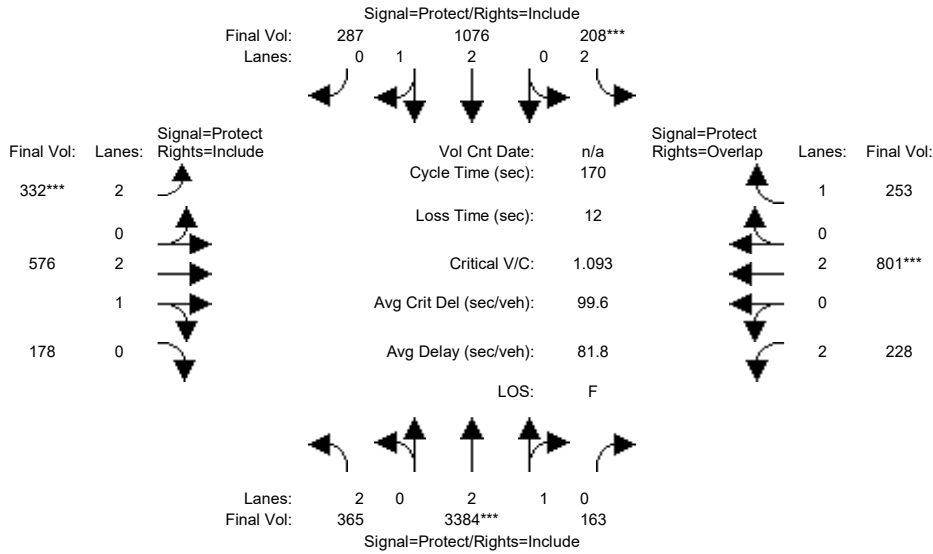
Capacity Analysis Module:												
Vol/Sat:	0.05	0.70	0.70	0.03	0.19	0.19	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.5	103	102.8	7.0	86.4	86.4	15.8	19.0	19.0	24.2	27.3	27.3
Volume/Cap:	0.37	1.12	1.12	0.62	0.37	0.37	1.12	1.03	1.03	1.03	1.12	1.12
Delay/Veh:	64.6	89.3	89.3	86.4	23.3	23.3	179.7	124	124.1	119.8	157	157.0
User DelAdj:	1.00	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	89.3	89.3	86.4	23.3	23.3	179.7	124	124.1	119.8	157	157.0
LOS by Move:	E	F	F	F	C	C	F	F	F	F	F	F
HCM2k95thQ:	8	120	120	5	19	19	28	28	28	33	42	42

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 With Retail and Residential 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:	0	738	22	13	225	0	0	44	1	12	35	35
PasserByVol:	2	33	0	23	59	6	6	29	14	0	1	25
Initial Fut:	365	3384	163	208	1076	287	332	576	178	228	801	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:	365	3384	163	208	1076	287	332	576	178	228	801	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	3384	163	208	1076	287	332	576	178	228	801	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:	365	3384	163	208	1076	287	332	576	178	228	801	253

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	2.27	0.73	2.00	2.00	1.00
Final Sat.:	3150	5342	257	3150	4419	1179	3150	4276	1321	3150	3800	1750

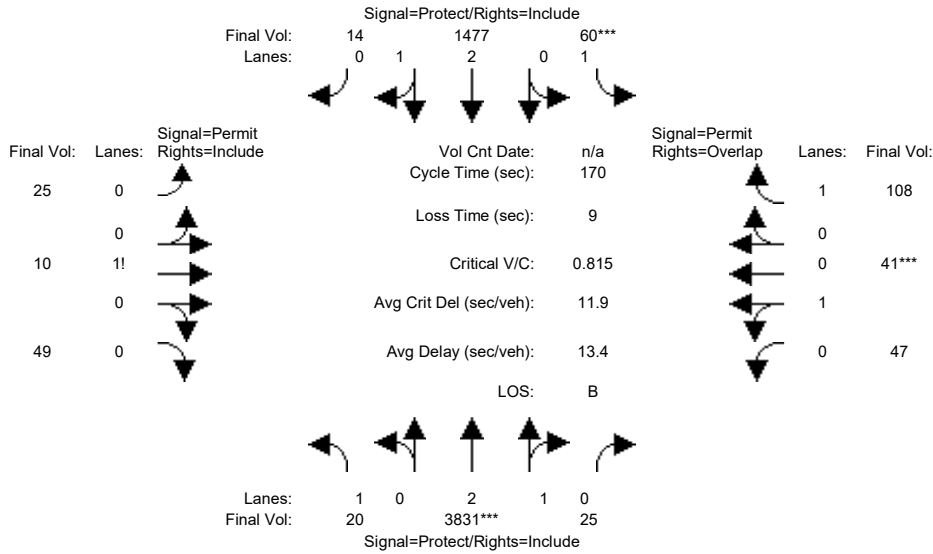
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.07	0.24	0.24	0.11	0.13	0.13	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	35.1	98.5	98.5	10.3	73.7	73.7	16.4	32.0	32.0	17.2	32.8	43.1
Volume/Cap:	0.56	1.09	1.09	1.09	0.56	0.56	1.09	0.72	0.72	0.72	1.09	0.57
Delay/Veh:	61.7	83.2	83.2	172.1	36.3	36.3	155.6	67.1	67.1	81.6	130	57.2
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:	61.7	83.2	83.2	172.1	36.3	36.3	155.6	67.1	67.1	81.6	130	57.2
LOS by Move:	E	F	F	F	D+	D+	F	E	E	F	F	E+
HCM2k95thQ:	18	112	112	16	30	30	27	24	24	13	41	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 With Retail and Residential 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	761	0	0	237	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	20	3831	25	60	1477	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	3831	25	60	1477	14	25	10	49	47	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3831	25	60	1477	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	3831	25	60	1477	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	5547	53	521	208	1021	961	839	1750

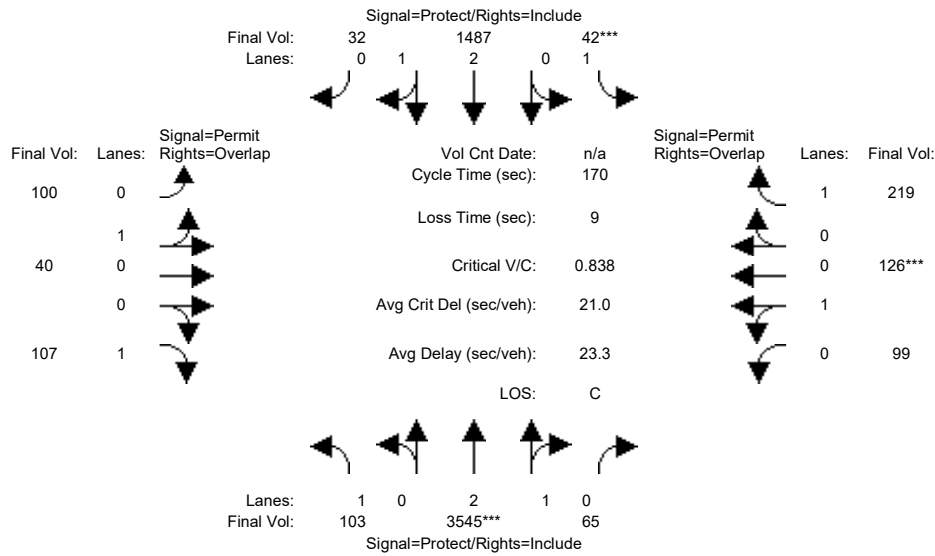
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.69	0.03	0.27	0.27	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	20.2	144	143.6	7.2	131	130.6	10.2	10.2	10.2	10.2	10.2	17.4
Volume/Cap:	0.10	0.81	0.81	0.81	0.35	0.35	0.80	0.80	0.80	0.81	0.81	0.60
Delay/Veh:	67.0	7.7	7.7	128.8	6.3	6.3	112.8	113	112.8	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:	67.0	7.7	7.7	128.8	6.3	6.3	112.8	113	112.8	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
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta 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:	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	761	0	0	237	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	103	3545	65	42	1487	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	3545	65	42	1487	32	100	40	107	99	126	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3545	65	42	1487	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	3545	65	42	1487	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	5499	101	1750	5482	118	1286	514	1750	792	1008	1750

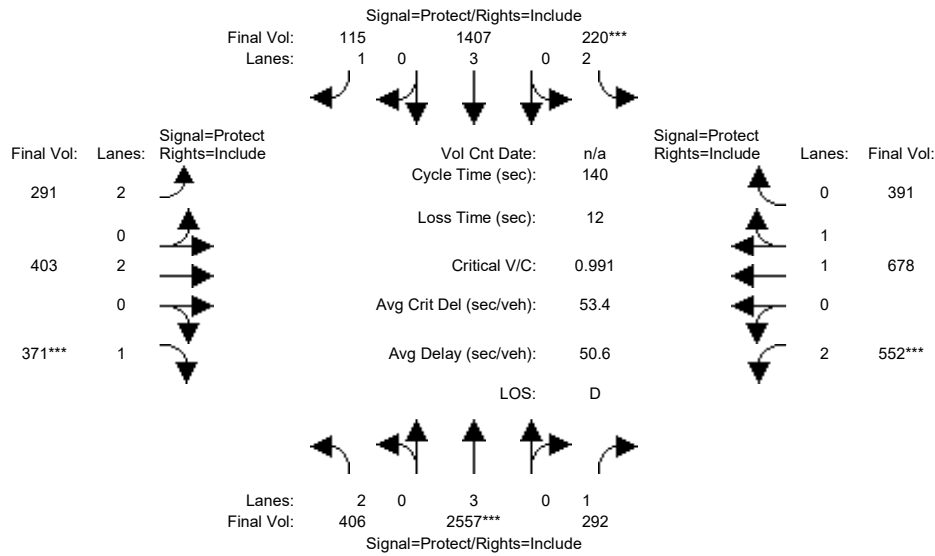
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.27	0.27	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	24.2	129	129.0	7.0	112	111.7	25.0	25.0	49.3	25.0	25.0	32.0
Volume/Cap:	0.41	0.85	0.85	0.58	0.41	0.41	0.53	0.53	0.21	0.85	0.85	0.66
Delay/Veh:	67.5	15.7	15.7	91.7	13.8	13.8	69.1	69.1	45.9	92.7	92.7	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:	67.5	15.7	15.7	91.7	13.8	13.8	69.1	69.1	45.9	92.7	92.7	69.1
LOS by Move:	E	B	B	F	B	B	E	E	D	F	F	E
HCM2k95thQ:	9	63	63	5	22	22	14	14	9	25	25	22

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 With Retail and Residential 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:	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:	16	682	55	22	199	16	26	44	9	41	60	53
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	406	2557	292	220	1407	115	291	403	371	552	678	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:	406	2557	292	220	1407	115	291	403	371	552	678	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	2557	292	220	1407	115	291	403	371	552	678	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:	406	2557	292	220	1407	115	291	403	371	552	678	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	2346	1353

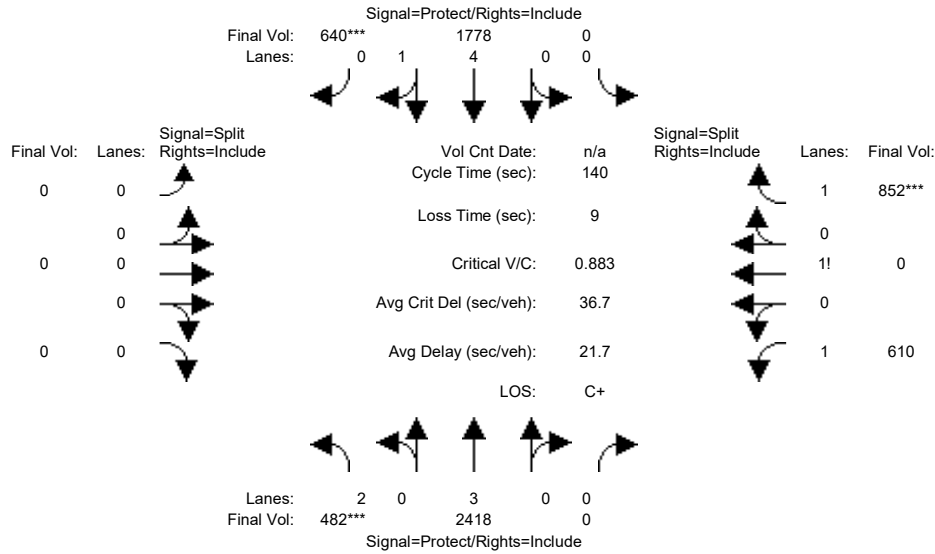
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.17	0.07	0.25	0.07	0.09	0.11	0.21	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	25.1	63.4	63.4	9.9	48.1	48.1	13.3	30.0	30.0	24.8	41.5	41.5
Volume/Cap:	0.72	0.99	0.37	0.99	0.72	0.19	0.98	0.50	0.99	0.99	0.98	0.98
Delay/Veh:	50.6	32.5	11.6	119.3	27.3	21.1	108.5	48.9	98.7	93.1	70.2	70.2
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:	50.6	32.5	11.6	119.3	27.3	21.1	108.5	48.9	98.7	93.1	70.2	70.2
LOS by Move:	D	C-	B+	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	20	66	9	14	26	5	17	13	35	30	44	44

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 With Retail and Residential 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:												
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:	46	530	0	0	243	16	0	0	0	34	0	240
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	482	2418	0	0	1778	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:	482	2418	0	0	1778	640	0	0	0	610	0	852
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	2418	0	0	1778	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:	482	2418	0	0	1778	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

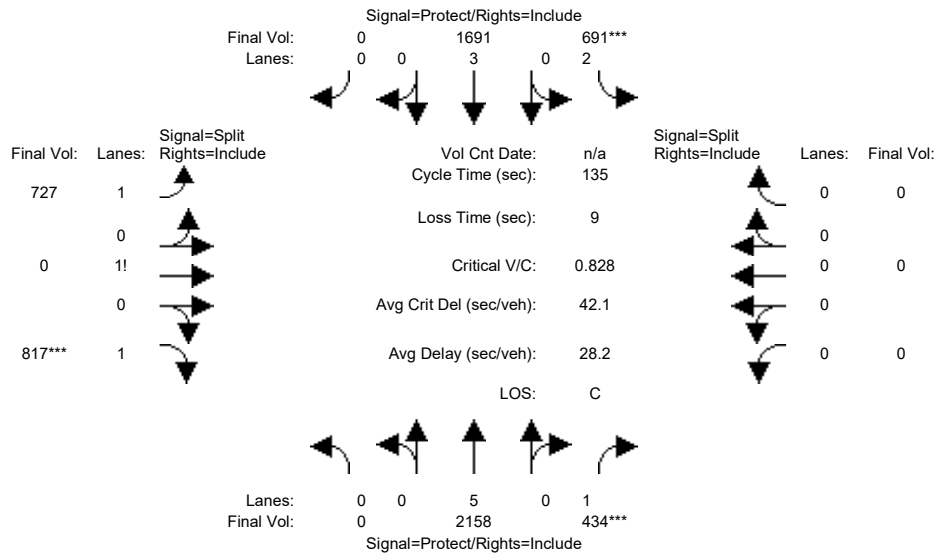
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.00	0.00	0.23	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	***					***						***
Green Time:	24.3	82.2	0.0	0.0	58.0	58.0	0.0	0.0	0.0	48.8	0.0	48.8
Volume/Cap:	0.88	0.72	0.00	0.00	0.56	0.88	0.00	0.00	0.00	0.71	0.00	0.88
Delay/Veh:	64.2	1.8	0.0	0.0	16.8	23.8	0.0	0.0	0.0	40.6	0.0	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:	64.2	1.8	0.0	0.0	16.8	23.8	0.0	0.0	0.0	40.6	0.0	48.9
LOS by Move:	E	A	A	A	B	C	A	A	A	D	A	D
HCM2k95thQ:	22	7	0	0	19	44	0	0	0	31	0	43

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 With Retail and Residential 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:												
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	558	21	85	191	0	18	0	17	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2158	434	691	1691	0	727	0	817	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	2158	434	691	1691	0	727	0	817	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2158	434	691	1691	0	727	0	817	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	2158	434	691	1691	0	727	0	817	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	2574	0	2676	0	0	0

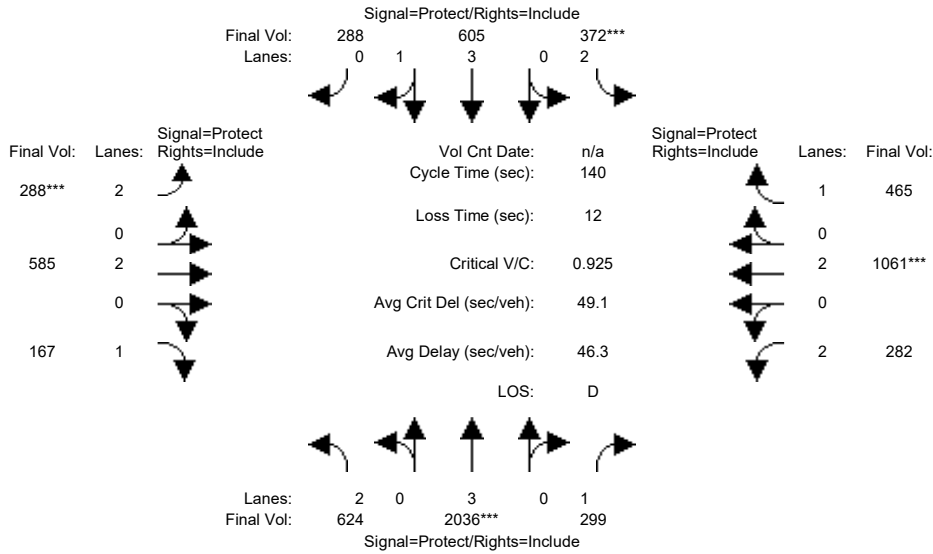
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.25	0.22	0.30	0.00	0.28	0.00	0.31	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.4	40.4	35.8	76.2	0.0	49.8	0.0	49.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.83	0.83	0.53	0.00	0.77	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	31.9	42.0	42.4	2.6	0.0	39.3	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	31.9	42.0	42.4	2.6	0.0	39.3	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	30	27	7	0	35	0	39	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 With Retail and Residential 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:	46	361	31	46	74	88	75	135	36	45	264	143
PasserByVol:	0	11	75	22	4	0	0	77	0	12	100	24
Initial Fut:	624	2036	299	372	605	288	288	585	167	282	1061	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:	624	2036	299	372	605	288	288	585	167	282	1061	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2036	299	372	605	288	288	585	167	282	1061	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:	624	2036	299	372	605	288	288	585	167	282	1061	465

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

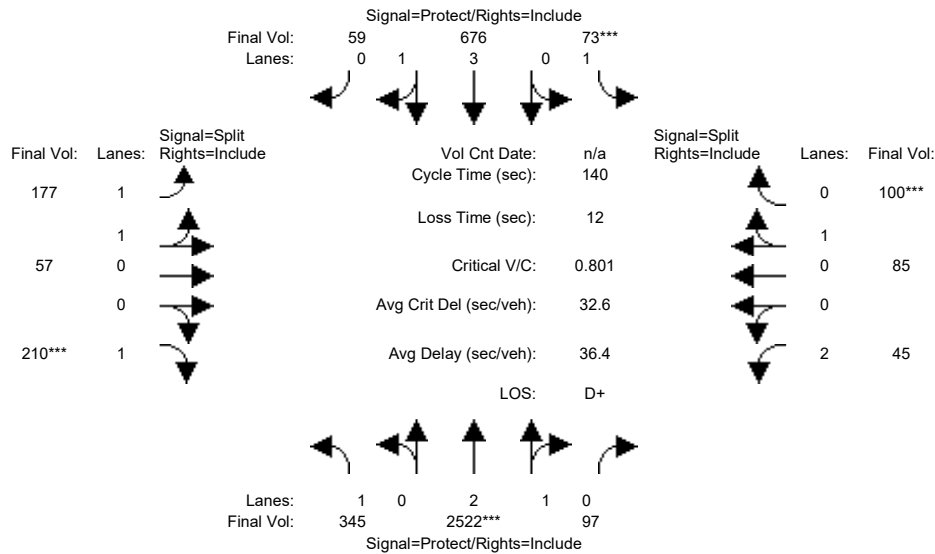
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.17	0.12	0.11	0.16	0.09	0.15	0.10	0.09	0.28	0.27
Crit Moves:	****			****			****			****		
Green Time:	39.3	54.0	54.0	17.9	32.6	32.6	13.8	35.5	35.5	20.6	42.2	42.2
Volume/Cap:	0.71	0.93	0.44	0.93	0.46	0.71	0.93	0.61	0.38	0.61	0.93	0.88
Delay/Veh:	36.1	31.2	18.9	81.6	36.9	41.1	94.8	47.3	43.7	58.2	59.8	62.2
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:	36.1	31.2	18.9	81.6	36.9	41.1	94.8	47.3	43.7	58.2	59.8	62.2
LOS by Move:	D+	C	B-	F	D+	D	F	D	D	E+	E+	E
HCM2k95thQ:	22	43	13	20	12	21	15	19	11	13	39	35

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 With Retail and Residential 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:	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	438	0	0	155	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2522	97	73	676	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	2522	97	73	676	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2522	97	73	676	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	2522	97	73	676	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	3.67	0.33	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5392	207	1750	6897	602	2685	865	1750	3150	827	973

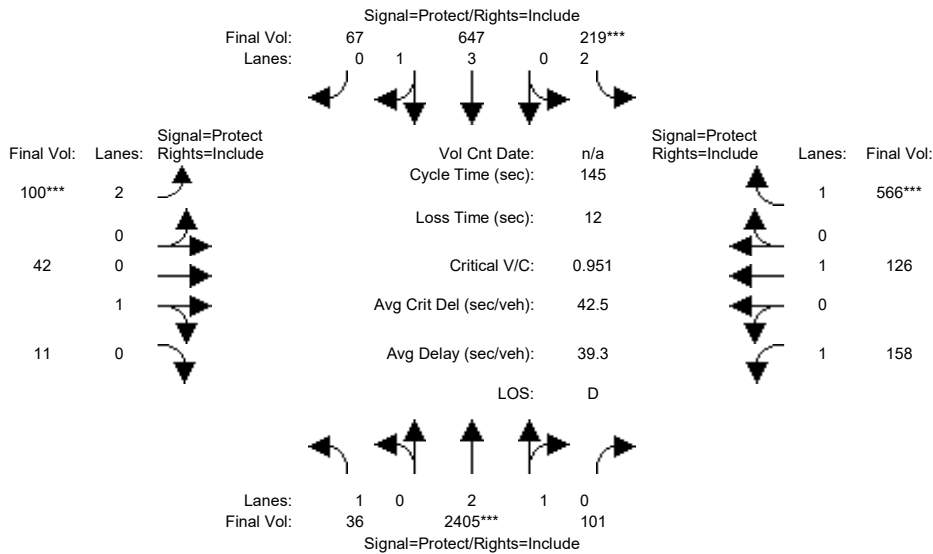
Capacity Analysis Module:												
Vol/Sat:	0.20	0.47	0.47	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	59.5	81.8	81.8	7.3	29.6	29.6	21.0	21.0	21.0	18.0	18.0	18.0
Volume/Cap:	0.46	0.80	0.80	0.80	0.46	0.46	0.44	0.44	0.80	0.11	0.80	0.80
Delay/Veh:	29.3	24.2	24.2	103.6	48.5	48.5	54.7	54.7	73.5	54.1	77.1	77.1
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:	29.3	24.2	24.2	103.6	48.5	48.5	54.7	54.7	73.5	54.1	77.1	77.1
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E-	E-
HCM2k95thQ:	19	45	45	7	13	13	10	10	21	2	19	19

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 With Retail and Residential 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	406	0	5	149	1	0	0	0	0	1	32
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2405	101	219	647	67	100	42	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	2405	101	219	647	67	100	42	11	158	126	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2405	101	219	647	67	100	42	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
Final Volume:	36	2405	101	219	647	67	100	42	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	2.87	0.13	2.00	3.61	0.39	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5374	226	3150	6795	704	3150	1426	374	1750	1900	1750

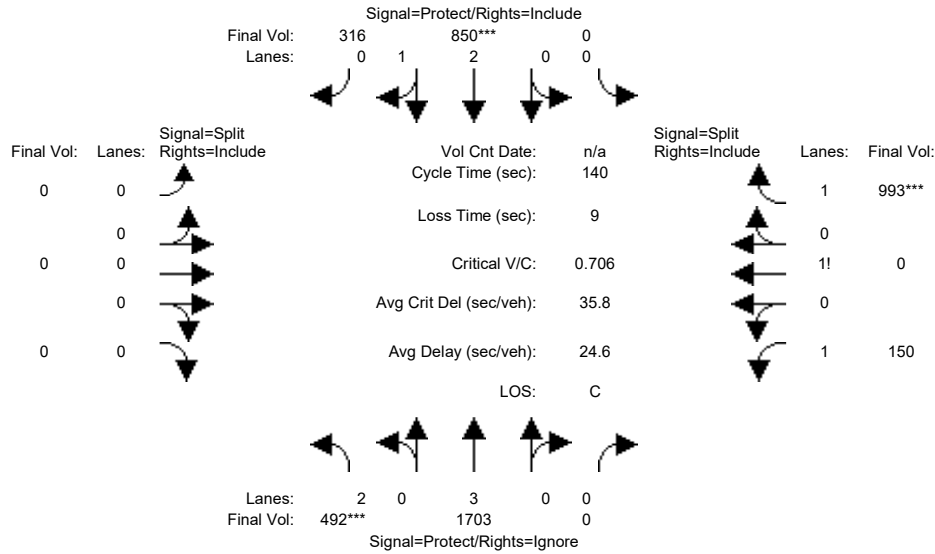
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.07	0.10	0.10	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.1	67.1	67.1	10.4	51.4	51.4	7.0	24.0	24.0	31.5	48.5	48.5
Volume/Cap:	0.11	0.97	0.97	0.97	0.27	0.27	0.66	0.18	0.18	0.42	0.20	0.97
Delay/Veh:	42.7	27.2	27.2	114.0	21.2	21.2	77.9	52.3	52.3	49.6	34.6	76.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	27.2	27.2	114.0	21.2	21.2	77.9	52.3	52.3	49.6	34.6	76.5
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	C-	E-
HCM2k95thQ:	2	59	59	13	7	7	8	4	4	12	8	49

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 With Retail and Residential 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	234	0	0	127	22	0	0	0	0	0	172
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1703	0	0	850	316	0	0	0	150	0	993
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	1703	0	0	850	316	0	0	0	150	0	993
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1703	0	0	850	316	0	0	0	150	0	993
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	1703	0	0	850	316	0	0	0	150	0	993

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	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4080	1517	0	0	0	1985	0	3358

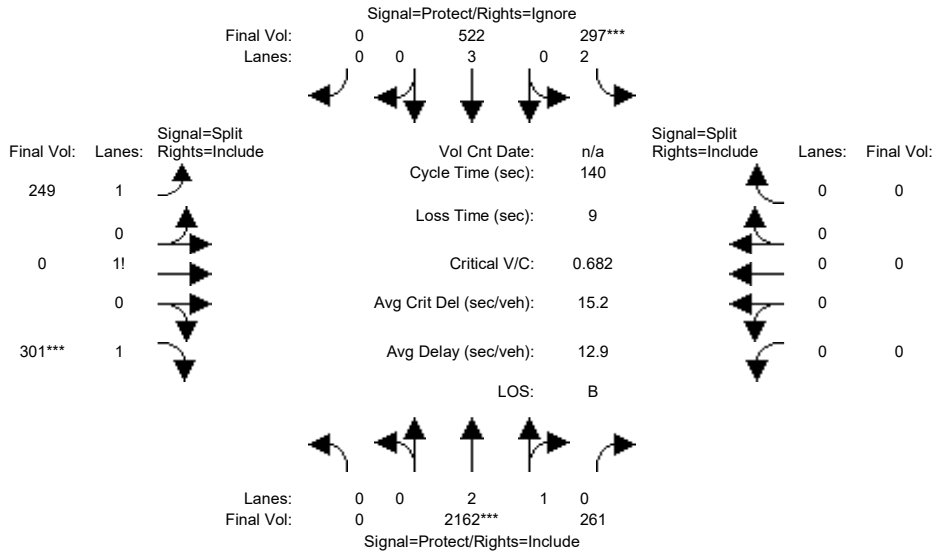
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.30	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.30
Crit Moves:	***			****								****
Green Time:	31.0	72.3	0.0	0.0	41.3	41.3	0.0	0.0	0.0	58.7	0.0	58.7
Volume/Cap:	0.71	0.58	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.18	0.00	0.71
Delay/Veh:	44.1	7.0	0.0	0.0	33.1	33.1	0.0	0.0	0.0	25.6	0.0	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:	44.1	7.0	0.0	0.0	33.1	33.1	0.0	0.0	0.0	25.6	0.0	35.0
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2k95thQ:	20	13	0	0	24	24	0	0	0	7	0	34

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 With Retail and Residential 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	234	0	51	76	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2162	261	297	522	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	2162	261	297	522	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2162	261	297	522	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	2162	261	297	522	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	4996	603	3150	5700	0	2542	0	2708	0	0	0

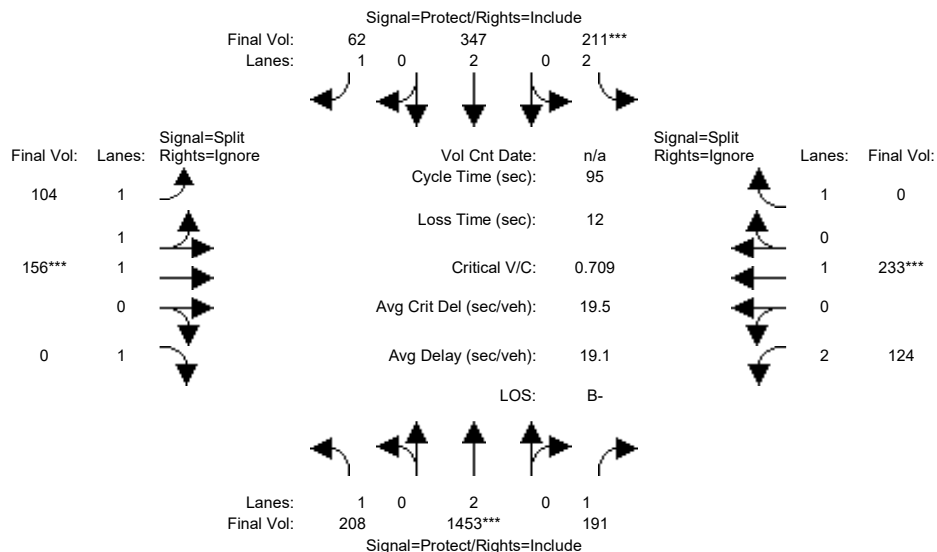
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.09	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.8	88.8	19.4	108	0.0	22.8	0.0	22.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.12	0.00	0.60	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.6	55.7	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	55.7	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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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	234	0	0	76	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1453	191	211	347	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	1453	191	211	347	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1453	191	211	347	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	1453	191	211	347	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

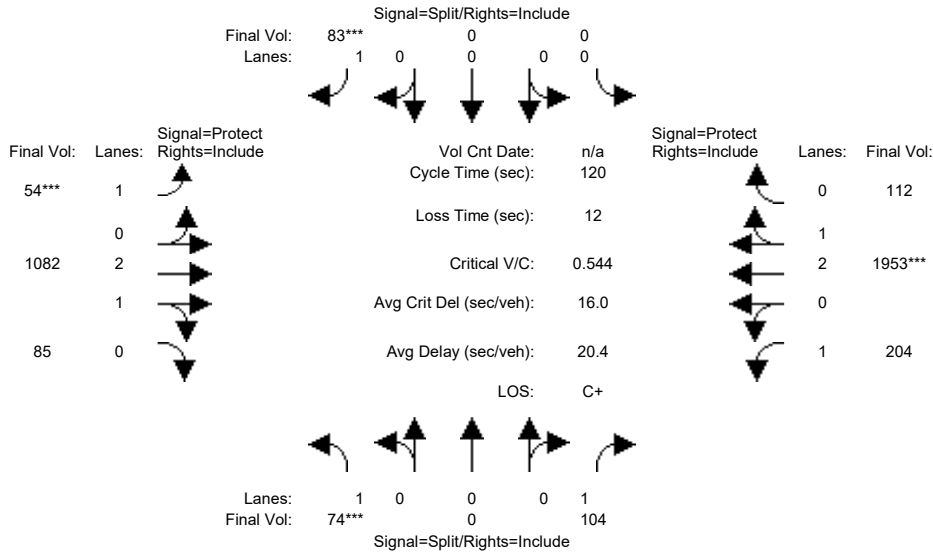
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.4	48.8	48.8	8.5	26.9	26.9	10.0	10.0	0.0	15.7	15.7	0.0
Volume/Cap:	0.37	0.74	0.21	0.74	0.32	0.12	0.45	0.45	0.00	0.24	0.74	0.00
Delay/Veh:	17.5	7.0	3.8	49.6	19.9	18.7	40.5	40.5	0.0	34.7	47.1	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:	17.5	7.0	3.8	49.6	19.9	18.7	40.5	40.5	0.0	34.7	47.1	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
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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:												
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	212	0	0	452	0
PasserByVol:	0	0	0	0	0	0	0	215	0	0	175	0
Initial Fut:	74	0	104	0	0	83	54	1082	85	204	1953	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	1082	85	204	1953	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1082	85	204	1953	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	1082	85	204	1953	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	2.83	0.17
Final Sat.:	1750	0	1750	0	0	1750	1750	5192	408	1750	5296	304

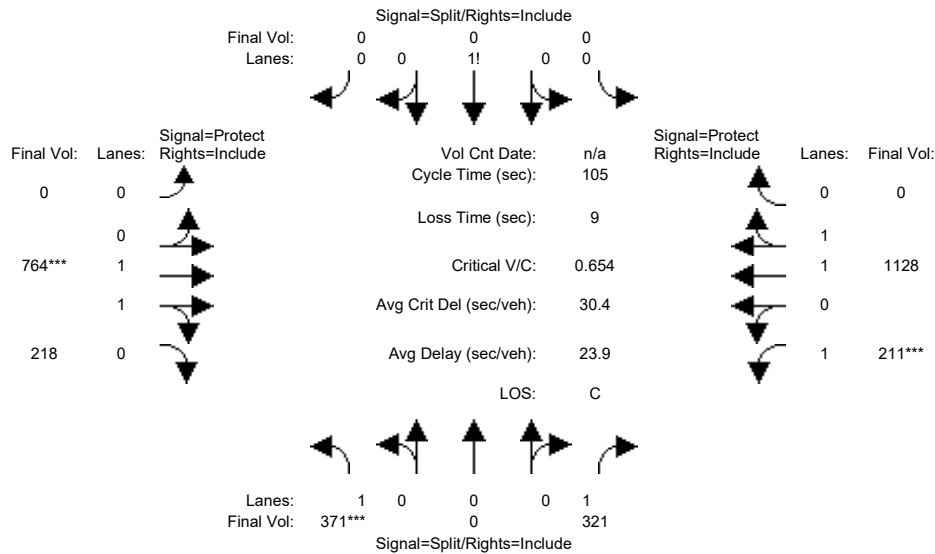
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.21	0.21	0.12	0.37	0.37
Crit Moves:	***					***	***				***	
Green Time:	13.1	0.0	13.1	0.0	0.0	10.0	7.0	54.4	54.4	30.4	77.9	77.9
Volume/Cap:	0.39	0.00	0.54	0.00	0.00	0.57	0.53	0.46	0.46	0.46	0.57	0.57
Delay/Veh:	51.0	0.0	53.8	0.0	0.0	58.1	60.0	22.8	22.8	38.6	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	53.8	0.0	0.0	58.1	60.0	22.8	22.8	38.6	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	18	18	12	24	24

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 With Retail and Residential 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:												
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	116	4	1	147	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	21	0
Initial Fut:	371	0	321	0	0	0	0	764	218	211	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:	371	0	321	0	0	0	0	764	218	211	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	321	0	0	0	0	764	218	211	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:	371	0	321	0	0	0	0	764	218	211	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	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

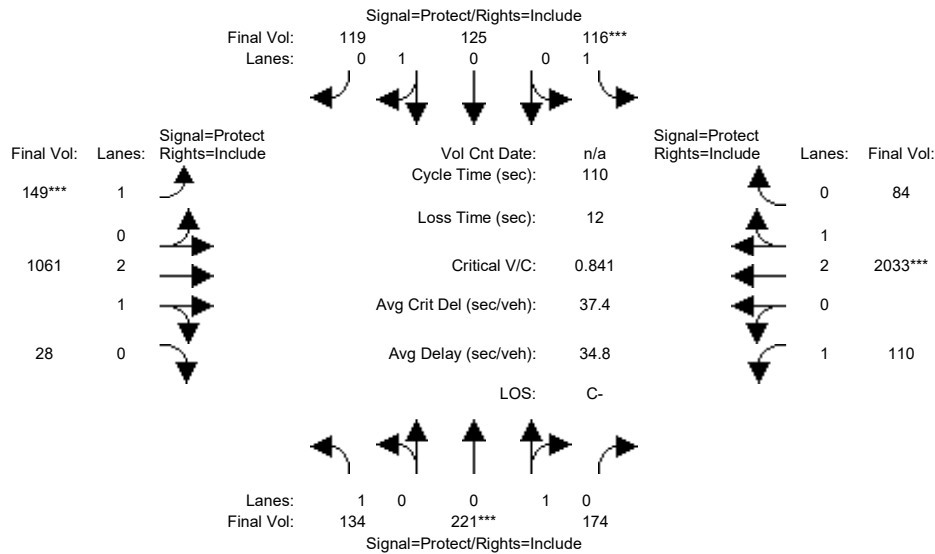
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.27	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	42.6	42.6	19.4	62.0	0.0
Volume/Cap:	0.65	0.00	0.57	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.52	0.00
Delay/Veh:	33.2	0.0	30.7	0.0	0.0	0.0	0.0	26.3	26.3	44.5	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:	33.2	0.0	30.7	0.0	0.0	0.0	0.0	26.3	26.3	44.5	12.9	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)
 Cumulative AM With Retail and Residential 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:												
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	4	0	1	0	212	0	0	451	6
PasserByVol:	0	0	0	0	0	0	0	218	0	0	180	0
Initial Fut:	134	221	174	116	125	119	149	1061	28	110	2033	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	174	116	125	119	149	1061	28	110	2033	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	116	125	119	149	1061	28	110	2033	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	174	116	125	119	149	1061	28	110	2033	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	0.56	0.44	1.00	0.51	0.49	1.00	2.92	0.08	1.00	2.88	0.12
Final Sat.:	1750	1007	793	1750	922	878	1750	5456	144	1750	5378	222

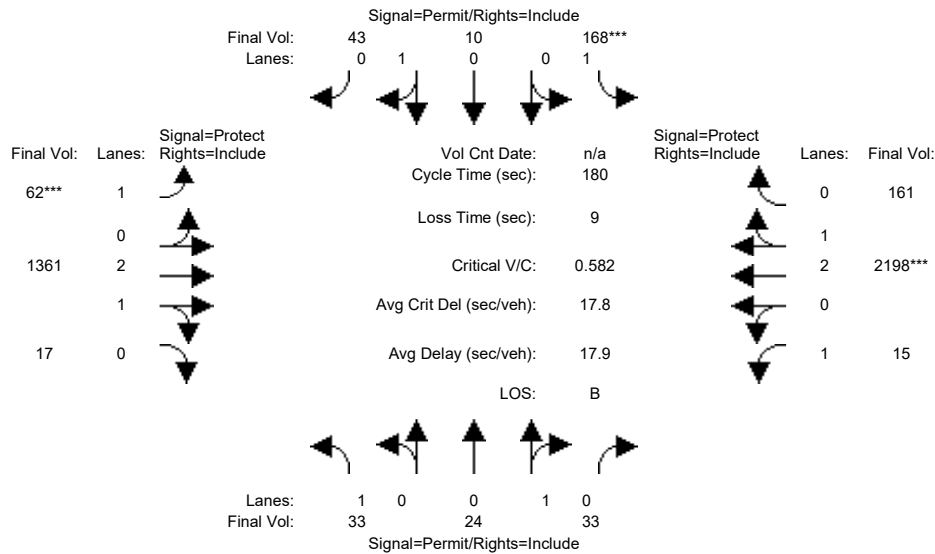
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.19	0.19	0.06	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	13.5	28.7	28.7	8.7	23.9	23.9	11.1	45.7	45.7	14.9	49.5	49.5
Volume/Cap:	0.62	0.84	0.84	0.84	0.62	0.62	0.84	0.47	0.47	0.46	0.84	0.84
Delay/Veh:	51.5	51.3	51.3	84.6	42.1	42.1	77.1	23.5	23.5	45.3	29.5	29.5
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:	51.5	51.3	51.3	84.6	42.1	42.1	77.1	23.5	23.5	45.3	29.5	29.5
LOS by Move:	D-	D-	D-	F	D	D	E-	C	C	D	C	C
HCM2k95thQ:	9	25	25	13	16	16	11	16	16	7	37	37

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 With Retail and Residential 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:	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	216	0	0	457	0
PasserByVol:	0	0	0	0	0	0	0	257	0	0	164	0
Initial Fut:	33	24	33	168	10	43	62	1361	17	15	2198	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	1361	17	15	2198	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1361	17	15	2198	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	1361	17	15	2198	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	2.79	0.21
Final Sat.:	1750	758	1042	1750	340	1460	1750	5531	69	1750	5217	382

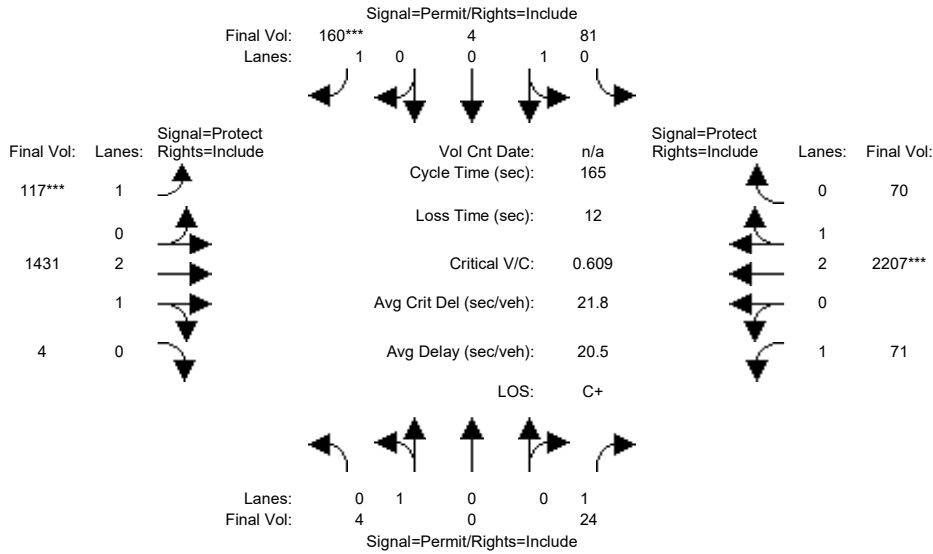
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.25	0.25	0.01	0.42	0.42
Crit Moves:				****			****			****		
Green Time:	29.7	29.7	29.7	29.7	29.7	29.7	11.0	122	122.0	19.3	130	130.3
Volume/Cap:	0.11	0.19	0.19	0.58	0.18	0.18	0.58	0.36	0.36	0.08	0.58	0.58
Delay/Veh:	64.1	65.1	65.1	72.4	64.9	64.9	90.2	12.4	12.4	72.6	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	65.1	65.1	72.4	64.9	64.9	90.2	12.4	12.4	72.6	12.1	12.1
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B
HCM2k95thQ:	3	6	6	18	5	5	7	19	19	2	35	35

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

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 Cumulative AM

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 Cumulative AM With Retail and Residential 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:												
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	58	0	149	75	141	0	0	308	17
PasserByVol:	0	0	0	0	0	0	0	223	0	0	193	0
Initial Fut:	4	0	24	81	4	160	117	1431	4	71	2207	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:	4	0	24	81	4	160	117	1431	4	71	2207	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	81	4	160	117	1431	4	71	2207	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:	4	0	24	81	4	160	117	1431	4	71	2207	70

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	2.90	0.10
Final Sat.:	1800	0	1750	1715	85	1750	1750	5584	16	1750	5428	172

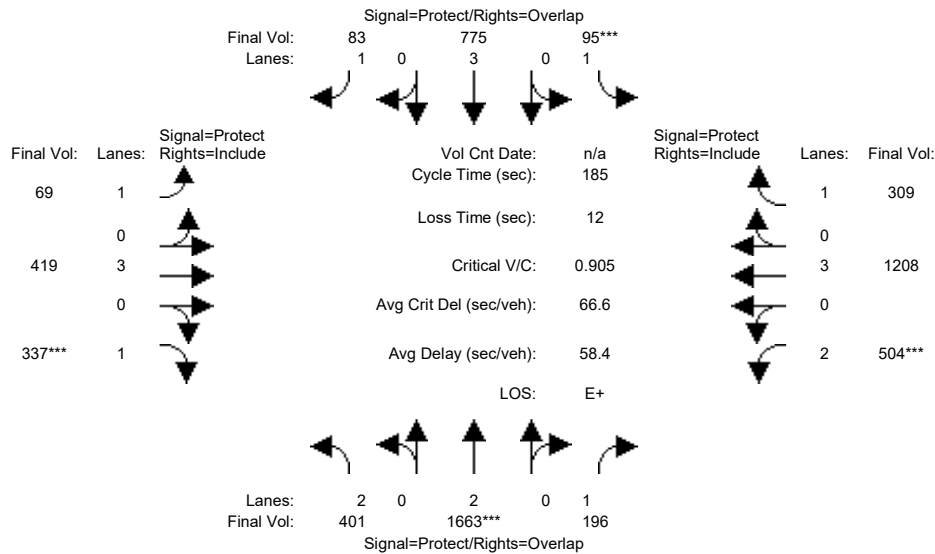
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.09	0.07	0.26	0.26	0.04	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	24.8	0.0	24.8	24.8	24.8	24.8	18.1	110	110.0	18.2	110	110.1
Volume/Cap:	0.01	0.00	0.09	0.31	0.31	0.61	0.61	0.38	0.38	0.37	0.61	0.61
Delay/Veh:	59.8	0.0	60.6	63.2	63.2	69.7	75.7	12.4	12.4	69.2	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:	59.8	0.0	60.6	63.2	63.2	69.7	75.7	12.4	12.4	69.2	15.7	15.7
LOS by Move:	E+	A	E	E	E	E	E-	B	B	E	B	B
HCM2k95thQ:	0	0	2	8	8	17	12	20	20	7	34	34

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 With Retail and Residential 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:	36	131	163	4	55	0	0	61	9	90	139	10
PasserByVol:	43	40	0	0	88	0	0	0	88	10	9	0
Initial Fut:	401	1663	196	95	775	83	69	419	337	504	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:	401	1663	196	95	775	83	69	419	337	504	1208	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1663	196	95	775	83	69	419	337	504	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:	401	1663	196	95	775	83	69	419	337	504	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

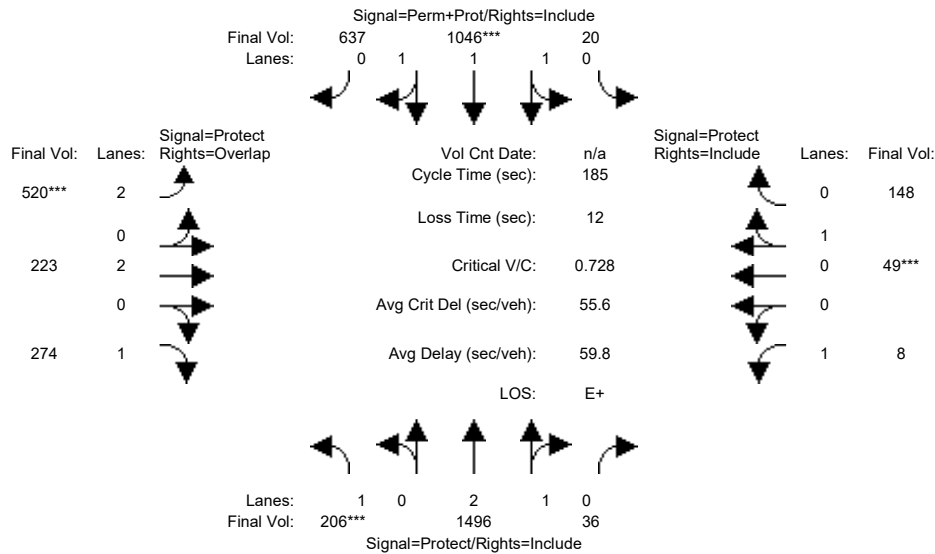
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.11	0.05	0.14	0.05	0.04	0.07	0.19	0.16	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.6	89.5	122.2	11.1	51.9	63.3	11.3	39.4	39.4	32.7	60.8	60.8
Volume/Cap:	0.48	0.90	0.17	0.90	0.48	0.14	0.65	0.35	0.90	0.90	0.65	0.54
Delay/Veh:	56.5	49.5	11.8	142.5	54.1	41.0	95.4	60.4	93.8	90.9	52.3	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:	56.5	49.5	11.8	142.5	54.1	41.0	95.4	60.4	93.8	90.9	52.3	50.3
LOS by Move:	E+	D	B+	F	D-	D	F	E	F	F	D-	D
HCM2k95thQ:	19	64	8	15	21	7	10	12	38	29	31	25

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 With Retail and Residential Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe 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	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:	33	221	0	0	91	64	109	0	24	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	206	1496	36	20	1046	637	520	223	274	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:	206	1496	36	20	1046	637	520	223	274	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1496	36	20	1046	637	520	223	274	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:	206	1496	36	20	1046	637	520	223	274	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	5468	132	70	3637	1800	3150	3800	1750	1750	448	1352

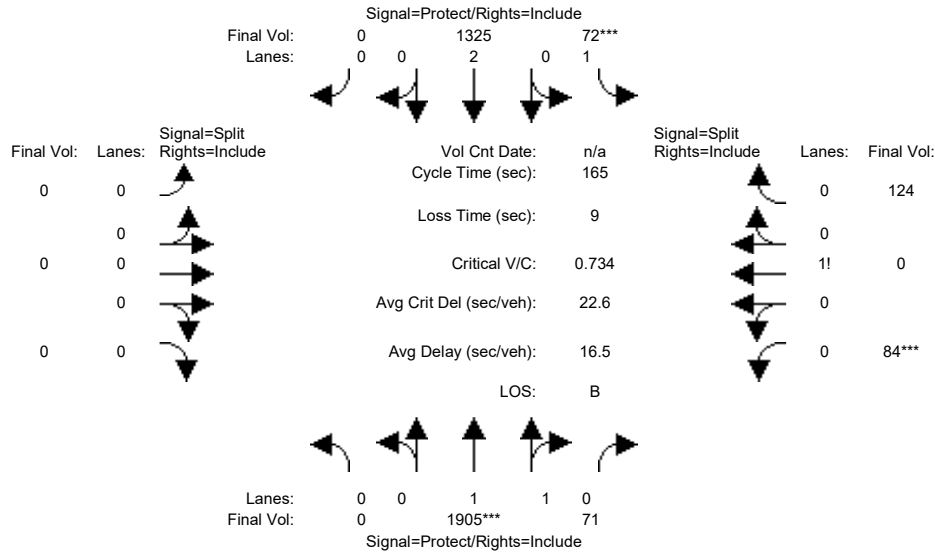
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.00	0.29	0.35	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***				***		***			***		
Green Time:	28.9	56.5	56.5	62.5	87.0	87.0	34.1	34.1	63.1	22.6	22.6	22.6
Volume/Cap:	0.75	0.90	0.90	0.85	0.61	0.75	0.90	0.32	0.46	0.04	0.90	0.90
Delay/Veh:	83.7	66.3	66.3	59.1	35.9	40.5	88.1	63.9	46.9	69.7	112	111.8
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:	83.7	66.3	66.3	59.1	35.9	40.5	88.1	63.9	46.9	69.7	112	111.8
LOS by Move:	F	E	E	E+	D+	D	F	E	D	E	F	F
HCM2k95thQ:	21	45	45	46	36	48	30	10	22	1	25	25

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 With Retail and Residential Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion 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:	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	254	2	0	115	0	0	0	0	1	0	0
PasserByVol:	0	123	0	0	280	0	0	0	0	0	0	0
Initial Fut:	0	1905	71	72	1325	0	0	0	0	84	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	1905	71	72	1325	0	0	0	0	84	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1905	71	72	1325	0	0	0	0	84	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	1905	71	72	1325	0	0	0	0	84	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	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	3567	133	1750	3800	0	0	0	0	707	0	1043

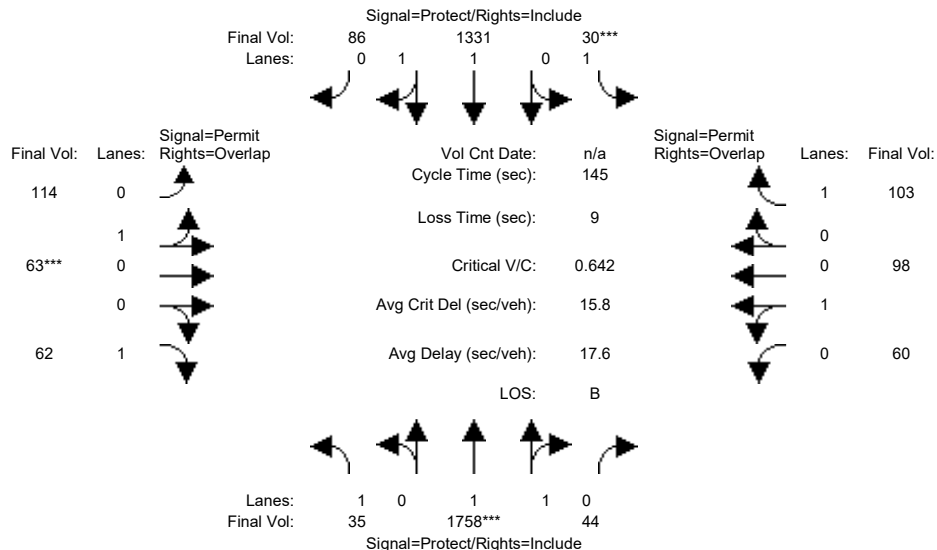
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.35	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	120	120.0	9.2	129	0.0	0.0	0.0	0.0	26.7	0.0	26.7
Volume/Cap:	0.00	0.73	0.73	0.73	0.45	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	14.2	14.2	101.4	6.0	0.0	0.0	0.0	0.0	75.3	0.0	75.3
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	14.2	14.2	101.4	6.0	0.0	0.0	0.0	0.0	75.3	0.0	75.3
LOS by Move:	A	B	B	F	A	A	A	A	A	E-	A	E-
HCM2k95thQ:	0	48	48	8	20	0	0	0	0	22	0	22

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 With Retail and Residential 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:	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:	2	256	2	0	116	0	0	0	1	1	0	0
PasserByVol:	2	123	0	0	280	0	0	0	15	2	0	0
Initial Fut:	35	1758	44	30	1331	86	114	63	62	60	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:	35	1758	44	30	1331	86	114	63	62	60	98	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1758	44	30	1331	86	114	63	62	60	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:	35	1758	44	30	1331	86	114	63	62	60	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	0.38	0.62	1.00
Final Sat.:	1750	3610	90	1750	3475	225	1159	641	1750	684	1116	1750

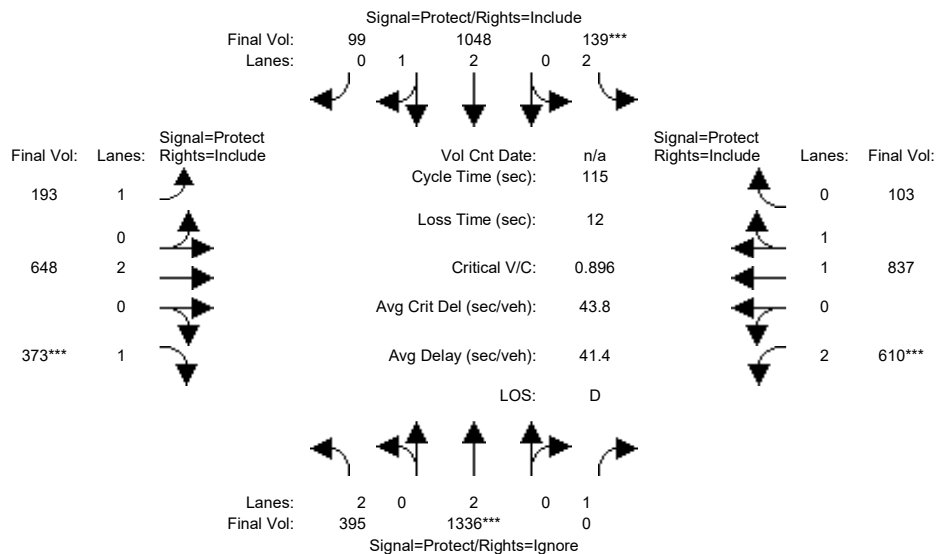
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.02	0.38	0.38	0.10	0.10	0.04	0.09	0.09	0.06
Crit Moves:	****			****			****					
Green Time:	12.8	107	107.3	7.0	102	101.5	21.7	21.7	34.5	21.7	21.7	28.7
Volume/Cap:	0.23	0.66	0.66	0.36	0.55	0.55	0.66	0.66	0.15	0.59	0.59	0.30
Delay/Veh:	62.2	10.1	10.1	69.4	10.8	10.8	64.0	64.0	43.8	60.9	60.9	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:	62.2	10.1	10.1	69.4	10.8	10.8	64.0	64.0	43.8	60.9	60.9	50.1
LOS by Move:	E	B+	B+	E	B+	B+	E	E	D	E	E	D
HCM2k95thQ:	3	33	33	3	27	27	16	16	5	14	14	8

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 With Retail and Residential 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:	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:	61	235	62	4	103	11	17	78	22	28	78	9
PasserByVol:	52	121	77	40	259	0	0	129	166	208	17	10
Initial Fut:	395	1336	557	139	1048	99	193	648	373	610	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:	395	1336	0	139	1048	99	193	648	373	610	837	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	1336	0	139	1048	99	193	648	373	610	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:	395	1336	0	139	1048	99	193	648	373	610	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	2.73	0.27	1.00	2.00	1.00	2.00	1.77	0.23
Final Sat.:	3150	3800	1750	3150	5116	483	1750	3800	1750	3150	3294	405

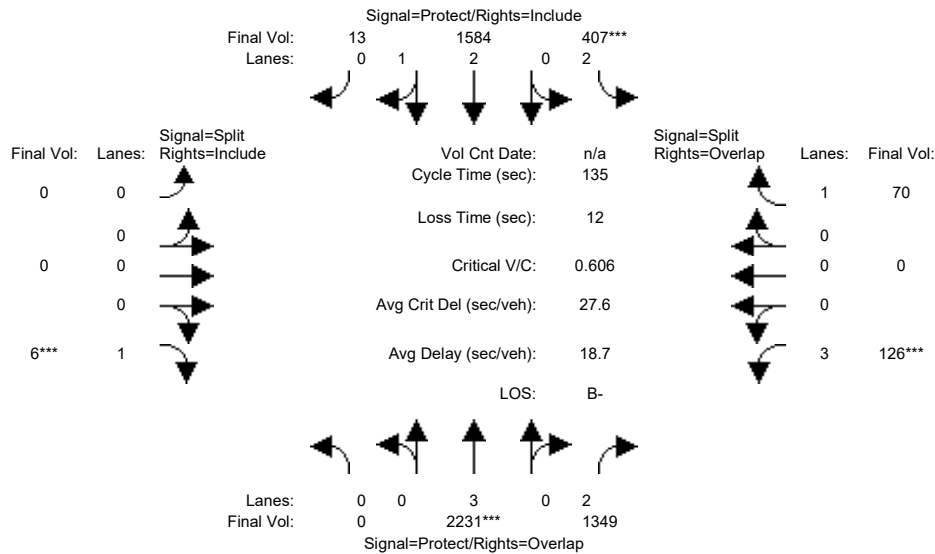
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.00	0.04	0.20	0.20	0.11	0.17	0.21	0.19	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.6	44.5	0.0	7.0	31.9	31.9	15.6	27.0	27.0	24.5	35.9	35.9
Volume/Cap:	0.74	0.91	0.00	0.72	0.74	0.74	0.81	0.73	0.91	0.91	0.81	0.81
Delay/Veh:	44.4	27.9	0.0	63.6	29.9	29.9	67.3	43.6	66.4	60.4	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:	44.4	27.9	0.0	63.6	29.9	29.9	67.3	43.6	66.4	60.4	41.0	41.0
LOS by Move:	D	C	A	E	C	C	E	D	E	E	D	D
HCM2k95thQ:	14	36	0	6	21	21	14	19	26	24	27	27

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 With Retail and Residential 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	358	0	0	143	10	0	0	0	0	0	0
PasserByVol:	0	189	1091	294	335	0	0	0	0	116	0	60
Initial Fut:	0	2231	1349	407	1584	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	2231	1349	407	1584	13	0	0	6	126	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2231	1349	407	1584	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	2231	1349	407	1584	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	5554	46	0	0	1750	4551	0	1750

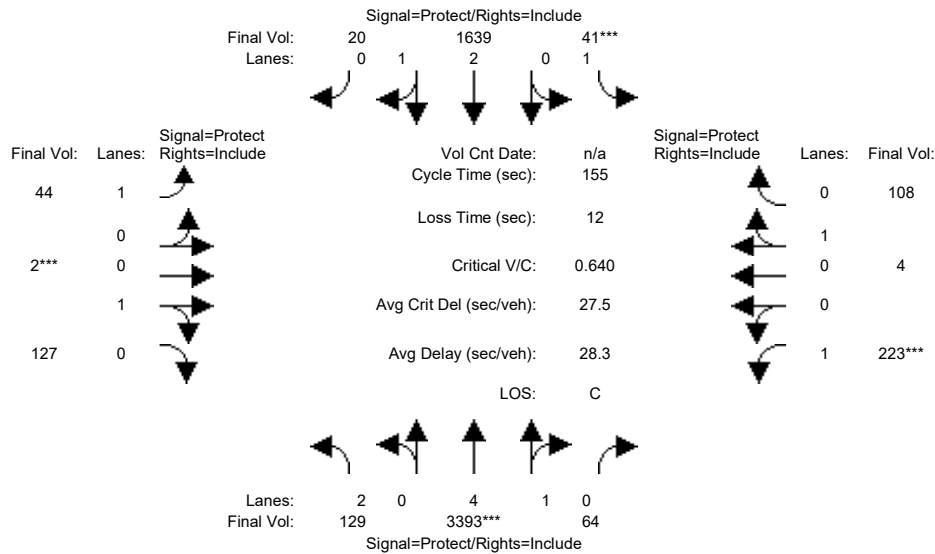
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.43	0.13	0.29	0.29	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****		****				****		****			
Green Time:	0.0	77.4	87.4	25.6	103	103.0	0.0	0.0	10.0	10.0	0.0	35.6
Volume/Cap:	0.00	0.68	0.66	0.68	0.37	0.37	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	20.8	15.5	54.2	5.4	5.4	0.0	0.0	58.2	60.2	0.0	38.3
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	20.8	15.5	54.2	5.4	5.4	0.0	0.0	58.2	60.2	0.0	38.3
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	35	34	17	14	14	0	0	1	5	0	5

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 With Retail and Residential Alternative

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	276	32	16	124	3	9	0	26	151	0	73
PasserByVol:	0	1279	0	0	452	0	0	0	0	0	0	0
Initial Fut:	129	3393	64	41	1639	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	3393	64	41	1639	20	44	2	127	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3393	64	41	1639	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	3393	64	41	1639	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	9226	174	1750	5532	68	1750	28	1772	1750	64	1736

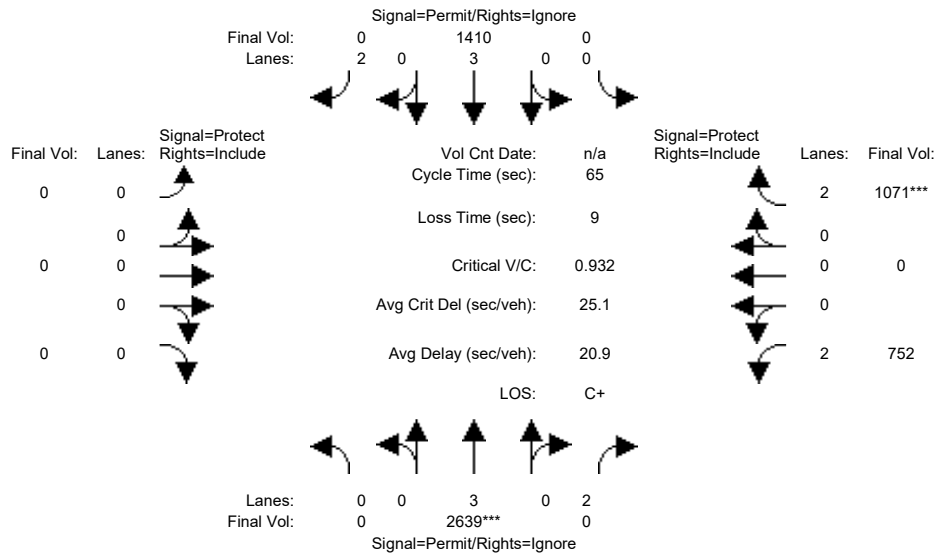
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.02	0.30	0.30	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.6	88.2	88.2	7.0	82.6	82.6	19.7	17.2	17.2	30.6	28.1	28.1
Volume/Cap:	0.50	0.65	0.65	0.52	0.56	0.56	0.20	0.65	0.65	0.65	0.34	0.34
Delay/Veh:	69.8	23.0	23.0	78.3	24.2	24.2	61.0	73.1	73.1	61.4	56.0	56.0
User DelAdj:	1.00	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	23.0	23.0	78.3	24.2	24.2	61.0	73.1	73.1	61.4	56.0	56.0
LOS by Move:	E	C	C	E-	C	C	E	E	E	E	E+	E+
HCM2k95thQ:	7	35	35	4	30	30	4	14	14	20	10	10

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 With Retail and Residential 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	314	184	0	243	57	0	0	0	71	0	30
PasserByVol:	0	881	131	0	260	192	0	0	0	126	0	398
Initial Fut:	0	2639	721	0	1410	678	0	0	0	752	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	2639	0	0	1410	0	0	0	0	752	0	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2639	0	0	1410	0	0	0	0	752	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	2639	0	0	1410	0	0	0	0	752	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

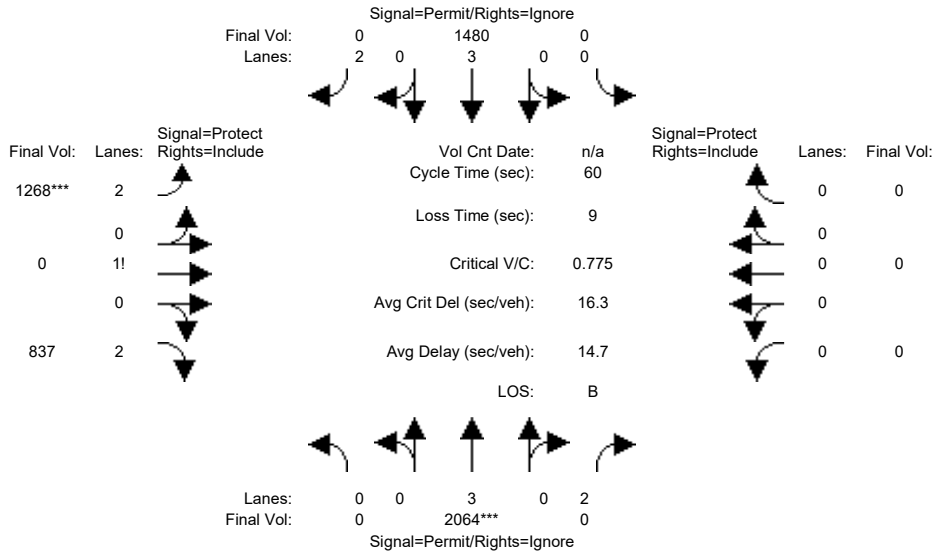
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.24	0.00	0.34
Crit Moves:	****											
Green Time:	0.0	32.3	0.0	0.0	32.3	0.0	0.0	0.0	0.0	23.7	0.0	23.7
Volume/Cap:	0.00	0.93	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.65	0.00	0.93
Delay/Veh:	0.0	21.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18.6	0.0	33.2
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	21.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18.6	0.0	33.2
LOS by Move:	A	C+	A	A	B+	A	A	A	A	B-	A	C-
HCM2k95thQ:	0	26	0	0	6	0	0	0	0	16	0	31

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 With Retail and Residential Alternative

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



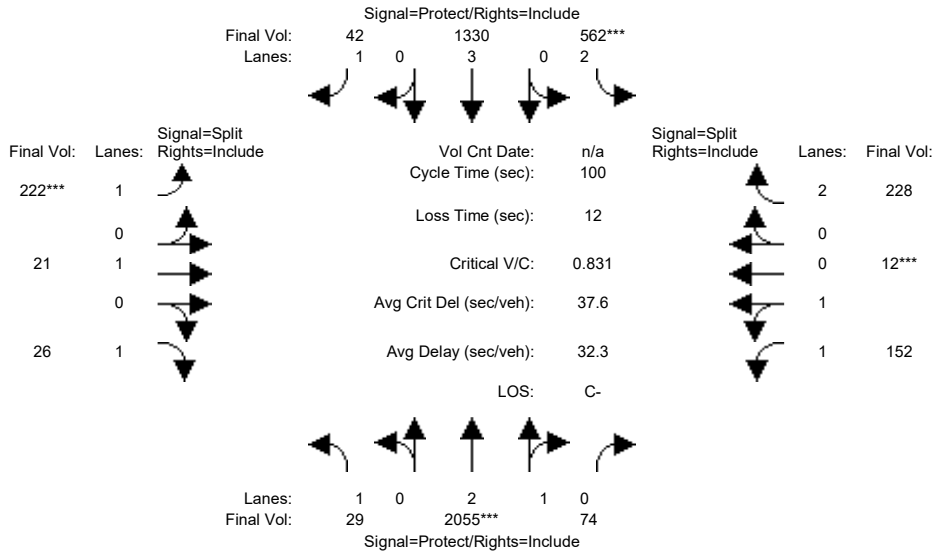
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	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	470	151	0	237	77	28	0	87	0	0	0
PasserByVol:	0	453	96	0	216	172	567	0	341	0	0	0
Initial Fut:	0	2064	722	0	1480	643	1268	0	837	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	2064	0	0	1480	0	1268	0	837	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2064	0	0	1480	0	1268	0	837	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	2064	0	0	1480	0	1268	0	837	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	2.59	0.00	2.41	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4275	0	3794	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.26	0.00	0.30	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	23.0	0.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.00	0.00	0.56	0.00	0.77	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	0.0	0.0	11.8	0.0	17.7	0.0	14.9	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	14.8	0.0	0.0	11.8	0.0	17.7	0.0	14.9	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	7	0	20	0	13	0	0	0

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

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 Cumulative AM

Level Of Service Computation Report
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 Cumulative AM With Retail and Residential 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:	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:	13	174	12	106	106	22	204	16	26	85	8	47
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	29	2055	74	562	1330	42	222	21	26	152	12	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2055	74	562	1330	42	222	21	26	152	12	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	2055	74	562	1330	42	222	21	26	152	12	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2055	74	562	1330	42	222	21	26	152	12	228

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	1.86	0.14	2.00
Final Sat.:	1750	5405	195	3150	5700	1750	1750	1900	1750	3290	260	3150

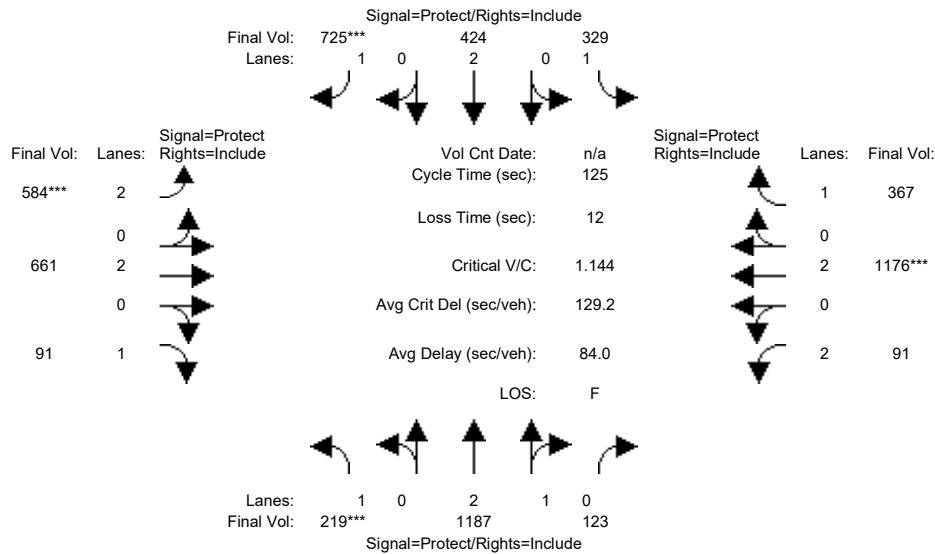
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.18	0.23	0.02	0.13	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.7	43.3	43.3	20.3	48.9	48.9	14.4	14.4	14.4	10.0	10.0	10.0
Volume/Cap:	0.11	0.88	0.88	0.88	0.48	0.05	0.88	0.08	0.10	0.46	0.46	0.72
Delay/Veh:	37.2	30.0	30.0	51.9	17.2	13.4	69.6	37.1	37.3	43.4	43.4	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:	37.2	30.0	30.0	51.9	17.2	13.4	69.6	37.1	37.3	43.4	43.4	51.7
LOS by Move:	D+	C	C	D-	B	B	E	D+	D+	D	D	D-
HCM2k95thQ:	2	39	39	21	17	1	19	1	2	5	5	9

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 With Retail and Residential 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:	30	84	30	75	55	91	88	108	9	9	185	27
PasserByVol:	0	209	10	75	97	159	120	103	0	9	44	167
Initial Fut:	219	1187	123	329	424	725	584	661	91	91	1176	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:	219	1187	123	329	424	725	584	661	91	91	1176	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1187	123	329	424	725	584	661	91	91	1176	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:	219	1187	123	329	424	725	584	661	91	91	1176	367

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	5074	526	1750	3800	1750	3150	3800	1750	3150	3800	1750

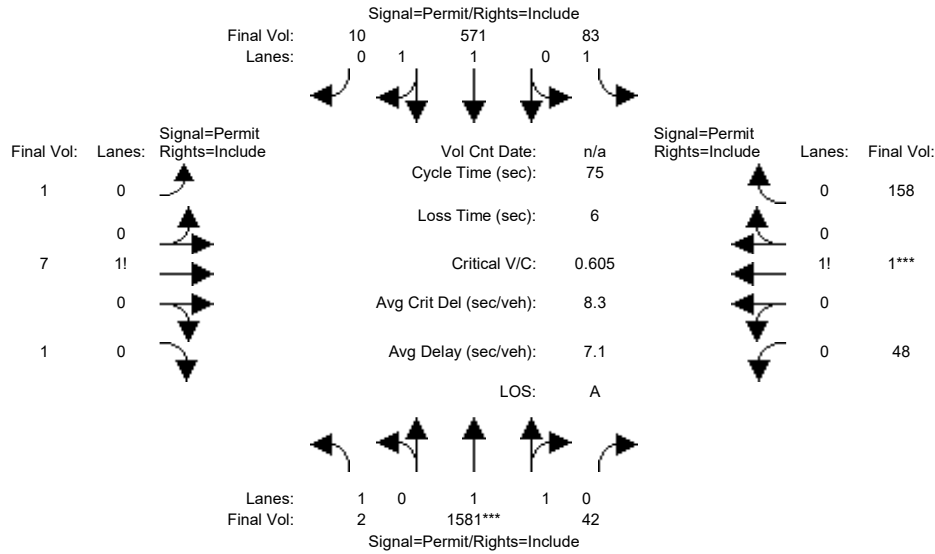
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.19	0.11	0.41	0.19	0.17	0.05	0.03	0.31	0.21
Crit Moves:	***					***	***				***	
Green Time:	13.7	32.7	32.7	26.3	45.3	45.3	20.3	40.9	40.9	13.2	33.8	33.8
Volume/Cap:	1.14	0.89	0.89	0.89	0.31	1.14	1.14	0.53	0.16	0.27	1.14	0.78
Delay/Veh:	164.9	52.0	52.0	71.3	28.8	122.4	138.4	34.7	30.0	52.0	122	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:	164.9	52.0	52.0	71.3	28.8	122.4	138.4	34.7	30.0	52.0	122	49.9
LOS by Move:	F	D-	D-	E	C	F	F	C-	C	D-	F	D
HCM2k95thQ:	24	30	30	29	10	70	34	15	4	4	52	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 With Retail and Residential 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	144	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	174	0	0	84	0	0	0	0	0	0	0
Initial Fut:	2	1581	42	83	571	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	1581	42	83	571	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1581	42	83	571	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	1581	42	83	571	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	3636	64	194	1361	194	406	8	1336

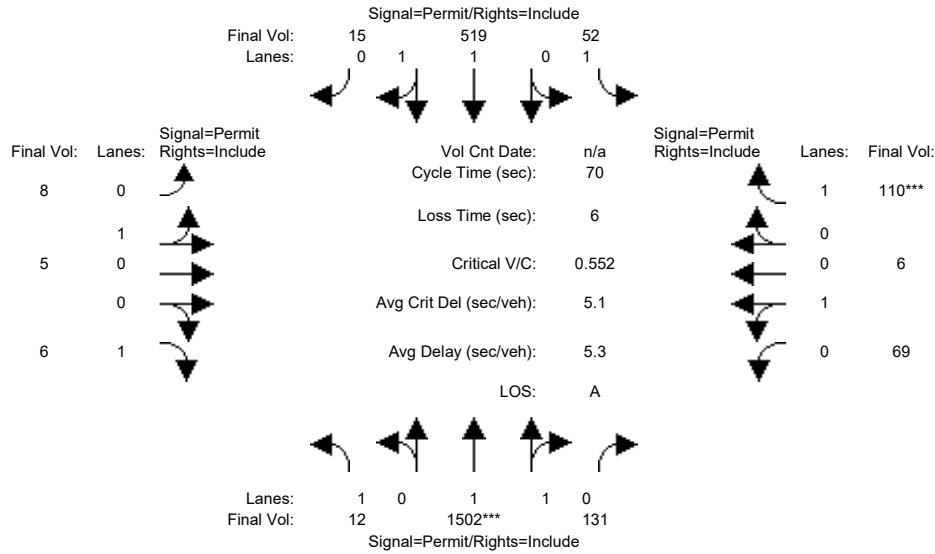
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.05	0.16	0.16	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	54.3	54.3	54.3	54.3	54.3	54.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.00	0.61	0.61	0.07	0.22	0.22	0.03	0.03	0.03	0.61	0.61	0.61
Delay/Veh:	2.8	5.5	5.5	3.0	3.4	3.4	24.4	24.4	24.4	30.6	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:	2.8	5.5	5.5	3.0	3.4	3.4	24.4	24.4	24.4	30.6	30.6	30.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	17	17	1	5	5	0	0	0	11	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 With Retail and Residential 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	142	0	5	68	0	0	0	0	0	0	2
PasserByVol:	0	147	0	0	72	0	0	0	0	0	0	0
Initial Fut:	12	1502	131	52	519	15	8	5	6	69	6	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	1.00
PHF Adj:	1.00	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	1502	131	52	519	15	8	5	6	69	6	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1502	131	52	519	15	8	5	6	69	6	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1502	131	52	519	15	8	5	6	69	6	110

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	3403	297	1750	3596	104	1108	692	1750	1656	144	1750

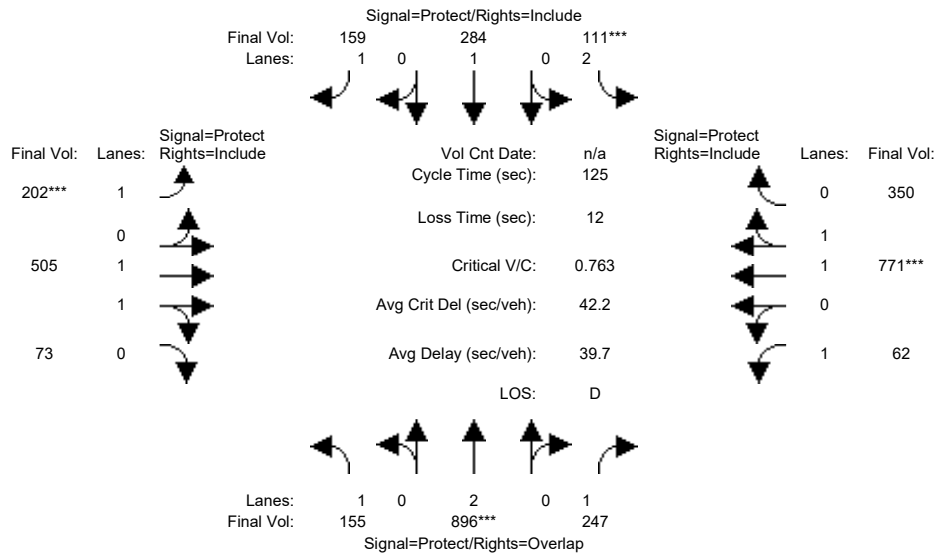
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.03	0.14	0.14	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.57	0.57	0.04	0.19	0.19	0.05	0.05	0.02	0.29	0.29	0.44
Delay/Veh:	1.8	3.6	3.6	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	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:	1.8	3.6	3.6	1.9	2.2	2.2	26.0	26.0	25.8	27.5	27.5	28.7
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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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	138	25	5	62	1	1	5	0	8	32	3
PasserByVol:	0	106	0	3	53	1	8	0	0	0	0	2
Initial Fut:	155	896	247	111	284	159	202	505	73	62	771	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:	155	896	247	111	284	159	202	505	73	62	771	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	896	247	111	284	159	202	505	73	62	771	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:	155	896	247	111	284	159	202	505	73	62	771	350

Saturation 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	2544	1155

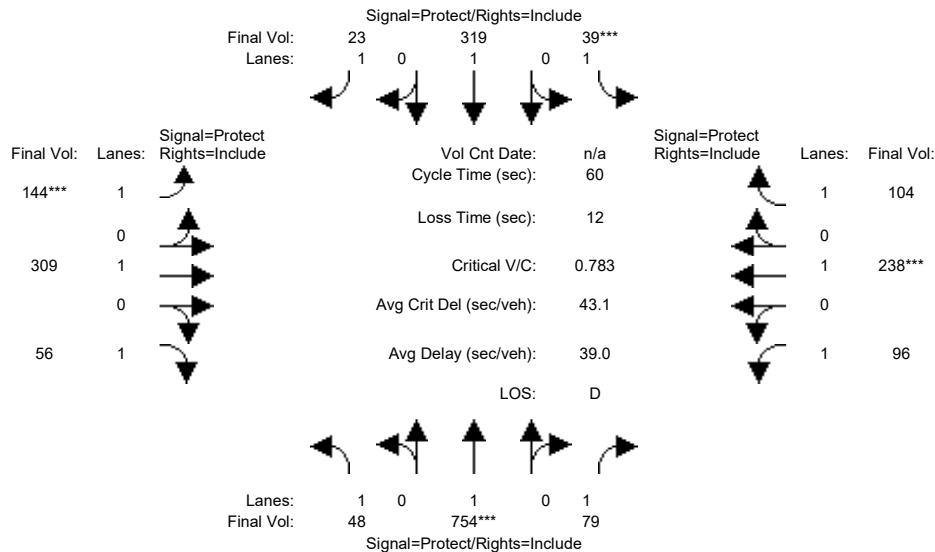
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.14	0.04	0.15	0.09	0.12	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.8	38.2	56.1	7.0	28.4	28.4	18.7	49.9	49.9	17.9	49.1	49.1
Volume/Cap:	0.66	0.77	0.31	0.63	0.66	0.40	0.77	0.39	0.39	0.25	0.77	0.77
Delay/Veh:	58.0	42.7	22.3	64.8	47.6	41.7	64.3	26.9	26.9	48.1	35.7	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:	58.0	42.7	22.3	64.8	47.6	41.7	64.3	26.9	26.9	48.1	35.7	35.7
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.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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:	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	163	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	81	0	0	39	0	0	60	0	0	45	0
Initial Fut:	48	754	79	39	319	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	754	79	39	319	23	144	309	56	96	238	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	754	79	39	319	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	754	79	39	319	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

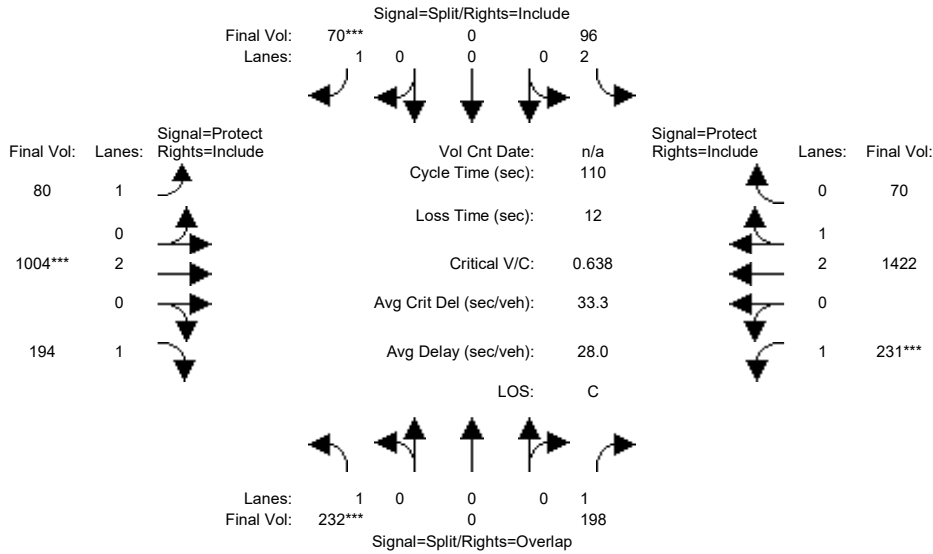
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	24.0	24.0	7.0	18.3	18.3	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.99	0.11	0.19	0.55	0.04	0.71	0.98	0.19	0.47	0.75	0.36
Delay/Veh:	19.3	48.5	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:	19.3	48.5	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	32	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

Level Of Service Computation Report
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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	212	0	0	221	0
PasserByVol:	0	0	0	10	0	5	2	128	0	2	172	3
Initial Fut:	232	0	198	96	0	70	80	1004	194	231	1422	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	1004	194	231	1422	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	1004	194	231	1422	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	1004	194	231	1422	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	5337	263

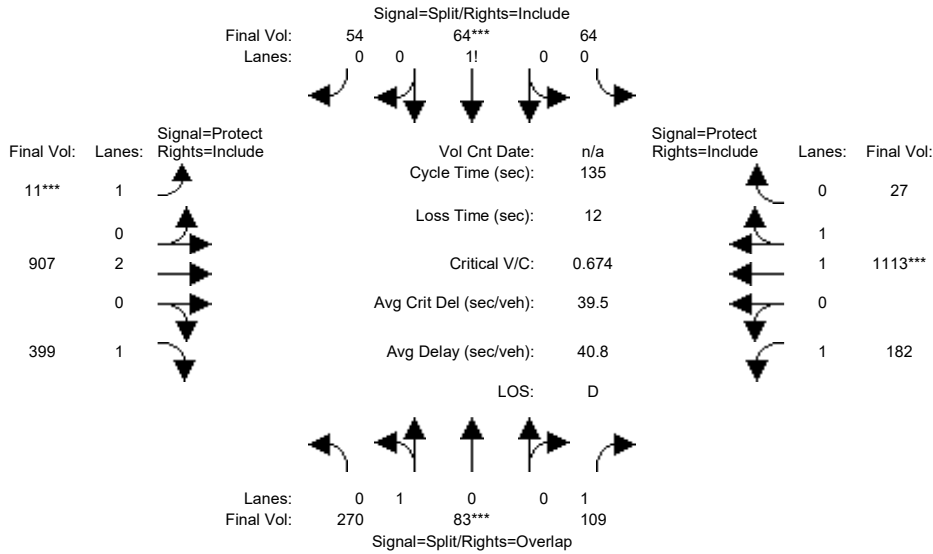
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.26	0.11	0.13	0.27	0.27
Crit Moves:	***					***		***		***		
Green Time:	22.8	0.0	45.6	6.9	0.0	6.9	17.4	45.5	45.5	22.7	50.9	50.9
Volume/Cap:	0.64	0.00	0.27	0.49	0.00	0.64	0.29	0.64	0.27	0.64	0.58	0.58
Delay/Veh:	43.6	0.0	21.5	51.7	0.0	62.3	41.5	26.6	21.5	43.7	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	0.0	21.5	51.7	0.0	62.3	41.5	26.6	21.5	43.7	22.0	22.0
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	22	22

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

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 Cumulative AM

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 Cumulative AM With Retail and Residential 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	15	0	0	0	0	145	0	7	115	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	109	64	64	54	11	907	399	182	1113	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	109	64	64	54	11	907	399	182	1113	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	109	64	64	54	11	907	399	182	1113	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	109	64	64	54	11	907	399	182	1113	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

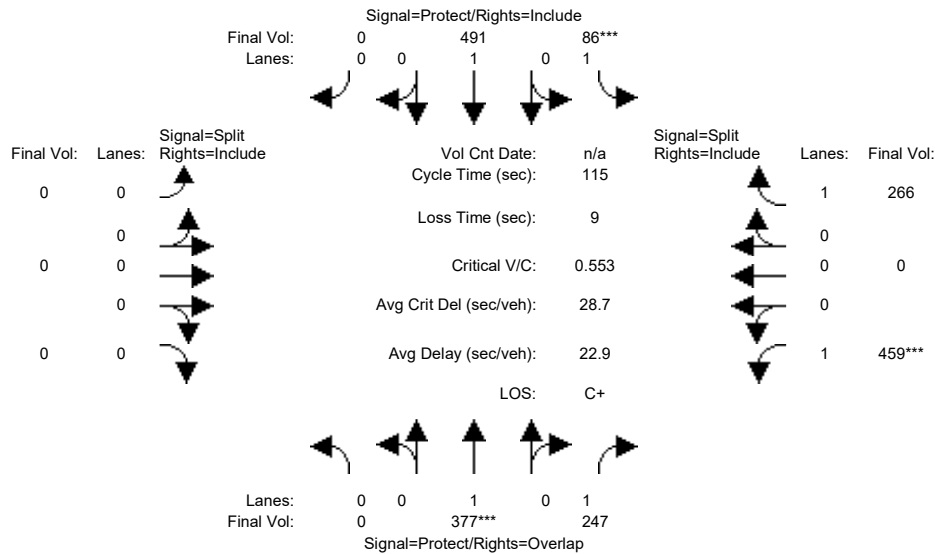
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.10	0.10	0.10	0.01	0.24	0.23	0.10	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	37.4	37.4	57.4	19.8	19.8	19.8	7.0	45.8	45.8	20.0	58.8	58.8
Volume/Cap:	0.71	0.71	0.15	0.71	0.71	0.71	0.12	0.70	0.67	0.70	0.71	0.71
Delay/Veh:	48.5	48.5	23.9	63.6	63.6	63.6	61.7	40.5	41.2	63.2	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:	48.5	48.5	23.9	63.6	63.6	63.6	61.7	40.5	41.2	63.2	32.6	32.6
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C-	C-
HCM2k95thQ:	24	24	6	17	17	17	1	27	26	14	31	31

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 With Retail and Residential 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	15	28	0	7	0	0	0	0	14	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	143	0	82
Initial Fut:	0	377	247	86	491	0	0	0	0	459	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	377	247	86	491	0	0	0	0	459	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	247	86	491	0	0	0	0	459	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	377	247	86	491	0	0	0	0	459	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

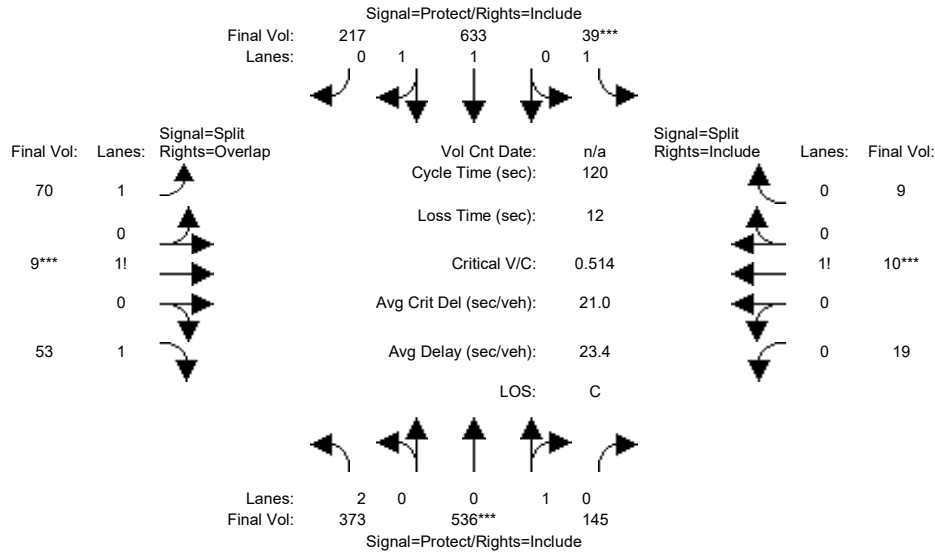
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.14	0.05	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	41.3	95.8	10.2	51.5	0.0	0.0	0.0	0.0	54.5	0.0	54.5
Volume/Cap:	0.00	0.55	0.17	0.55	0.58	0.00	0.00	0.00	0.00	0.55	0.00	0.32
Delay/Veh:	0.0	30.5	1.9	54.5	24.7	0.0	0.0	0.0	0.0	22.4	0.0	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:	0.0	30.5	1.9	54.5	24.7	0.0	0.0	0.0	0.0	22.4	0.0	19.0
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	22	0	12

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 With Retail and Residential 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	43	0	0	21	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	536	145	39	633	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	536	145	39	633	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	536	145	39	633	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	536	145	39	633	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	1.48	0.52	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1417	383	1750	2755	944	2619	223	2408	875	461	414

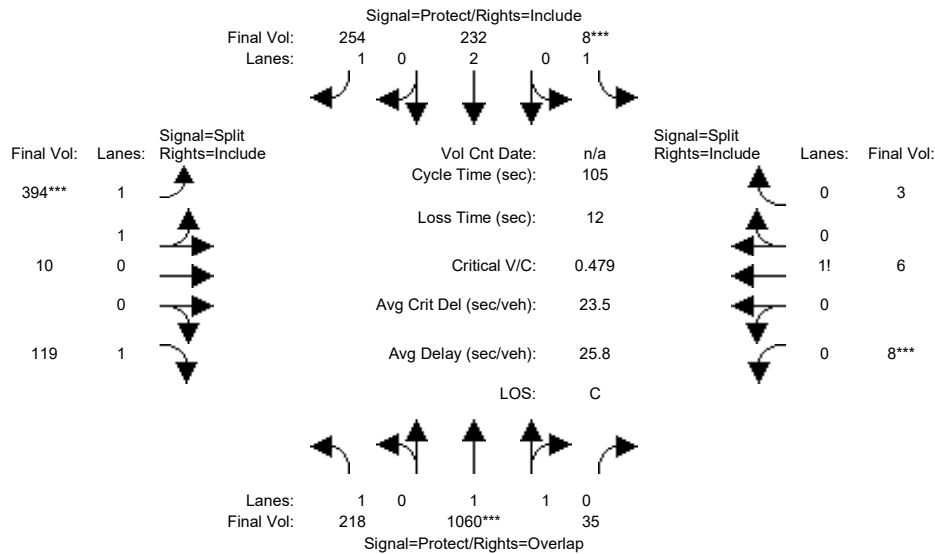
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.9	81.0	81.0	7.0	58.1	58.1	10.0	10.0	39.9	10.0	10.0	10.0
Volume/Cap:	0.47	0.56	0.56	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.8	10.8	10.8	56.8	20.9	20.9	52.3	53.9	27.3	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:	38.8	10.8	10.8	56.8	20.9	20.9	52.3	53.9	27.3	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	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
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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:	28	1	0	0	0	21	42	0	51	0	0	0
PasserByVol:	3	570	0	0	90	46	230	0	18	0	0	0
Initial Fut:	218	1060	35	8	232	254	394	10	119	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:	218	1060	35	8	232	254	394	10	119	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1060	35	8	232	254	394	10	119	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:	218	1060	35	8	232	254	394	10	119	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

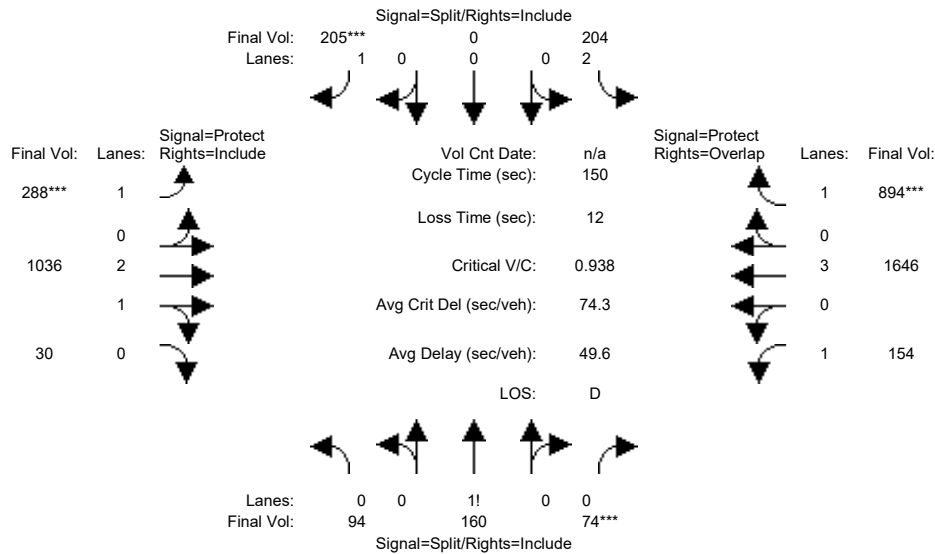
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.00	0.06	0.15	0.11	0.11	0.07	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	28.6	54.9	64.9	7.0	33.3	33.3	21.1	21.1	21.1	10.0	10.0	10.0
Volume/Cap:	0.46	0.57	0.48	0.07	0.19	0.46	0.57	0.57	0.34	0.10	0.10	0.10
Delay/Veh:	32.5	17.4	11.0	46.2	26.1	29.2	38.9	38.9	36.5	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	17.4	11.0	46.2	26.1	29.2	38.9	38.9	36.5	43.7	43.7	43.7
LOS by Move:	C-	B	B+	D	C	C	D+	D+	D+	D	D	D
HCM2k95thQ:	11	20	17	1	5	13	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 With Retail and Residential 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:	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:	2	2	0	51	0	0	1	205	6	0	220	26
PasserByVol:	0	26	4	61	0	47	77	114	1	0	184	470
Initial Fut:	94	160	74	204	0	205	288	1036	30	154	1646	894
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	160	74	204	0	205	288	1036	30	154	1646	894
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	160	74	204	0	205	288	1036	30	154	1646	894
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	160	74	204	0	205	288	1036	30	154	1646	894

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	0.49	0.22	2.00	0.00	1.00	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	502	854	395	3150	0	1750	1750	5442	158	1750	5700	1750

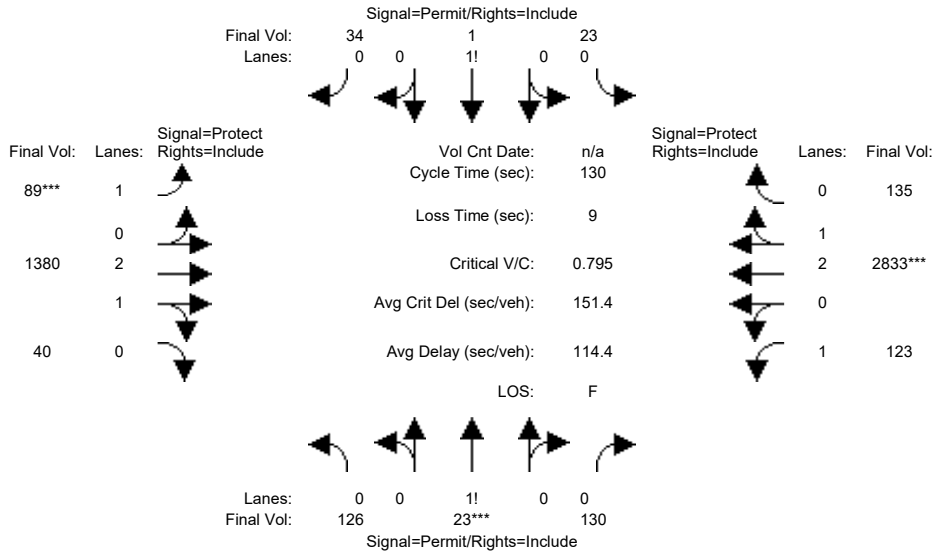
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.00	0.12	0.16	0.19	0.19	0.09	0.29	0.51
Crit Moves:	***			****			****			****		
Green Time:	28.1	28.1	28.1	18.7	0.0	18.7	24.7	62.4	62.4	28.8	66.5	85.3
Volume/Cap:	1.00	1.00	1.00	0.52	0.00	0.94	1.00	0.46	0.46	0.46	0.65	0.90
Delay/Veh:	111.0	111	111.0	62.6	0.0	108.7	116.1	31.8	31.8	54.7	33.3	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.0	111	111.0	62.6	0.0	108.7	116.1	31.8	31.8	54.7	33.3	39.4
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C-	D
HCM2k95thQ:	36	36	36	10	0	21	29	21	21	12	31	58

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 With Retail and Residential 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	256	0	0	245	0
PasserByVol:	0	9	0	5	0	2	34	151	0	12	642	3
Initial Fut:	115	21	118	21	1	31	81	1256	36	112	2578	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	1380	40	123	2833	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1380	40	123	2833	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	1380	40	123	2833	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	5444	156	1750	5345	255

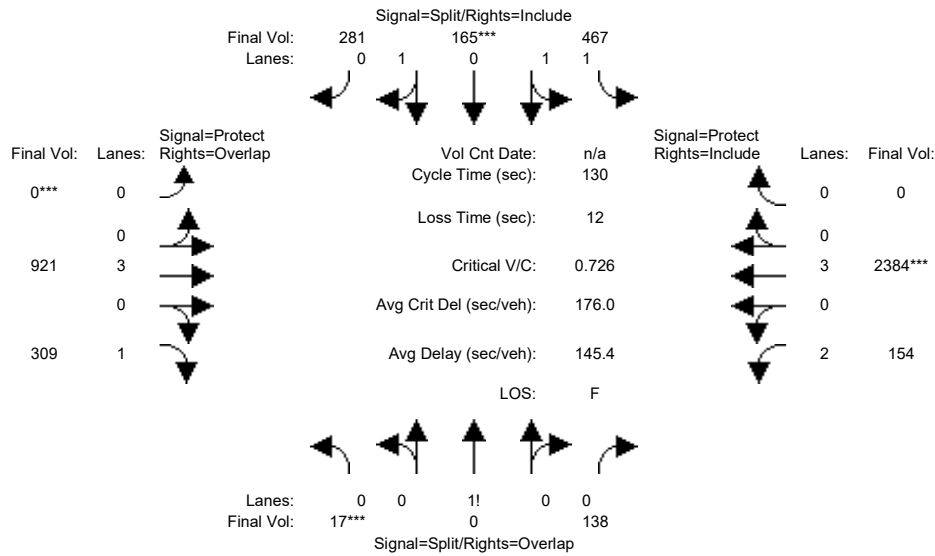
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.25	0.25	0.07	0.53	0.53
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.71	0.71	0.33	1.28	1.28
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	37.2	37.2	43.9	166	165.7
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	37.2	37.2	43.9	166	165.7
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	97	97

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 With Retail and Residential 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	19	0	0	189	67	43	245	0
PasserByVol:	0	0	0	0	2	27	0	96	62	0	744	0
Initial Fut:	17	0	138	467	165	281	0	921	309	154	2384	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	921	309	154	2384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	165	281	0	921	309	154	2384	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	921	309	154	2384	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:

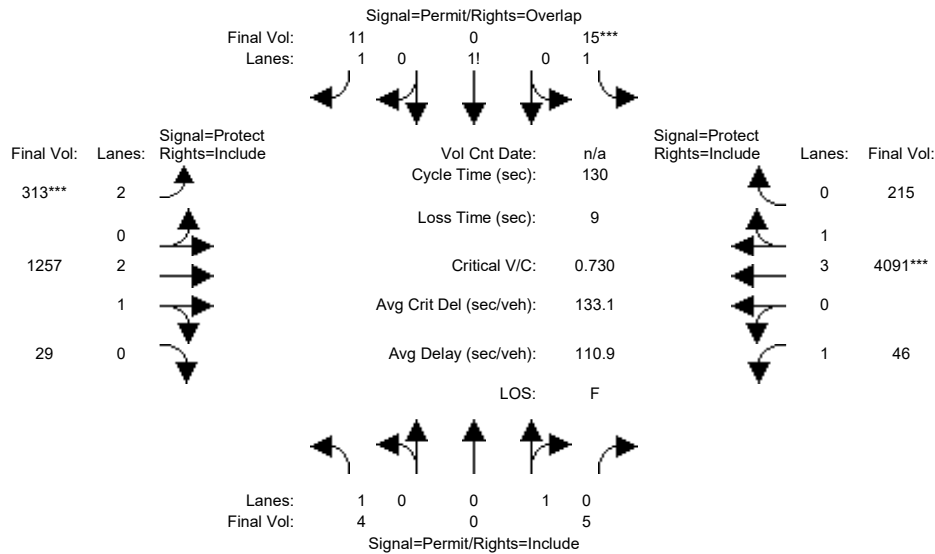
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.16	0.18	0.05	0.42	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.91	0.36	0.38	1.37	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	84.3	28.8	72.6	232	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	84.3	28.8	72.6	232	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	20	8	101	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 With Retail and Residential 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	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	189	0	0	299	0
PasserByVol:	0	0	0	0	0	0	3	92	0	0	770	0
Initial Fut:	4	0	5	14	0	10	288	1156	27	42	3764	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	1257	29	46	4091	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1257	29	46	4091	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	1257	29	46	4091	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	3.79	0.21
Final Sat.:	1750	0	1800	2771	0	2479	3150	5472	128	1750	7125	375

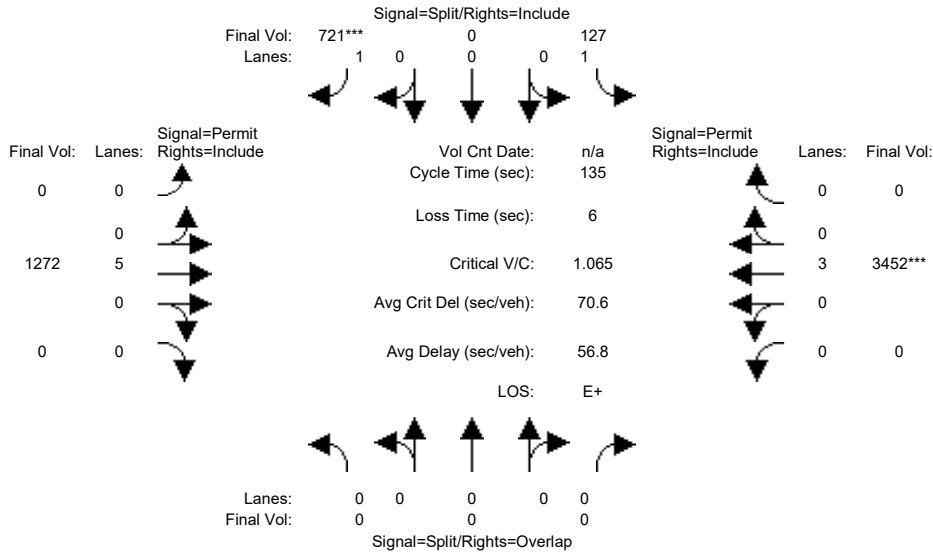
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.23	0.23	0.03	0.57	0.57
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.62	0.62	0.12	1.22	1.22
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	33.8	33.8	41.6	138	137.9
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	18.9	74.9	33.8	33.8	41.6	138	137.9
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2k95thQ:	0	0	0	1	0	0	14	24	24	3	98	98

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 With Retail and Residential 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	19	0	40	0	189	0	0	259	0
PasserByVol:	0	0	0	0	0	34	0	93	0	0	737	0
Initial Fut:	0	0	0	127	0	721	0	1272	0	0	3452	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	721	0	1272	0	0	3452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	721	0	1272	0	0	3452	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	721	0	1272	0	0	3452	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

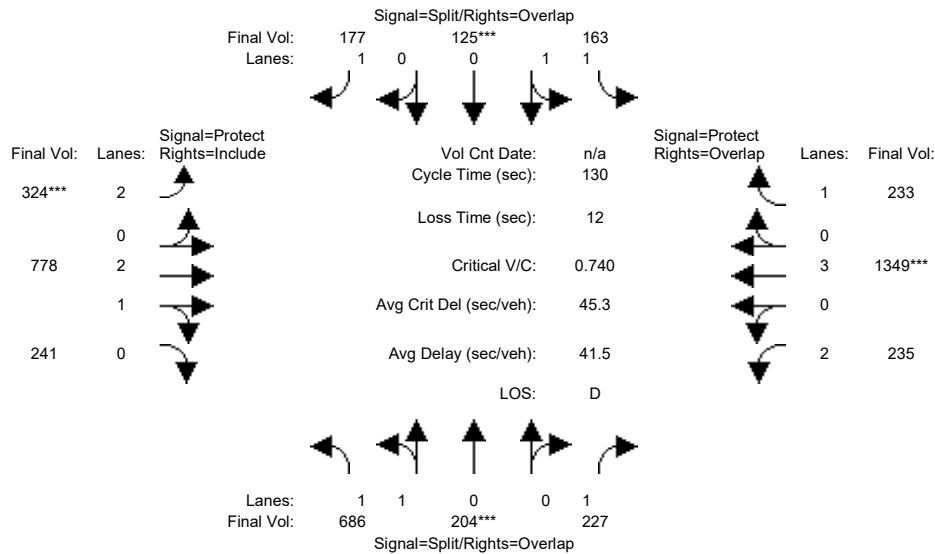
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.41	0.00	0.13	0.00	0.00	0.61	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	52.2	0.0	52.2	0.0	76.8	0.0	0.0	76.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	1.06	0.00	0.24	0.00	0.00	1.06	0.00
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	94.6	0.0	14.5	0.0	0.0	65.6	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	27.5	0.0	94.6	0.0	14.5	0.0	0.0	65.6	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	E	A
HCM2k95thQ:	0	0	0	7	0	66	0	10	0	0	86	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 With Retail and Residential Alternative

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:	136	156	7	0	100	58	168	71	57	3	77	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	686	204	227	163	125	177	324	778	241	235	1349	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	204	227	163	125	177	324	778	241	235	1349	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	204	227	163	125	177	324	778	241	235	1349	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	204	227	163	125	177	324	778	241	235	1349	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:	1.55	0.45	1.00	1.14	0.86	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	2736	814	1750	2009	1541	1750	3150	4274	1324	3150	5700	1750

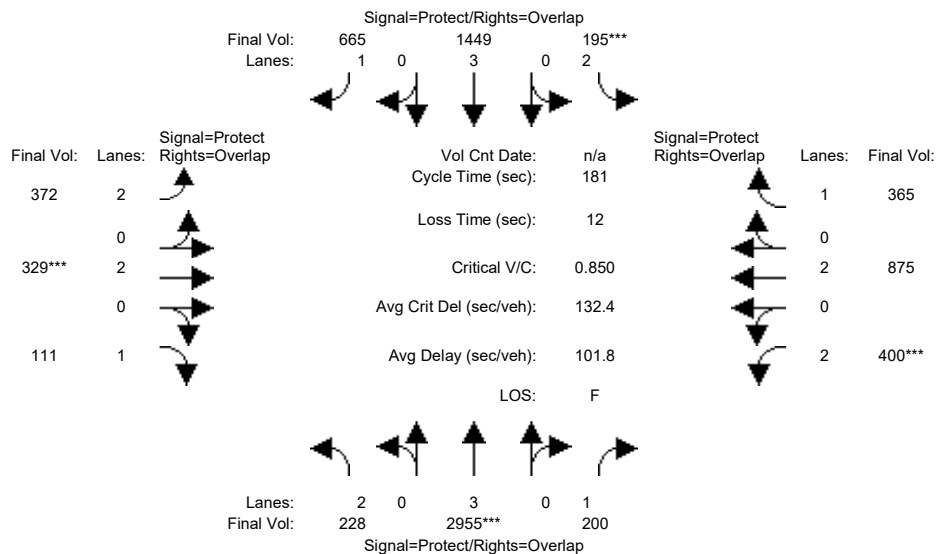
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.13	0.08	0.08	0.10	0.10	0.18	0.18	0.07	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	44.1	44.1	61.4	14.3	14.3	32.3	18.1	42.3	42.3	17.3	41.6	55.9
Volume/Cap:	0.74	0.74	0.27	0.74	0.74	0.41	0.74	0.56	0.56	0.56	0.74	0.31
Delay/Veh:	40.4	40.4	21.0	63.4	63.4	41.4	60.3	36.5	36.5	54.4	41.0	24.6
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:	40.4	40.4	21.0	63.4	63.4	41.4	60.3	36.5	36.5	54.4	41.0	24.6
LOS by Move:	D	D	C+	E	E	D	E	D+	D+	D-	D	C
HCM2k95thQ:	31	31	11	14	14	12	15	20	20	12	29	12

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 With Retail and Residential Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						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:	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	638	12	48	264	65	119	40	0	17	58	86
PasserByVol:	3	167	12	6	193	35	18	14	4	39	58	36
Initial Fut:	228	3741	200	195	1811	665	372	329	111	400	875	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	2955	200	195	1449	665	372	329	111	400	875	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2955	200	195	1449	665	372	329	111	400	875	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	2955	200	195	1449	665	372	329	111	400	875	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

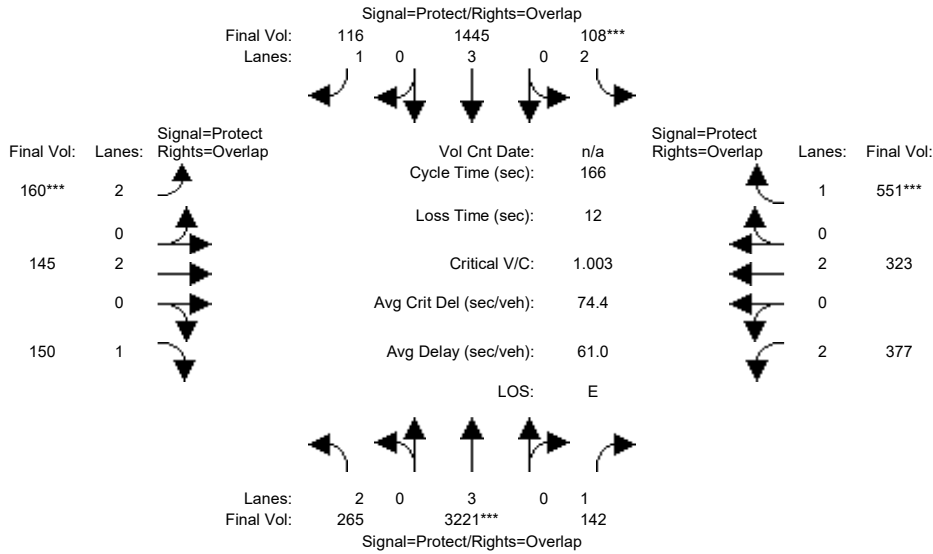
Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.11	0.06	0.25	0.38	0.12	0.09	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.10	0.20	0.49	0.50	0.59	0.90	0.36	0.19	1.29	1.11	0.63
Delay/Veh:	105.8	130	36.2	82.7	50.3	42.8	100.5	58.0	44.3	235.5	139	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	130	36.2	82.7	50.3	42.8	100.5	58.0	44.3	235.5	139	53.5
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	95	17	13	39	55	23	14	9	37	52	32

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 With Retail and Residential 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:	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	628	0	0	271	9	22	7	0	0	4	0
PasserByVol:	155	88	3	8	108	55	27	8	33	10	24	24
Initial Fut:	265	4077	142	108	1806	116	160	145	150	377	323	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	3221	142	108	1445	116	160	145	150	377	323	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3221	142	108	1445	116	160	145	150	377	323	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	3221	142	108	1445	116	160	145	150	377	323	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

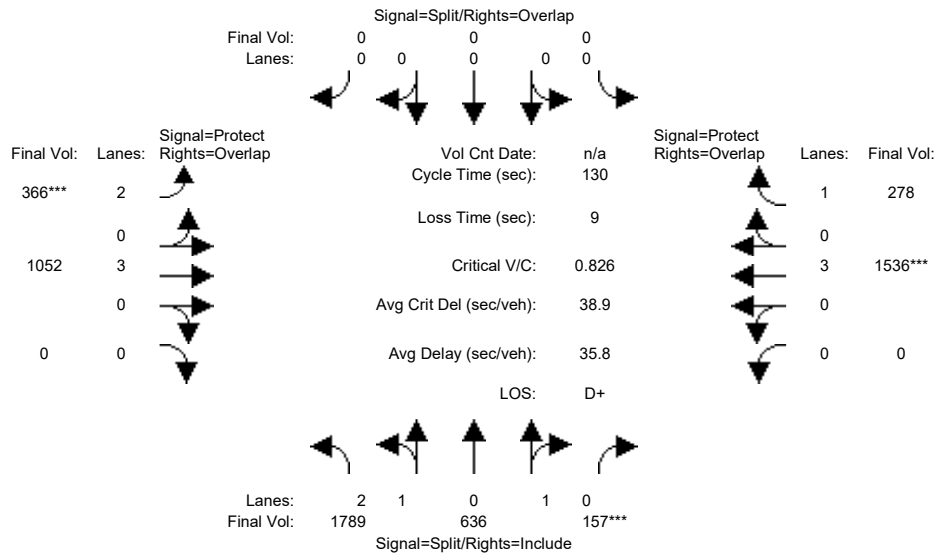
Capacity Analysis Module:												
Vol/Sat:	0.08	0.57	0.08	0.03	0.25	0.07	0.05	0.04	0.09	0.12	0.09	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.9	89.5	116.9	13.0	86.6	100.6	14.0	24.1	40.0	27.4	37.5	50.5
Volume/Cap:	0.88	1.05	0.12	0.44	0.49	0.11	0.60	0.26	0.36	0.73	0.38	1.04
Delay/Veh:	97.9	68.8	7.9	74.3	25.6	13.8	77.2	63.3	52.8	70.8	54.7	106.2
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:	97.9	68.8	7.9	74.3	25.6	13.8	77.2	63.3	52.8	70.8	54.7	106.2
LOS by Move:	F	E	A	E	C	B	E-	E	D-	E	D-	F
HCM2k95thQ:	19	98	5	6	26	5	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 With Retail and Residential 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:	91	197	24	0	0	0	75	133	0	0	168	46
PasserByVol:	669	55	0	0	0	0	7	87	0	0	69	0
Initial Fut:	1789	636	157	0	0	0	366	1052	0	0	1536	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:	1789	636	157	0	0	0	366	1052	0	0	1536	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1789	636	157	0	0	0	366	1052	0	0	1536	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:	1789	636	157	0	0	0	366	1052	0	0	1536	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:	2.85	0.92	0.23	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4668	1660	410	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

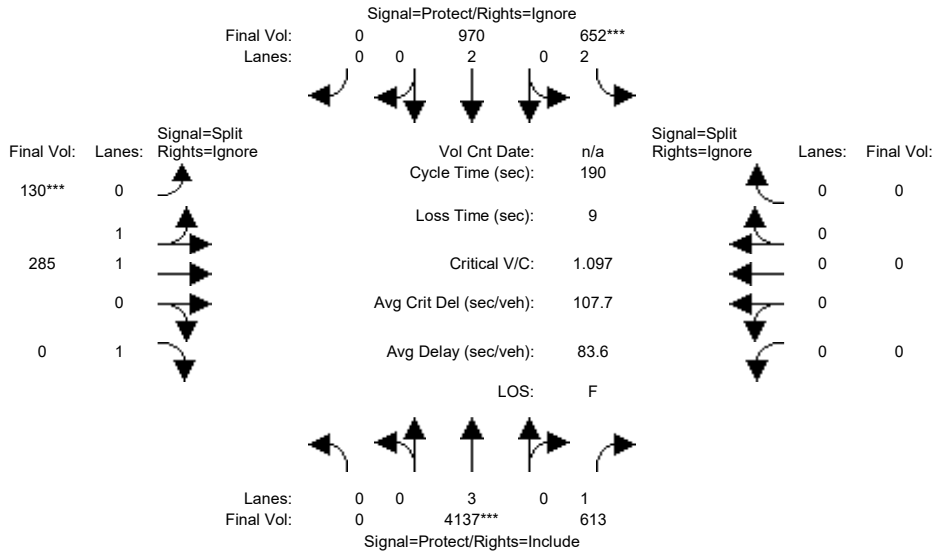
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.12	0.18	0.00	0.00	0.27	0.16
Crit Moves:	****						****			****		
Green Time:	60.3	60.3	60.3	0.0	0.0	0.0	18.3	60.7	0.0	0.0	42.4	42.4
Volume/Cap:	0.83	0.83	0.83	0.00	0.00	0.00	0.83	0.40	0.00	0.00	0.83	0.49
Delay/Veh:	32.2	32.2	32.2	0.0	0.0	0.0	66.4	22.8	0.0	0.0	43.6	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:	32.2	32.2	32.2	0.0	0.0	0.0	66.4	22.8	0.0	0.0	43.6	35.7
LOS by Move:	C-	C-	C-	A	A	A	E	C+	A	A	D	D+
HCM2k95thQ:	44	44	44	0	0	0	17	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 With Retail and Residential 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:	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	379	86	73	139	0	0	49	80	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4137	613	652	970	0	130	285	344	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	4137	613	652	970	0	130	285	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4137	613	652	970	0	130	285	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	4137	613	652	970	0	130	285	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	0.64	1.36	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1159	2540	1750	0	0	0

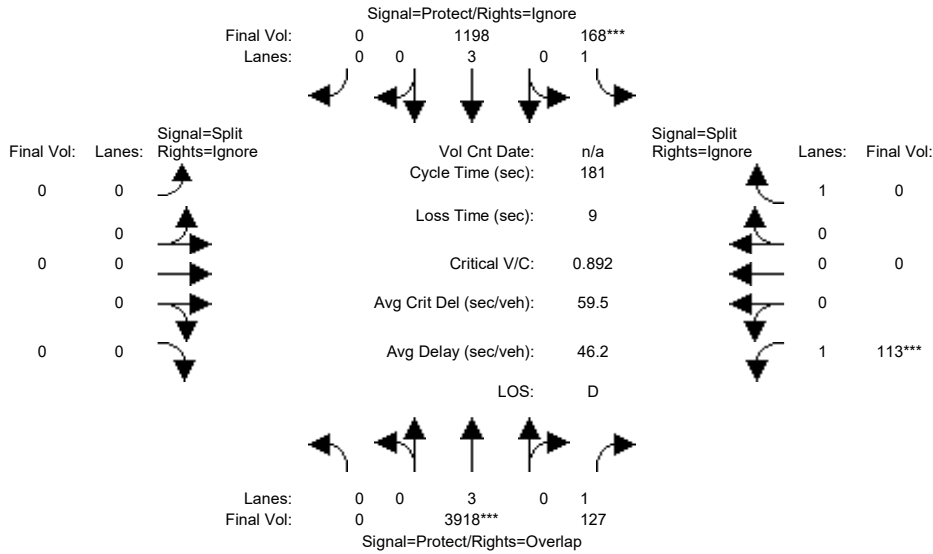
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.35	0.21	0.26	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	117.7	33.6	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.17	0.57	1.17	0.32	0.00	0.71	0.71	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	99.9	11.9	174.0	0.1	0.0	80.6	80.6	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	99.9	11.9	174.0	0.1	0.0	80.6	80.6	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	149	21	52	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
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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	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	466	0	1	219	0	0	0	0	0	0	0
PasserByVol:	0	411	0	3	113	7	0	0	0	0	0	12
Initial Fut:	0	3918	127	168	1198	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	3918	127	168	1198	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3918	127	168	1198	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
Final Volume:	0	3918	127	168	1198	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

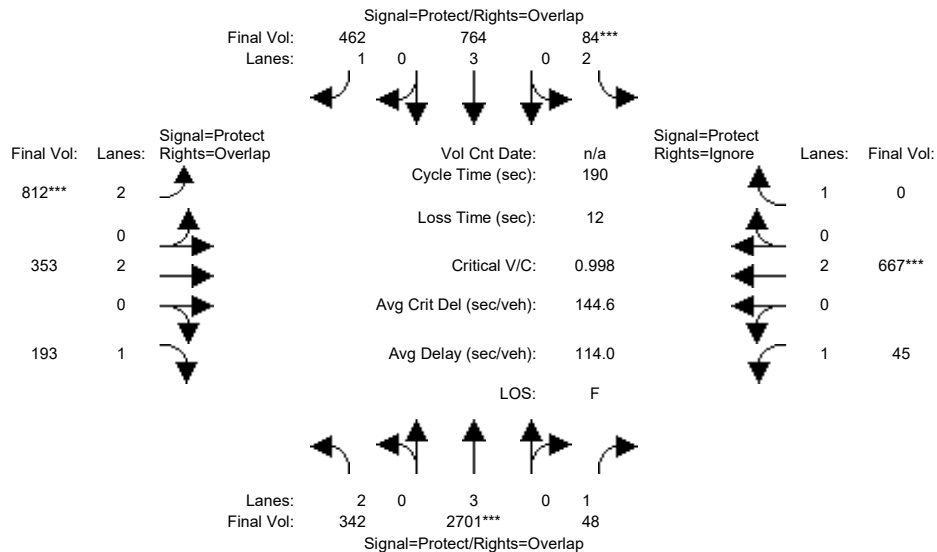
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.07	0.10	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.04	0.09	0.62	0.26	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	58.3	4.1	76.6	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	58.3	4.1	76.6	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	113	3	17	10	0	0	0	0	13	0	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 With Retail and Residential 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	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:	36	440	0	1	210	8	25	1	11	0	1	0
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	342	2701	48	84	764	462	812	353	193	45	667	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:	342	2701	48	84	764	462	812	353	193	45	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	2701	48	84	764	462	812	353	193	45	667	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:	342	2701	48	84	764	462	812	353	193	45	667	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

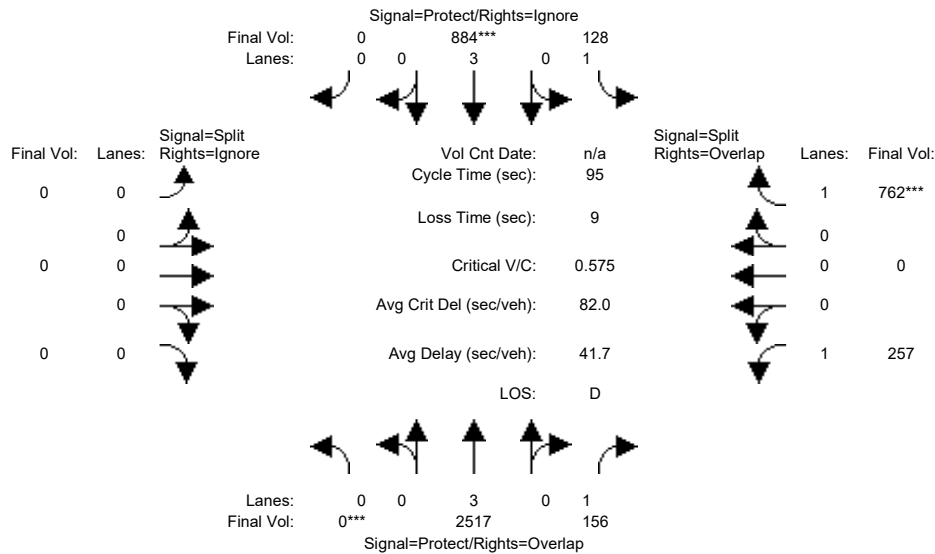
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.03	0.03	0.13	0.26	0.26	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.02	1.27	0.06	0.36	0.39	0.43	0.95	0.22	0.21	0.43	0.80	0.00
Delay/Veh:	138.5	181	26.9	83.7	51.6	27.6	87.0	33.7	22.8	88.3	75.5	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:	138.5	181	26.9	83.7	51.6	27.6	87.0	33.7	22.8	88.3	75.5	0.0
LOS by Move:	F	F	C	F	D-	C	F	C-	C+	F	E-	A
HCM2k95thQ:	24	110	3	6	21	33	49	12	12	6	33	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 With Retail and Residential 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:	Lawrence Expressway						Doyle Road					
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	475	0	1	219	0	0	0	0	0	0	1
PasserByVol:	0	304	0	7	57	11	0	0	0	0	0	24
Initial Fut:	0	2517	156	128	884	11	0	0	0	257	0	762
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	2517	156	128	884	0	0	0	0	257	0	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2517	156	128	884	0	0	0	0	257	0	762
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	2517	156	128	884	0	0	0	0	257	0	762

Saturation Flow Module:	Lawrence Expressway						Doyle Road					
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

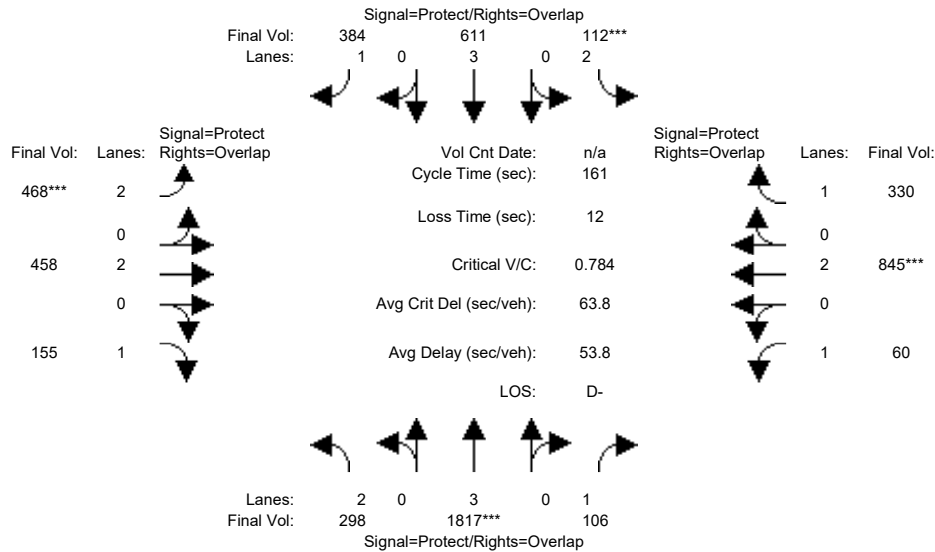
Capacity Analysis Module:	Lawrence Expressway						Doyle Road					
Vol/Sat:	0.00	0.44	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.78	0.12	0.49	0.22	0.00	0.00	0.00	0.00	0.78	0.00	1.28
Delay/Veh:	0.0	17.3	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	171.8
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	17.3	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	171.8
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	30	2	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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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Retail and Residential

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:	Lawrence Expressway NB			Lawrence Expressway SB			Prospect Road EB			Prospect Road WB		
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	475	0	0	219	0	0	0	0	0	0	0
PasserByVol:	10	291	0	7	41	8	10	6	2	0	0	4
Initial Fut:	298	1817	106	112	611	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	1817	106	112	611	384	468	458	155	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1817	106	112	611	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	1817	106	112	611	384	468	458	155	60	845	330

Saturation Flow Module:	Lawrence Expressway NB			Lawrence Expressway SB			Prospect Road EB			Prospect Road WB		
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

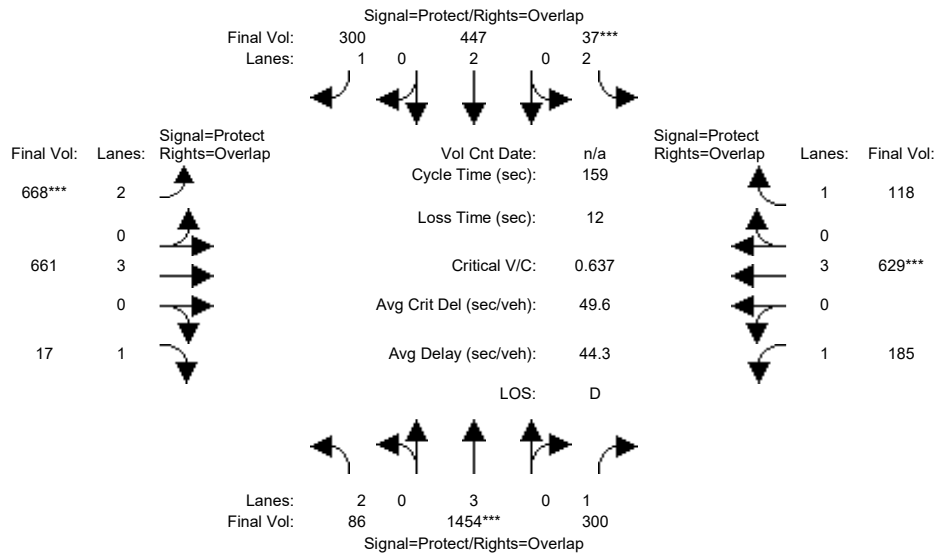
Capacity Analysis Module:	Lawrence Expressway NB			Lawrence Expressway SB			Prospect Road EB			Prospect Road WB		
Vol/Sat:	0.09	0.32	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	0.97	0.15	0.34	0.41	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.3	67.2	29.3	67.4	49.1	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	67.2	29.3	67.4	49.1	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.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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:	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	473	0	0	214	5	2	0	0	0	0	0
PasserByVol:	19	68	2	0	25	32	244	42	0	14	5	0
Initial Fut:	86	1454	300	37	447	300	668	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	1454	300	37	447	300	668	661	17	185	629	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1454	300	37	447	300	668	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	1454	300	37	447	300	668	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

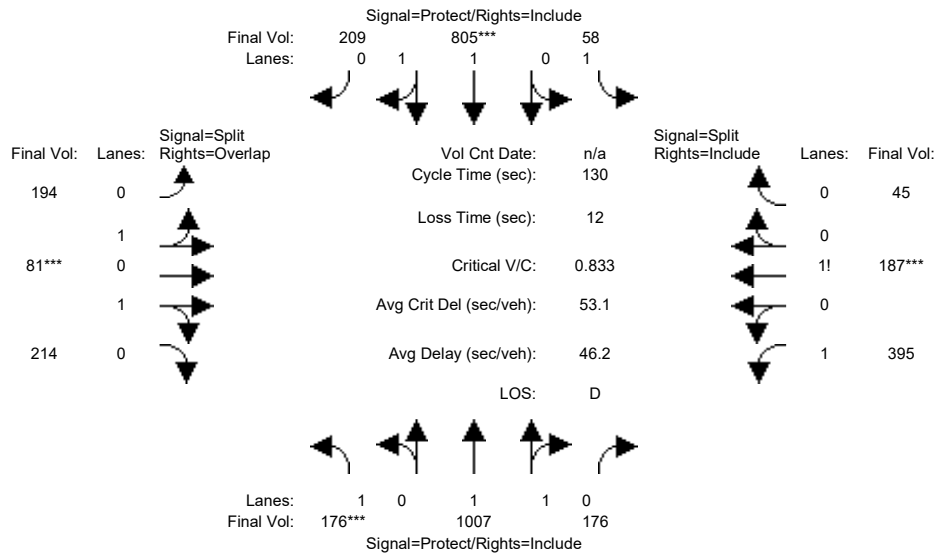
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.17	0.01	0.12	0.17	0.21	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.69	0.33	0.21	0.33	0.28	0.78	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	70.8	43.2	22.6	72.2	38.0	13.8	58.5	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	43.2	22.6	72.2	38.0	13.8	58.5	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	15	13	30	14	1	19	17	9

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 With Retail and Residential 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	2	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	270	0	0	47	0	0	0	0	0	0	0
Initial Fut:	176	1007	176	58	805	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	1007	176	58	805	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1007	176	58	805	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	1007	176	58	805	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	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3149	550	1750	2937	762	1428	596	1575	2555	762	183

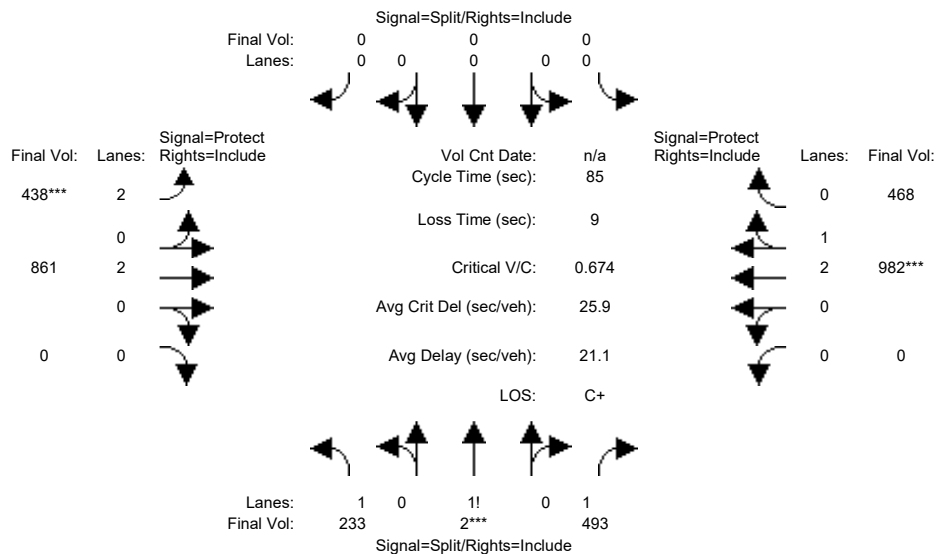
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	15.7	50.1	50.1	8.4	42.8	42.8	21.2	21.2	36.9	38.3	38.3	38.3
Volume/Cap:	0.83	0.83	0.83	0.51	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	79.5	40.4	40.4	62.7	45.4	45.4	62.6	62.6	38.9	38.7	50.7	50.7
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:	79.5	40.4	40.4	62.7	45.4	45.4	62.6	62.6	38.9	38.7	50.7	50.7
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.

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential Alternative

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	0	0	0	0	0	2	0	0	5	0
PasserByVol:	0	0	205	0	0	0	0	65	0	0	31	6
Initial Fut:	233	2	493	0	0	0	438	861	0	0	982	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	861	0	0	982	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	493	0	0	0	438	861	0	0	982	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	861	0	0	982	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

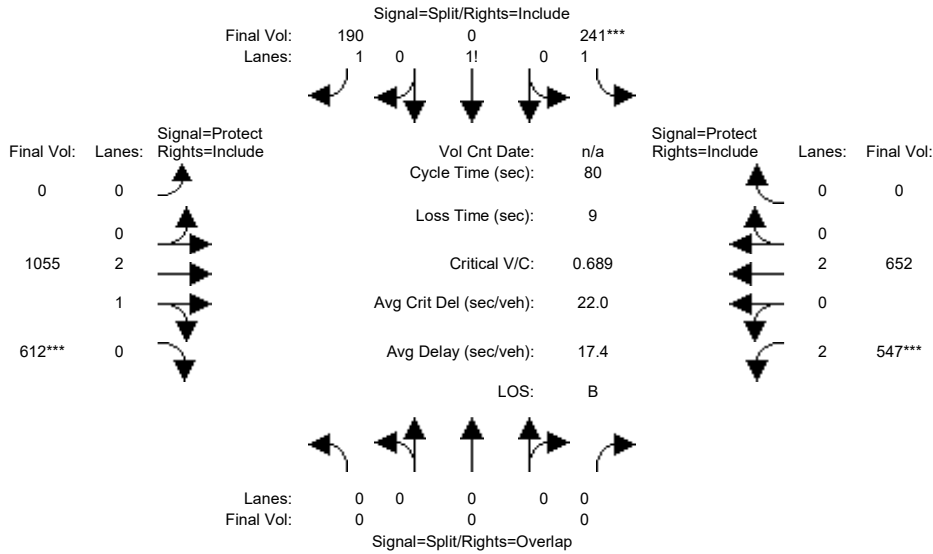
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.8	25.8	25.8	0.0	0.0	0.0	17.5	50.2	0.0	0.0	32.6	32.6
Volume/Cap:	0.33	0.67	0.54	0.00	0.00	0.00	0.67	0.38	0.00	0.00	0.67	0.68
Delay/Veh:	23.0	27.6	25.1	0.0	0.0	0.0	33.9	9.3	0.0	0.0	22.6	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:	23.0	27.6	25.1	0.0	0.0	0.0	33.9	9.3	0.0	0.0	22.6	22.7
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
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM With Retail and Residential 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	2	0	0	5	0
PasserByVol:	0	0	0	22	0	0	0	43	0	30	10	0
Initial Fut:	0	0	0	241	0	190	0	1055	612	547	652	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	1055	612	547	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	190	0	1055	612	547	652	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	1055	612	547	652	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

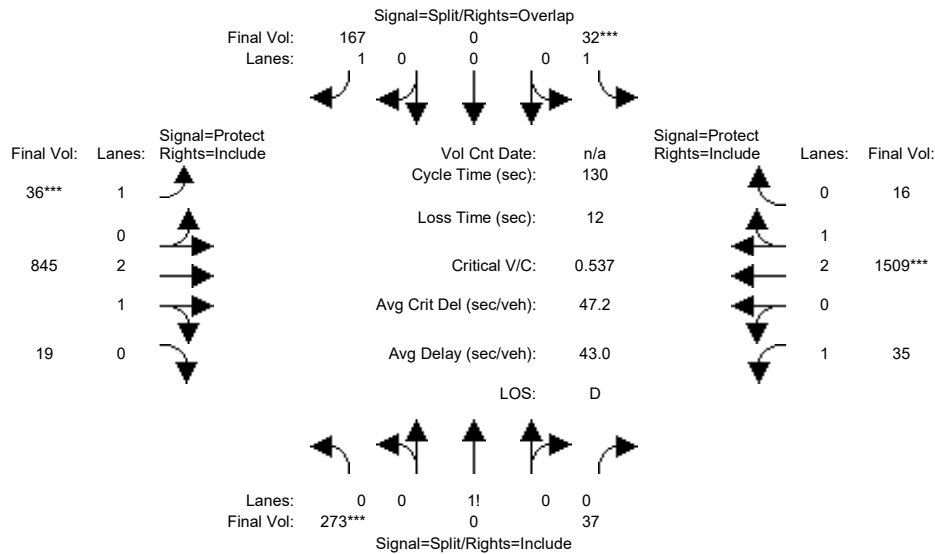
Capacity Analysis Module:	SR-85 (South)						Saratoga Avenue					
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.3	0.0	10.3	0.0	40.6	40.6	20.2	60.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.55	0.69	0.69	0.23	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 With Retail and Residential 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	1	2	154	0	0	213	0
PasserByVol:	0	0	0	18	0	2	0	87	0	0	66	4
Initial Fut:	259	0	35	30	0	159	34	803	18	33	1434	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	167	36	845	19	35	1509	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	32	0	167	36	845	19	35	1509	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	167	36	845	19	35	1509	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	5542	58

Capacity Analysis Module:

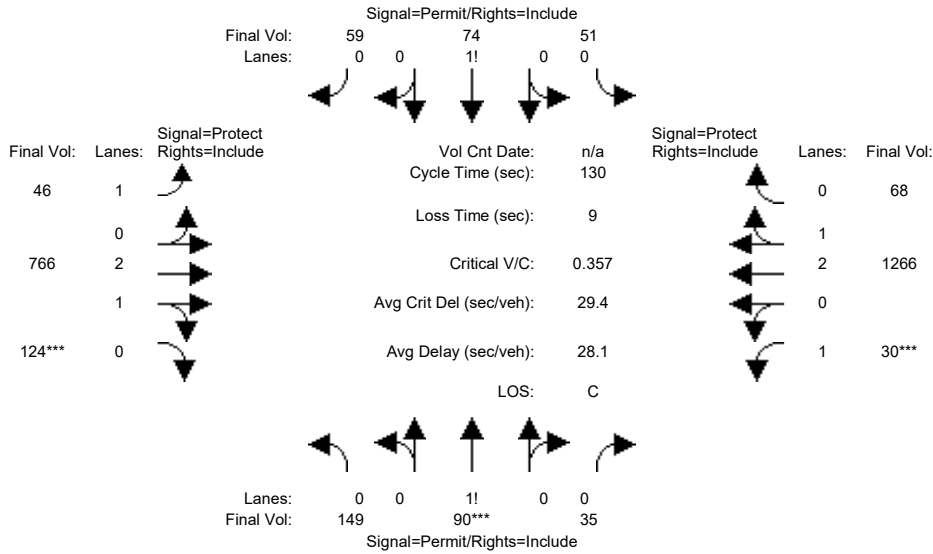
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.28	0.20	0.48	0.48	0.22	0.86	0.86
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.4	35.4	55.3	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:	50.6	0.0	50.6	37.7	0.0	31.0	54.3	35.4	35.4	55.3	46.6	46.6
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	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 With Retail and Residential 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:	10	0	0	0	0	11	5	142	8	0	192	0
PasserByVol:	6	0	12	12	0	5	2	100	1	2	54	2
Initial Fut:	143	86	34	49	71	57	44	735	119	29	1215	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:	149	90	35	51	74	59	46	766	124	30	1266	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	90	35	51	74	59	46	766	124	30	1266	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:	149	90	35	51	74	59	46	766	124	30	1266	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	0.40	0.32	1.00	2.57	0.43	1.00	2.84	0.16
Final Sat.:	952	572	226	484	702	564	1750	4819	780	1750	5315	284

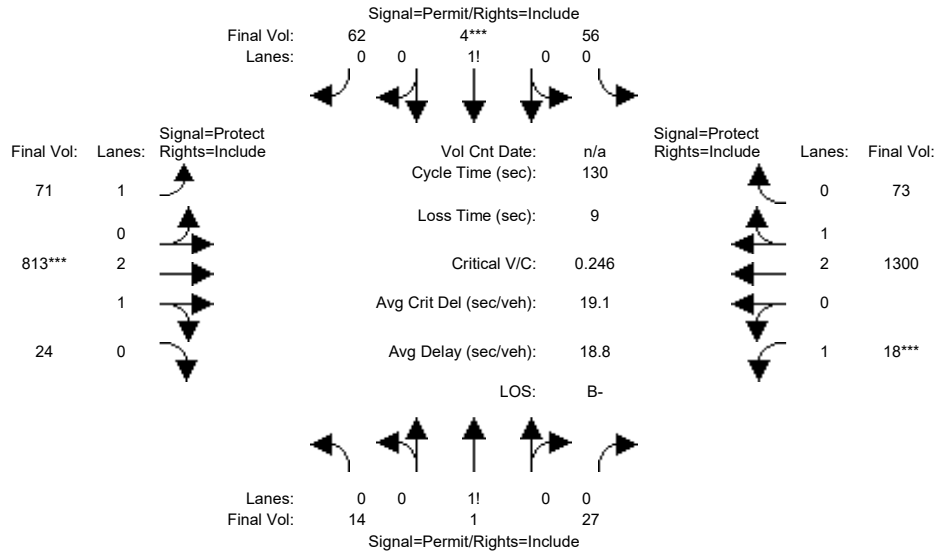
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.11	0.03	0.16	0.16	0.02	0.24	0.24
Crit Moves:	****						****			****		
Green Time:	50.1	50.1	50.1	50.1	50.1	50.1	12.3	50.9	50.9	20.0	58.5	58.5
Volume/Cap:	0.41	0.41	0.41	0.27	0.27	0.27	0.28	0.41	0.41	0.11	0.53	0.53
Delay/Veh:	29.5	29.5	29.5	27.6	27.6	27.6	55.6	28.8	28.8	47.5	26.0	26.0
User DelAdj:	1.00	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	29.5	27.6	27.6	27.6	55.6	28.8	28.8	47.5	26.0	26.0
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	16	16	16	10	10	10	4	16	16	2	23	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 With Retail and Residential Alternative

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	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:	4	0	0	0	0	3	7	128	7	0	185	0
PasserByVol:	2	0	16	16	0	6	1	118	0	2	46	4
Initial Fut:	14	1	26	54	4	60	69	789	23	17	1261	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:	14	1	27	56	4	62	71	813	24	18	1300	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	27	56	4	62	71	813	24	18	1300	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:	14	1	27	56	4	62	71	813	24	18	1300	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:	0.34	0.02	0.64	0.46	0.03	0.51	1.00	2.91	0.09	1.00	2.83	0.17
Final Sat.:	598	43	1110	801	59	890	1750	5441	159	1750	5301	298

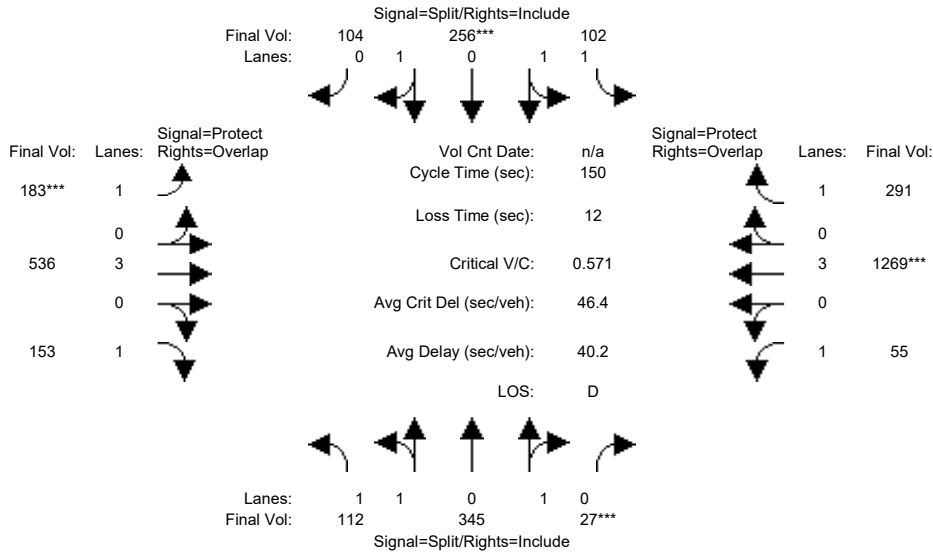
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.04	0.15	0.15	0.01	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	12.0	71.0	71.0	15.0	74.0	74.0
Volume/Cap:	0.09	0.09	0.09	0.26	0.26	0.26	0.44	0.27	0.27	0.09	0.43	0.43
Delay/Veh:	35.7	35.7	35.7	37.6	37.6	37.6	57.8	15.8	15.8	51.6	16.1	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:	35.7	35.7	35.7	37.6	37.6	37.6	57.8	15.8	15.8	51.6	16.1	16.1
LOS by Move:	D+	D+	D+	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	3	3	3	8	8	8	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 With Retail and Residential 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:	3	0	0	0	0	3	6	116	6	0	180	0
PasserByVol:	2	0	0	42	0	1	12	125	9	0	44	6
Initial Fut:	112	345	27	102	256	104	183	536	153	55	1269	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:	112	345	27	102	256	104	183	536	153	55	1269	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	345	27	102	256	104	183	536	153	55	1269	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:	112	345	27	102	256	104	183	536	153	55	1269	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	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2630	1069	1750	5700	1750	1750	5700	1750

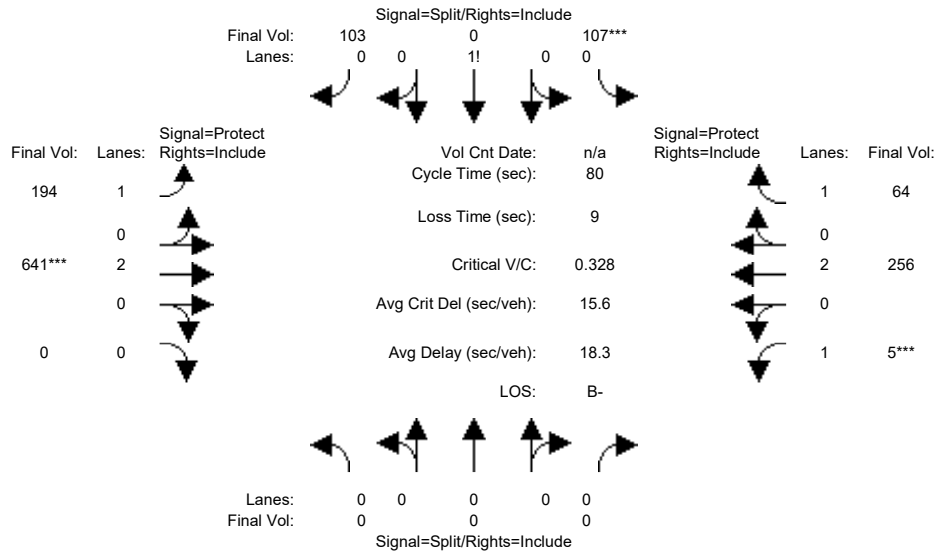
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.09	0.03	0.22	0.17
Crit Moves:	***			****			****			****		
Green Time:	26.4	26.4	26.4	25.6	25.6	25.6	27.5	57.5	83.9	28.5	58.5	84.1
Volume/Cap:	0.36	0.57	0.57	0.34	0.57	0.57	0.57	0.25	0.16	0.17	0.57	0.30
Delay/Veh:	54.6	57.5	57.5	54.9	58.1	58.1	58.3	31.6	16.0	51.0	36.2	17.5
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:	54.6	57.5	57.5	54.9	58.1	58.1	58.3	31.6	16.0	51.0	36.2	17.5
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
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM Retail and Residential

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	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	85	116	17	0	0	10	38
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	107	0	103	194	641	0	5	256	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:	1.00	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	103	194	641	0	5	256	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	103	194	641	0	5	256	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	107	0	103	194	641	0	5	256	64

Saturation 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	892	0	858	1750	3800	0	1750	3800	1750

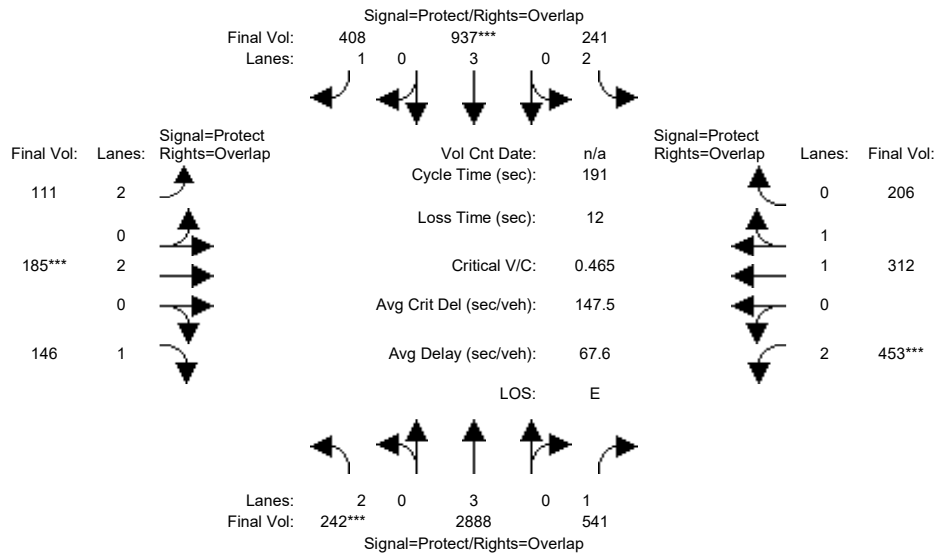
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.11	0.17	0.00	0.00	0.07	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.6	0.0	26.6	20.9	37.4	0.0	7.0	23.5	23.5
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.36	0.43	0.36	0.00	0.03	0.23	0.12
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	20.6	25.2	13.8	0.0	33.5	21.5	20.8
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	20.6	0.0	20.6	25.2	13.8	0.0	33.5	21.5	20.8
LOS by Move:	A	A	A	C+	A	C+	C	B	A	C-	C+	C+
HCM2kAvgQ:	0	0	0	4	0	4	4	5	0	0	2	1

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 Retail and Residential

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:	North Bound			South Bound			East Bound			West Bound		
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:	12	288	12	0	132	0	0	0	8	8	0	0
PasserByVol:	1	208	2	1	29	7	0	0	8	359	29	3
Initial Fut:	242	3656	541	241	1171	408	111	185	146	453	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:	242	2888	541	241	937	408	111	185	146	453	312	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	2888	541	241	937	408	111	185	146	453	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:	242	2888	541	241	937	408	111	185	146	453	312	206

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	0.83	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

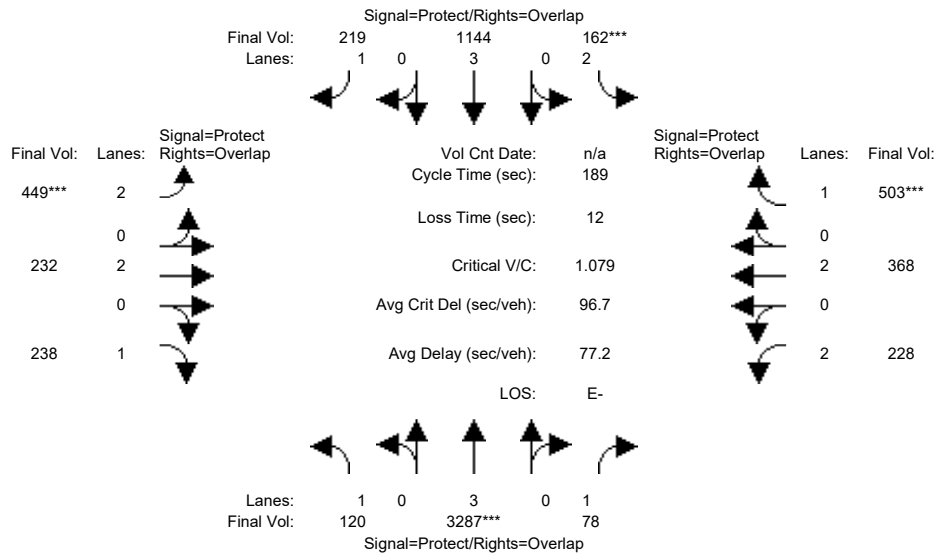
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.51	0.31	0.08	0.16	0.23	0.04	0.05	0.08	0.14	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.58	0.84	0.46	0.86	0.30	0.37	0.45	0.29	0.28	1.85	0.84	0.55
Delay/Veh:	75.2	31.3	13.8	103.6	21.3	16.0	80.7	66.0	48.4	480.4	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:	75.2	31.3	13.8	103.6	21.3	16.0	80.7	66.0	48.4	480.4	82.7	58.7
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	40	14	10	9	11	4	4	6	31	16	13

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 Retail and Residential

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:												
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	312	2	0	147	0	0	0	5	5	0	0
PasserByVol:	2	320	9	39	382	50	59	6	5	5	4	11
Initial Fut:	120	4161	78	162	1430	219	449	232	238	228	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	3287	78	162	1144	219	449	232	238	228	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3287	78	162	1144	219	449	232	238	228	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	3287	78	162	1144	219	449	232	238	228	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

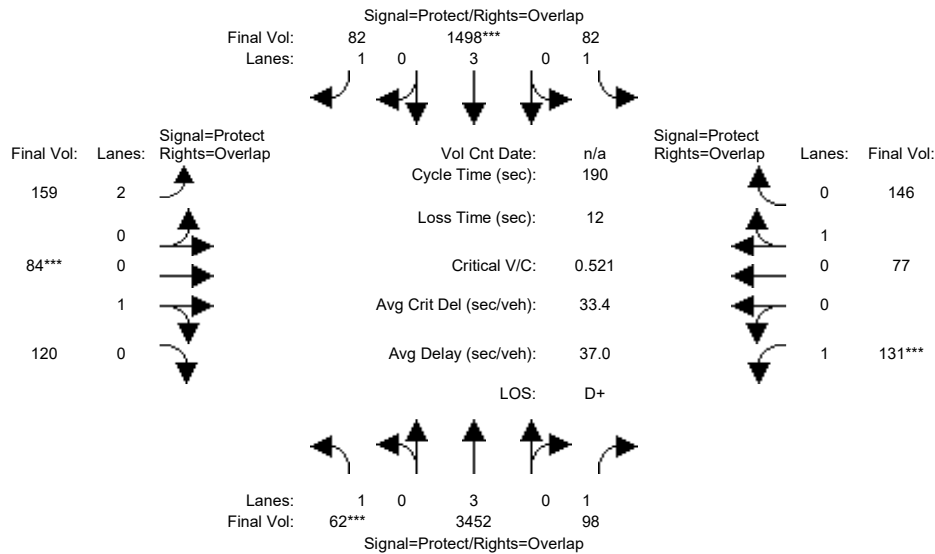
Capacity Analysis Module:												
Vol/Sat:	0.07	0.58	0.04	0.05	0.20	0.13	0.14	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.72	1.08	0.07	0.71	0.39	0.20	1.09	0.25	0.40	0.84	0.49	1.07
Delay/Veh:	93.2	85.3	13.7	91.8	27.1	13.4	149.5	55.3	46.3	101.1	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	85.3	13.7	91.8	27.1	13.4	149.5	55.3	46.3	101.1	64.7	126.2
LOS by Move:	F	F	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	7	68	2	5	12	5	21	5	11	10	9	38

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 Retail and Residential

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:	2	319	2	0	157	0	0	0	1	0	0	0
PasserByVol:	6	191	4	5	288	16	13	1	1	0	8	8
Initial Fut:	62	4369	98	82	1873	82	159	84	120	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:	62	3452	98	82	1498	82	159	84	120	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	3452	98	82	1498	82	159	84	120	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:	62	3452	98	82	1498	82	159	84	120	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	741	1059	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.04	0.61	0.06	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:	0.64	0.94	0.08	0.77	0.40	0.06	0.55	0.78	0.57	0.90	0.91	0.63
Delay/Veh:	96.5	34.5	7.1	111.0	15.0	6.3	80.7	88.7	67.1	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:	96.5	34.5	7.1	111.0	15.0	6.3	80.7	88.7	67.1	127.4	110	69.6
LOS by Move:	F	C-	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	4	58	2	5	13	1	6	13	11	10	16	12

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 Occupied/Re-tenanted Mail 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	0.620	+ 0.001	17.7	- 0.0	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D-	54.6	1.097	121.3	D-	54.6	1.098	+ 0.001	121.5	+ 0.3	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	41.3	0.865	48.1	D	41.4	0.867	+ 0.002	48.2	+ 0.1	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	F	85.8	1.088	94.7	F	86.3	1.089	+ 0.001	95.1	+ 0.5	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	F	80.1	1.085	96.8	F	80.6	1.087	+ 0.002	97.6	+ 0.8	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	13.3	0.809	11.8	B	13.3	0.810	+ 0.001	11.8	+ 0.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	23.2	0.832	20.8	C	23.2	0.833	+ 0.001	20.8	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.3	0.981	50.8	D	49.0	0.985	+ 0.004	51.9	+ 1.1	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C+	20.9	0.867	34.9	C+	20.9	0.867	+ 0.000	34.9	+ 0.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.7	0.822	41.8	C	27.7	0.823	+ 0.001	41.8	+ 0.1	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	42.1	0.884	43.4	D	42.6	0.890	+ 0.005	44.1	+ 0.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.3	0.798	32.6	D+	36.3	0.799	+ 0.002	32.6	+ 0.0	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.2	0.948	42.1	D	39.4	0.950	+ 0.002	42.4	+ 0.2	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.4	0.694	35.6	C	24.5	0.697	+ 0.003	35.7	+ 0.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.670	14.7	B	12.6	0.672	+ 0.002	14.7	+ 0.0	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.708	19.5	B-	19.1	0.710	+ 0.001	19.5	+ 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B-	19.8	0.500	14.9	B-	19.6	0.504	+ 0.004	14.9	- 0.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.647	30.2	C	23.8	0.650	+ 0.003	30.3	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.2	0.793	36.1	C-	34.3	0.800	+ 0.007	36.4	+ 0.2	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B-	18.8	0.539	18.6	B-	18.6	0.544	+ 0.005	18.5	- 0.1	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.0	0.463	7.1	B+	10.8	0.487	+ 0.024	9.5	+ 2.4	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E+	57.3	0.880	64.2	E+	57.5	0.883	+ 0.004	64.6	+ 0.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E+	58.4	0.708	54.0	E+	58.7	0.714	+ 0.006	54.3	+ 0.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	16.4	0.700	22.4	B	16.4	0.704	+ 0.004	22.5	+ 0.1	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.8	0.608	15.8	B	17.8	0.612	+ 0.004	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	39.8	0.859	+ 0.009	41.0	+ 0.8	?	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 Occupied/Re-tenanted Mall 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-	18.8	0.577	+ 0.004	27.6	- 0.0	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.8	0.620	27.9	C	28.8	0.623	+ 0.002	27.8	- 0.1	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B-	19.0	0.898	22.3	B-	19.2	0.902	+ 0.004	22.6	+ 0.3	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B	14.1	0.702	15.0	B	14.2	0.708	+ 0.006	15.1	+ 0.1	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.2	0.630	27.4	C	24.9	0.657	+ 0.027	28.3	+ 0.9	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	71.1	1.081	105.8	E	73.2	1.091	+ 0.011	109.6	+ 3.7	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.1	0.602	8.3	A	7.1	0.606	+ 0.004	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	5.3	0.551	+ 0.004	5.1	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	39.5	0.758	42.0	D	39.7	0.763	+ 0.005	42.2	+ 0.2	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	D+	38.6	0.781	42.2	D	39.3	0.785	+ 0.004	43.6	+ 1.4	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.3	0.614	33.6	C	28.2	0.618	+ 0.004	33.5	- 0.0	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.6	0.672	39.5	D	40.7	0.673	+ 0.001	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	23.1	0.558	+ 0.004	23.3	+ 0.1	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.5	0.492	+ 0.003	21.1	- 0.0	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	24.5	0.466	22.5	C	24.8	0.467	+ 0.002	22.6	+ 0.1	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.8	0.922	71.3	D	49.3	0.930	+ 0.008	72.8	+ 1.5	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	108.7	0.784	141.2	F	111.8	0.789	+ 0.005	145.7	+ 4.5	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	138.3	0.716	165.7	F	141.6	0.720	+ 0.005	170.2	+ 4.6	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	106.2	0.721	126.2	F	108.6	0.725	+ 0.004	129.3	+ 3.0	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D-	52.9	1.049	64.8	D-	54.6	1.056	+ 0.006	67.2	+ 2.3	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D	40.1	0.703	43.5	D	40.2	0.705	+ 0.003	43.7	+ 0.1	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	98.9	0.839	127.7	F	99.3	0.840	+ 0.002	128.1	+ 0.4	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.0	0.991	72.5	E	60.1	0.992	+ 0.001	72.7	+ 0.2	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	35.0	0.808	37.6	D+	35.1	0.812	+ 0.004	37.8	+ 0.2	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	83.3	1.086	107.4	F	83.7	1.088	+ 0.002	107.9	+ 0.5	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	46.0	0.891	59.1	D	46.3	0.892	+ 0.001	59.7	+ 0.5	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
 SJ17-1786
 Cumulative AM

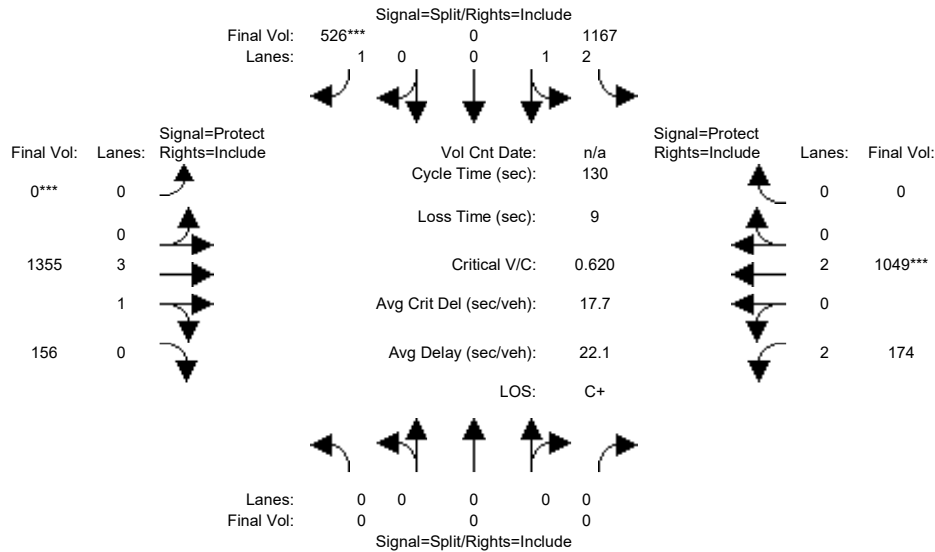
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative AM Occupied/Re-tenanted Mall 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	114.4	0.997	+ 0.001	144.9	+ 0.7	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.6	0.573	82.1	D	41.7	0.575	+ 0.002	82.1	+ 0.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D-	53.6	0.783	63.4	D-	54	0.785	+ 0.002	64.1	0.7	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	44.2	0.636	49.6	D	44.3	0.638	+ 0.003	49.7	+ 0.1	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.2	0.831	53.0	D	46.2	0.832	+ 0.001	53.0	+ 0.0	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.672	25.9	C+	21.1	0.673	+ 0.001	25.9	+ 0.0	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.4	0.689	22.1	B	17.4	0.689	+ 0.000	22.0	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	42.6	0.532	46.6	D	42.7	0.533	+ 0.002	46.9	+ 0.2	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.4	0.348	29.7	C	28.4	0.349	+ 0.001	29.6	- 0.0	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.6	0.238	19.1	B-	18.7	0.239	+ 0.002	19.1	+ 0.0	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.1	0.565	46.2	D	40.1	0.566	+ 0.001	46.2	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	B+	11.8	0.236	+ 0.013	9	1.5	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	66.2	0.456	143.3	E	66.4	0.457	+ 0.001	143.9	0.5	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	73.5	1.067	91.2	E	73.7	1.068	+ 0.001	91.4	0.3	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.9	0.514	33.4	D+	35.9	0.515	+ 0.001	33.4	0	?	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 with Occupied/Re-tenanted Mall 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)			SR-85 (West)			Stevens Creek Boulevard			Stevens Creek Boulevard		
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	153	0	0	0	66	0	29	81	0
PasserByVol:	0	0	0	1	0	2	0	69	0	0	52	0
Initial Fut:	0	0	0	1167	0	526	0	1355	156	174	1049	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	1167	0	526	0	1355	156	174	1049	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1167	0	526	0	1355	156	174	1049	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	1167	0	526	0	1355	156	174	1049	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	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	6724	774	3150	3800	0

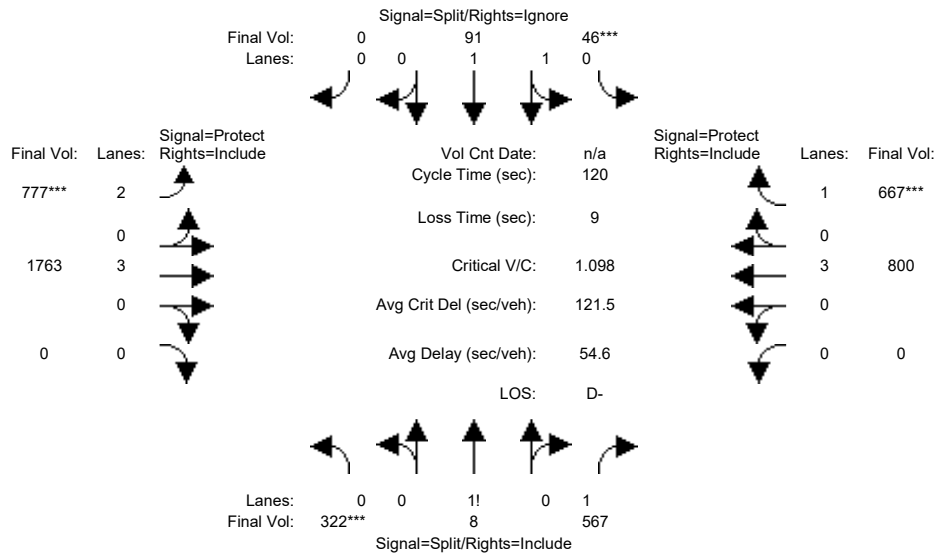
Capacity Analysis Module:	SR-85 (West)			SR-85 (West)			Stevens Creek Boulevard			Stevens Creek Boulevard		
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.30	0.00	0.20	0.20	0.06	0.28	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	63.1	0.0	63.1	0.0	45.5	45.5	12.5	57.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.62	0.00	0.58	0.58	0.58	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	22.7	0.0	26.0	0.0	22.4	22.4	55.0	13.5	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	22.7	0.0	26.0	0.0	22.4	22.4	55.0	13.5	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
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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	219	0	0	110	86
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1763	0	0	800	667
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	1763	0	0	800	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1763	0	0	800	667
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	1763	0	0	800	667

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

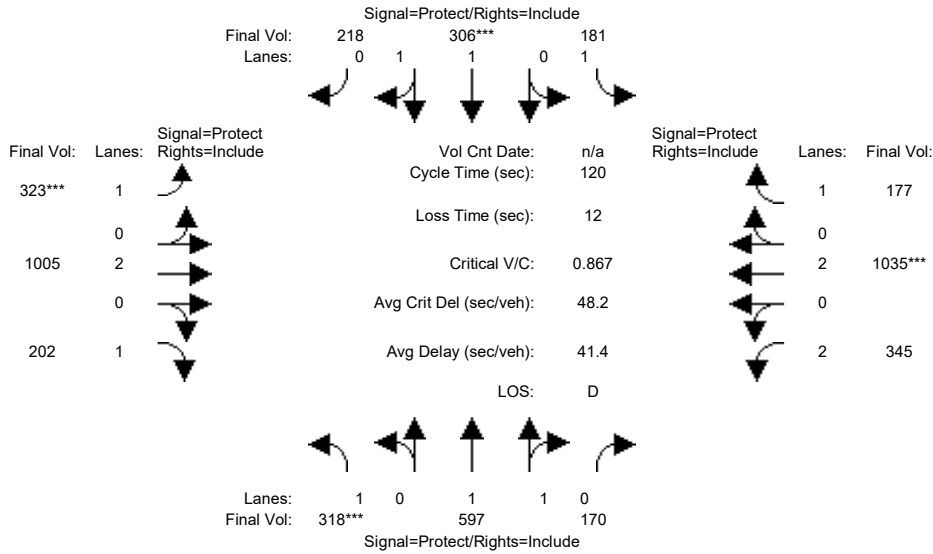
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.22	0.04	0.04	0.00	0.25	0.31	0.00	0.00	0.14	0.38
Crit Moves:	***			***			***					***
Green Time:	36.2	36.2	36.2	10.0	10.0	0.0	25.5	64.8	0.0	0.0	39.3	39.3
Volume/Cap:	1.16	1.16	0.73	0.44	0.44	0.00	1.16	0.57	0.00	0.00	0.43	1.16
Delay/Veh:	129.0	129	40.0	53.4	53.4	0.0	127.7	4.3	0.0	0.0	21.4	118.3
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:	129.0	129	40.0	53.4	53.4	0.0	127.7	4.3	0.0	0.0	21.4	118.3
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	11	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 with Occupied/Re-tenanted Mall 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	4	4	0	29	12	177	21	8	304	6
PasserByVol:	0	11	4	0	2	5	1	52	0	0	53	0
Initial Fut:	318	597	170	181	306	218	323	1005	202	345	1035	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	181	306	218	323	1005	202	345	1035	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	597	170	181	306	218	323	1005	202	345	1035	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	170	181	306	218	323	1005	202	345	1035	177

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	1.54	0.46	1.00	1.15	0.85	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2879	820	1750	2160	1539	1750	3800	1750	3150	3800	1750

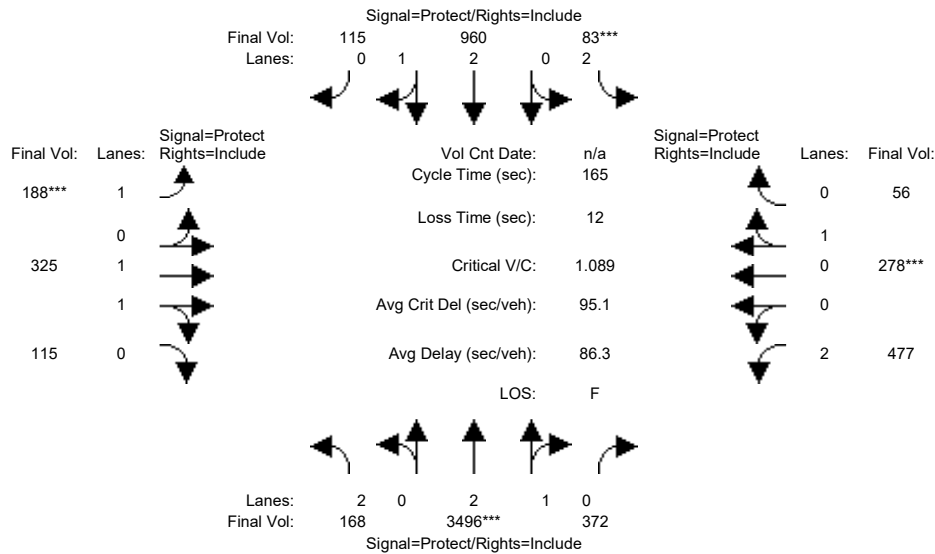
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.10	0.14	0.14	0.18	0.26	0.12	0.11	0.27	0.10
Crit Moves:	***				***		***				***	
Green Time:	25.1	29.9	29.9	14.9	19.6	19.6	25.5	44.7	44.7	18.5	37.7	37.7
Volume/Cap:	0.87	0.83	0.83	0.83	0.87	0.87	0.87	0.71	0.31	0.71	0.87	0.32
Delay/Veh:	64.9	49.3	49.3	74.5	61.6	61.6	56.2	21.1	16.4	47.2	33.9	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	49.3	49.3	74.5	61.6	61.6	56.2	21.1	16.4	47.2	33.9	22.2
LOS by Move:	E	D	D	E	E	E	E+	C+	B	D	C-	C+
HCM2k95thQ:	27	28	28	18	23	23	23	23	23	7	13	28

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 with Occupied/Re-tenanted Mall 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:	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:	2	729	6	0	224	0	0	0	3	4	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	168	3496	372	83	960	115	188	325	115	477	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:	168	3496	372	83	960	115	188	325	115	477	278	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	3496	372	83	960	115	188	325	115	477	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:	168	3496	372	83	960	115	188	325	115	477	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	1.46	0.54	2.00	0.83	0.17
Final Sat.:	3150	5061	538	3150	5000	599	1750	2732	967	3150	1498	302

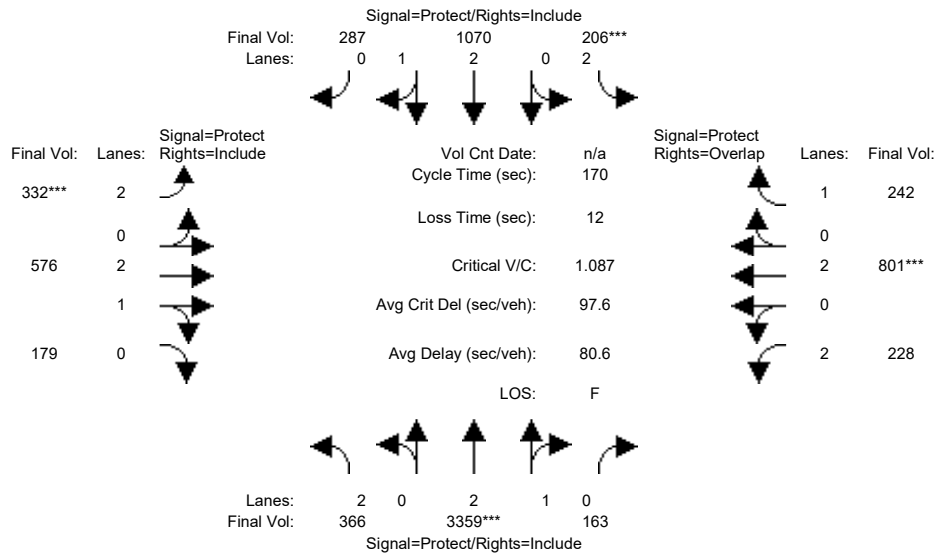
Capacity Analysis Module:												
Vol/Sat:	0.05	0.69	0.69	0.03	0.19	0.19	0.11	0.12	0.12	0.15	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.8	103	102.5	7.0	85.7	85.7	15.9	19.1	19.1	24.4	27.5	27.5
Volume/Cap:	0.37	1.11	1.11	0.62	0.37	0.37	1.11	1.03	1.03	1.03	1.11	1.11
Delay/Veh:	64.3	86.3	86.3	86.4	23.7	23.7	176.9	123	123.2	118.9	154	154.1
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	86.3	86.3	86.4	23.7	23.7	176.9	123	123.2	118.9	154	154.1
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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	1	713	22	11	219	0	0	44	2	12	35	24
PasserByVol:	2	33	0	23	59	6	6	29	14	0	1	25
Initial Fut:	366	3359	163	206	1070	287	332	576	179	228	801	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:	366	3359	163	206	1070	287	332	576	179	228	801	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	3359	163	206	1070	287	332	576	179	228	801	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:	366	3359	163	206	1070	287	332	576	179	228	801	242

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	2.26	0.74	2.00	2.00	1.00
Final Sat.:	3150	5340	259	3150	4414	1184	3150	4271	1327	3150	3800	1750

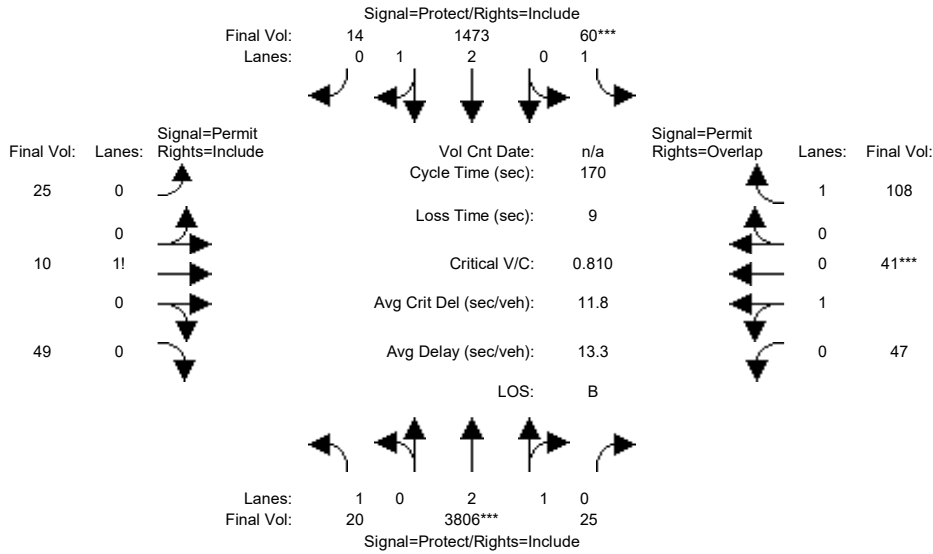
Capacity Analysis Module:												
Vol/Sat:	0.12	0.63	0.63	0.07	0.24	0.24	0.11	0.13	0.13	0.07	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	35.2	98.3	98.3	10.2	73.4	73.4	16.5	32.2	32.2	17.3	33.0	43.2
Volume/Cap:	0.56	1.09	1.09	1.09	0.56	0.56	1.09	0.71	0.71	0.71	1.09	0.54
Delay/Veh:	61.6	81.1	81.1	170.5	36.5	36.5	153.6	66.9	66.9	81.3	128	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:	61.6	81.1	81.1	170.5	36.5	36.5	153.6	66.9	66.9	81.3	128	56.3
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 with Occupied/Re-tenanted Mall Alternative

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:	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	736	0	0	233	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	20	3806	25	60	1473	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	3806	25	60	1473	14	25	10	49	47	41	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3806	25	60	1473	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	3806	25	60	1473	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

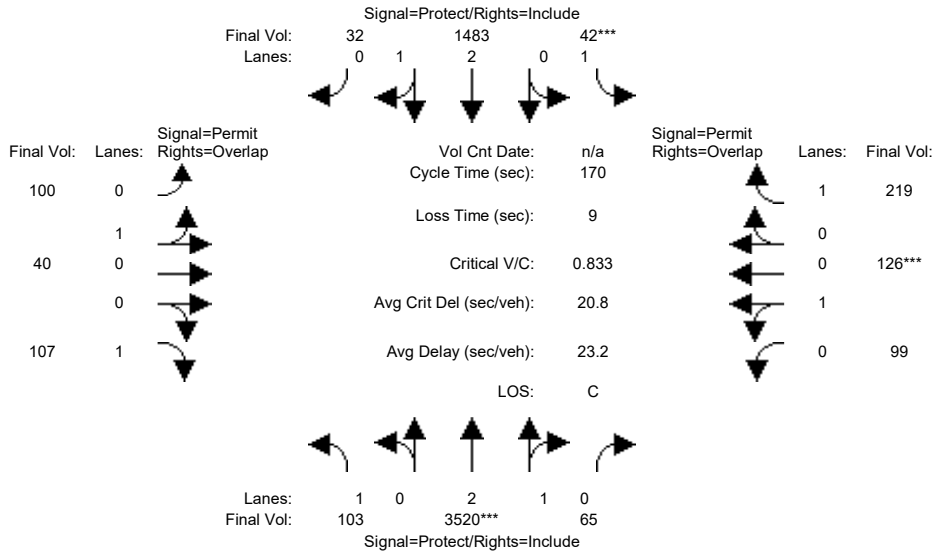
Capacity Analysis Module:												
Vol/Sat:	0.01	0.68	0.68	0.03	0.27	0.27	0.05	0.05	0.05	0.05	0.05	0.06
Crit Moves:	****			****						****		
Green Time:	20.2	144	143.5	7.2	131	130.5	10.3	10.3	10.3	10.3	10.3	17.5
Volume/Cap:	0.10	0.81	0.81	0.81	0.35	0.35	0.80	0.80	0.80	0.81	0.81	0.60
Delay/Veh:	66.9	7.6	7.6	127.4	6.3	6.3	111.7	112	111.7	113.9	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:	66.9	7.6	7.6	127.4	6.3	6.3	111.7	112	111.7	113.9	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 with Occupied/Re-tenanted Mall 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	736	0	0	233	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	103	3520	65	42	1483	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	3520	65	42	1483	32	100	40	107	99	126	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3520	65	42	1483	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	3520	65	42	1483	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	5482	118	1286	514	1750	792	1008	1750

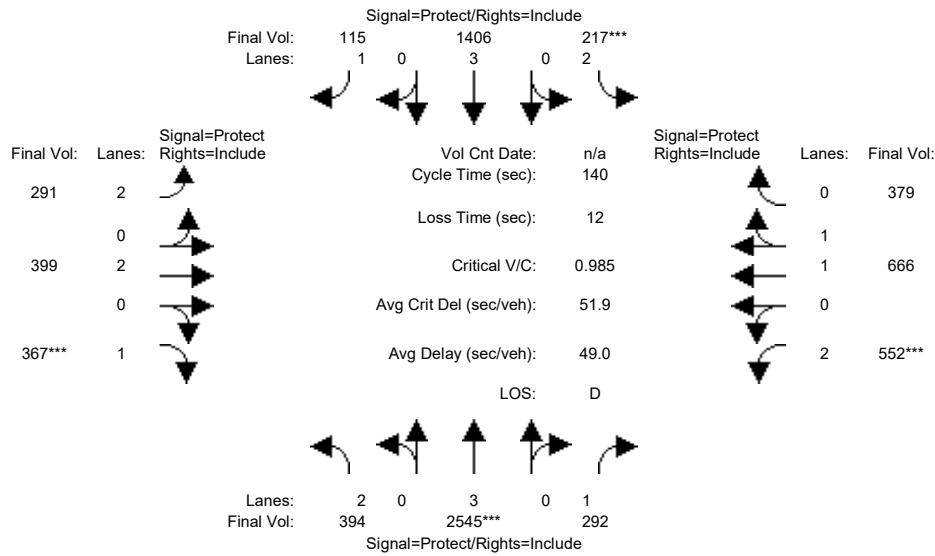
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.02	0.27	0.27	0.08	0.08	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	24.3	129	128.8	7.0	112	111.6	25.2	25.2	49.4	25.2	25.2	32.2
Volume/Cap:	0.41	0.84	0.84	0.58	0.41	0.41	0.53	0.53	0.21	0.84	0.84	0.66
Delay/Veh:	67.5	15.5	15.5	91.7	13.8	13.8	68.8	68.8	45.7	91.7	91.7	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:	67.5	15.5	15.5	91.7	13.8	13.8	68.8	68.8	45.7	91.7	91.7	68.8
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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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	4	670	55	19	198	16	26	40	5	41	48	41
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	394	2545	292	217	1406	115	291	399	367	552	666	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:	394	2545	292	217	1406	115	291	399	367	552	666	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	2545	292	217	1406	115	291	399	367	552	666	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:	394	2545	292	217	1406	115	291	399	367	552	666	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	1.25	0.75
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2357	1341

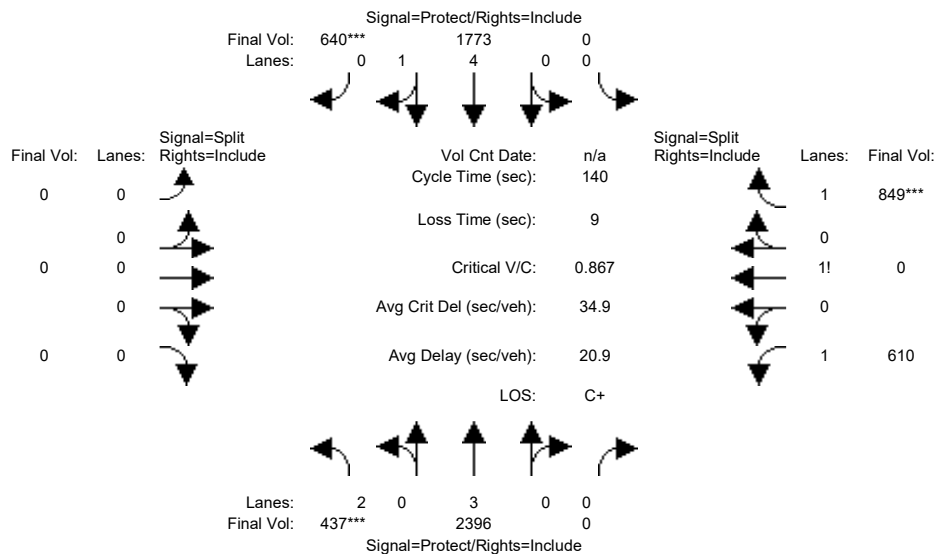
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.17	0.07	0.25	0.07	0.09	0.11	0.21	0.18	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	24.7	63.5	63.5	9.8	48.6	48.6	13.5	29.8	29.8	24.9	41.2	41.2
Volume/Cap:	0.71	0.98	0.37	0.98	0.71	0.19	0.96	0.49	0.98	0.98	0.96	0.96
Delay/Veh:	50.8	31.1	11.5	117.9	26.8	20.8	103.6	48.9	97.3	91.3	66.8	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:	50.8	31.1	11.5	117.9	26.8	20.8	103.6	48.9	97.3	91.3	66.8	66.8
LOS by Move:	D	C	B+	F	C	C+	F	D	F	F	E	E
HCM2k95thQ:	19	64	9	13	26	5	17	13	34	29	42	42

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 with Occupied/Re-tenanted Mall 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:	1	508	0	0	238	16	0	0	0	34	0	237
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	437	2396	0	0	1773	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:	437	2396	0	0	1773	640	0	0	0	610	0	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	2396	0	0	1773	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:	437	2396	0	0	1773	640	0	0	0	610	0	849

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	2482	0	2768

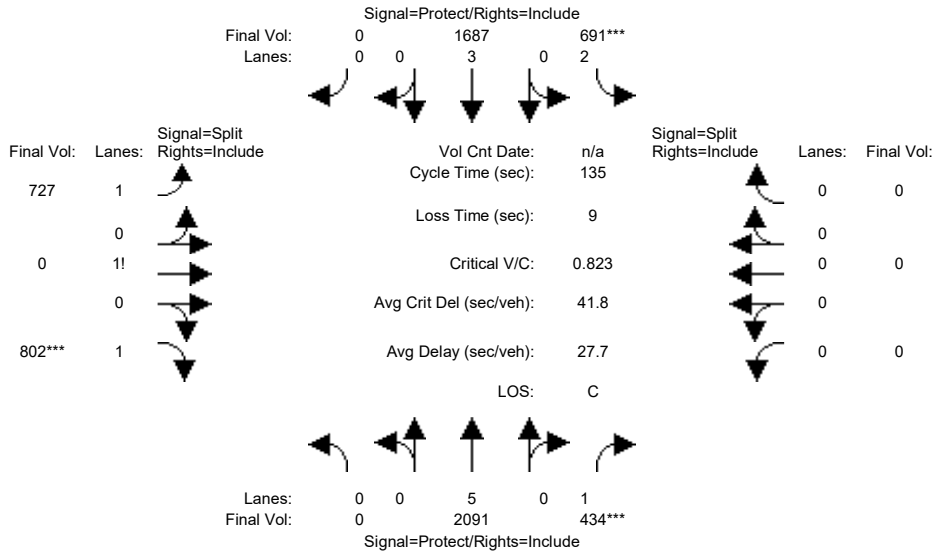
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.00	0.00	0.23	0.37	0.00	0.00	0.00	0.25	0.00	0.31
Crit Moves:	****					****						****
Green Time:	22.4	81.5	0.0	0.0	59.1	59.1	0.0	0.0	0.0	49.5	0.0	49.5
Volume/Cap:	0.87	0.72	0.00	0.00	0.55	0.87	0.00	0.00	0.00	0.69	0.00	0.87
Delay/Veh:	64.8	2.3	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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall Alternative

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



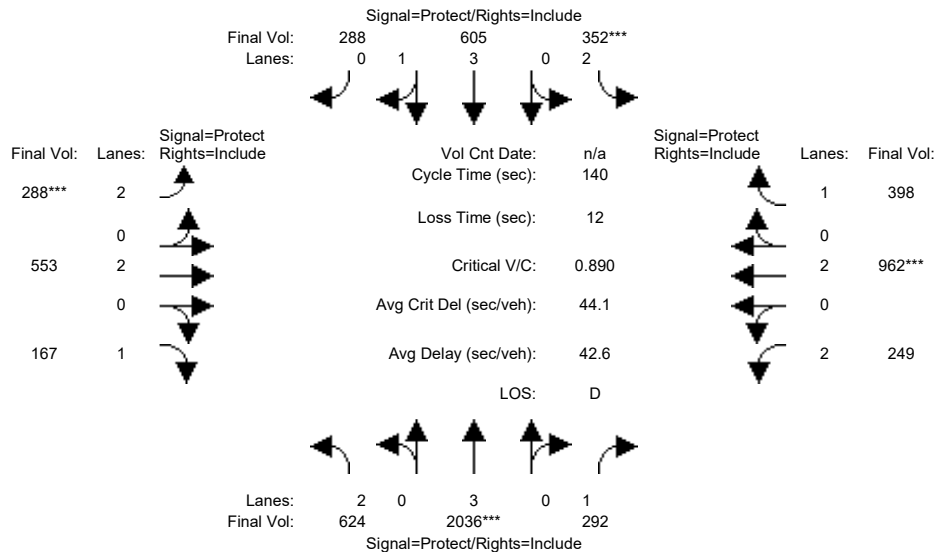
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1571	407	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	491	21	85	187	0	18	0	2	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2091	434	691	1687	0	727	0	802	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	2091	434	691	1687	0	727	0	802	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2091	434	691	1687	0	727	0	802	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	2091	434	691	1687	0	727	0	802	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	2582	0	2668	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.25	0.22	0.30	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	31.1	41.3	41.8	2.4	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	31.1	41.3	41.8	2.4	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	25	30	27	6	0	35	0	39	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 with Occupied/Re-tenanted Mall 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:	46	361	24	26	74	88	75	103	36	12	165	76
PasserByVol:	0	11	75	22	4	0	0	77	0	12	100	24
Initial Fut:	624	2036	292	352	605	288	288	553	167	249	962	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:	624	2036	292	352	605	288	288	553	167	249	962	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2036	292	352	605	288	288	553	167	249	962	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:	624	2036	292	352	605	288	288	553	167	249	962	398

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

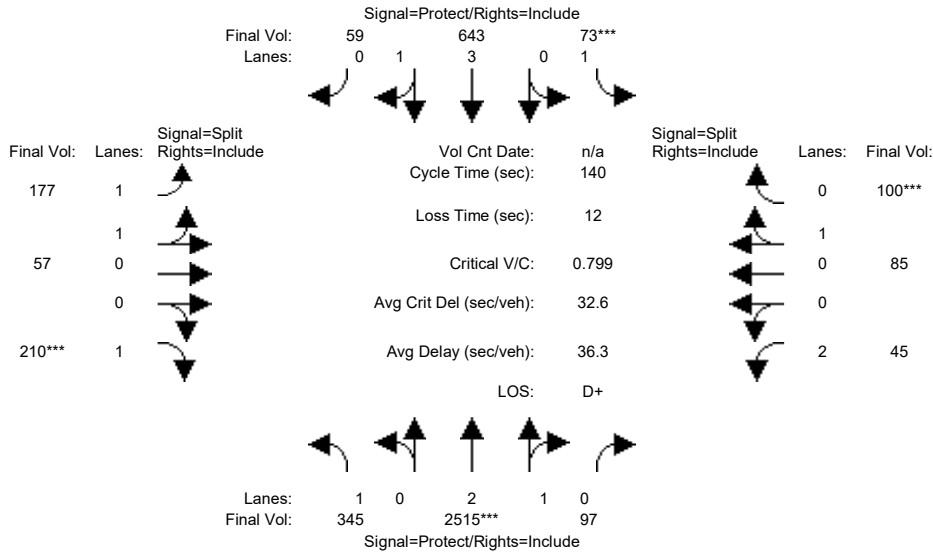
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.17	0.11	0.11	0.16	0.09	0.15	0.10	0.08	0.25	0.23
Crit Moves:	****			****			****			****		
Green Time:	40.3	56.2	56.2	17.6	33.5	33.5	14.4	35.1	35.1	19.1	39.8	39.8
Volume/Cap:	0.69	0.89	0.42	0.89	0.44	0.69	0.89	0.58	0.38	0.58	0.89	0.80
Delay/Veh:	34.6	26.3	17.0	75.7	36.0	39.9	86.7	46.9	44.0	58.7	57.3	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:	34.6	26.3	17.0	75.7	36.0	39.9	86.7	46.9	44.0	58.7	57.3	55.3
LOS by Move:	C-	C	B	E-	D+	D	F	D	D	E+	E+	E+
HCM2k95thQ:	22	40	11	18	12	20	15	17	11	11	35	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)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	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	431	0	0	122	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2515	97	73	643	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	2515	97	73	643	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2515	97	73	643	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	2515	97	73	643	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	5392	208	1750	6869	630	2685	865	1750	3150	827	973

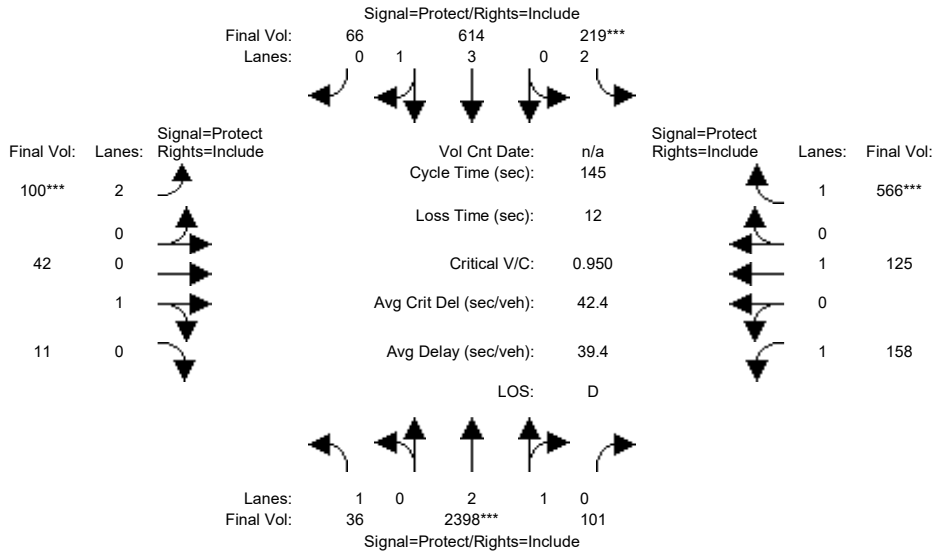
Capacity Analysis Module:												
Vol/Sat:	0.20	0.47	0.47	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.3	81.7	81.7	7.3	28.7	28.7	21.0	21.0	21.0	18.0	18.0	18.0
Volume/Cap:	0.46	0.80	0.80	0.80	0.46	0.46	0.44	0.44	0.80	0.11	0.80	0.80
Delay/Veh:	28.7	24.2	24.2	103.3	49.1	49.1	54.7	54.7	73.3	54.1	76.9	76.9
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:	28.7	24.2	24.2	103.3	49.1	49.1	54.7	54.7	73.3	54.1	76.9	76.9
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.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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	399	0	5	116	0	0	0	0	0	0	32
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2398	101	219	614	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	2398	101	219	614	66	100	42	11	158	125	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2398	101	219	614	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
Final Volume:	36	2398	101	219	614	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	3.60	0.40	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5373	226	3150	6771	728	3150	1426	374	1750	1900	1750

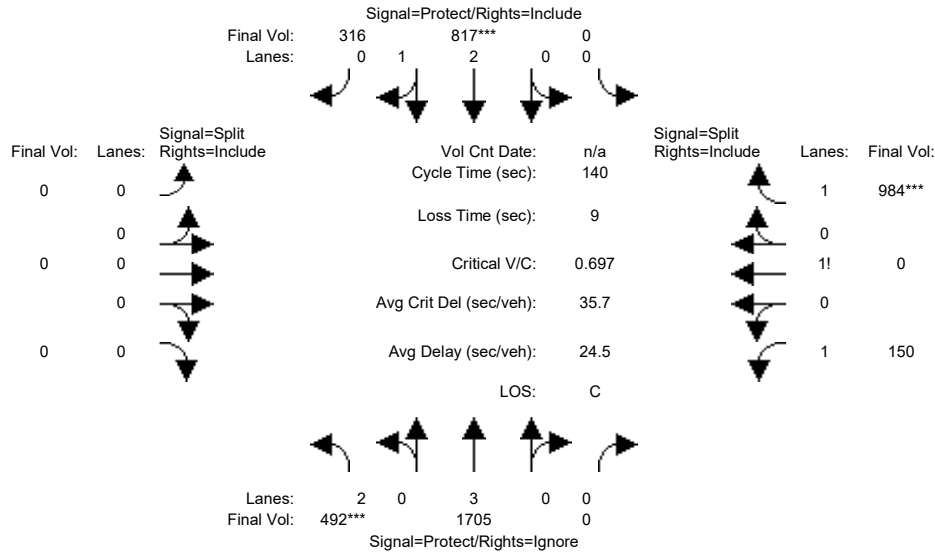
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.9	67.0	67.0	10.4	50.5	50.5	7.0	24.1	24.1	31.5	48.6	48.6
Volume/Cap:	0.11	0.97	0.97	0.97	0.26	0.26	0.66	0.18	0.18	0.42	0.20	0.97
Delay/Veh:	41.8	27.1	27.1	113.6	21.8	21.8	77.9	52.3	52.3	49.6	34.5	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:	41.8	27.1	27.1	113.6	21.8	21.8	77.9	52.3	52.3	49.6	34.5	76.0
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	C-	E-
HCM2k95thQ:	2	59	59	13	7	7	8	4	4	12	7	49

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 with Occupied/Re-tenanted Mall 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	236	0	0	94	22	0	0	0	0	0	163
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1705	0	0	817	316	0	0	0	150	0	984
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	1705	0	0	817	316	0	0	0	150	0	984
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1705	0	0	817	316	0	0	0	150	0	984
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	1705	0	0	817	316	0	0	0	150	0	984

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	4036	1561	0	0	0	1987	0	3356

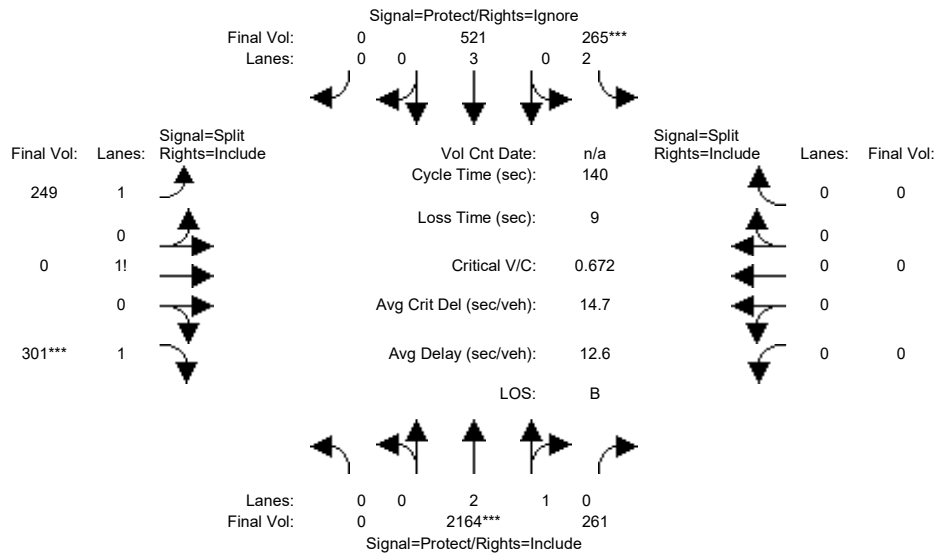
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	****				****							****
Green Time:	31.4	72.1	0.0	0.0	40.7	40.7	0.0	0.0	0.0	58.9	0.0	58.9
Volume/Cap:	0.70	0.58	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.18	0.00	0.70
Delay/Veh:	43.4	7.2	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.4	0.0	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:	43.4	7.2	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.4	0.0	34.6
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.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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	236	0	19	75	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2164	261	265	521	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	2164	261	265	521	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2164	261	265	521	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	2164	261	265	521	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	4996	603	3150	5700	0	2542	0	2708	0	0	0

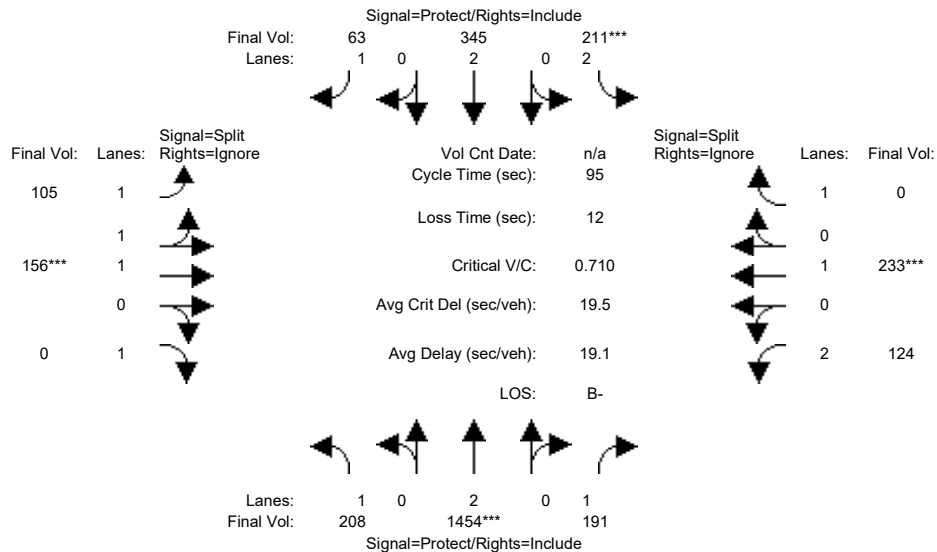
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.08	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	90.3	90.3	17.5	108	0.0	23.2	0.0	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.12	0.00	0.59	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	57.4	0.0	0.0	55.1	0.0	57.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	57.4	0.0	0.0	55.1	0.0	57.0	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	E+	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 with Occupied/Re-tenanted Mall 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	235	0	0	74	1	1	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1454	191	211	345	63	105	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	1454	191	211	345	63	105	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1454	191	211	345	63	105	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	1454	191	211	345	63	105	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	1.25	1.75	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2191	3255	1750	3150	1900	1750

Capacity Analysis Module:

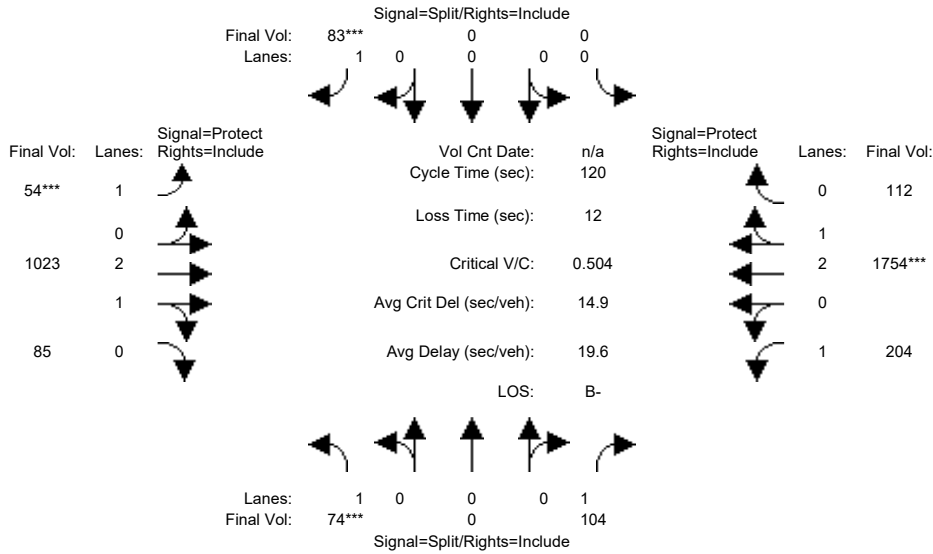
Vol/Sat:	0.12	0.38	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.4	48.8	48.8	8.5	26.9	26.9	10.0	10.0	0.0	15.6	15.6	0.0
Volume/Cap:	0.37	0.74	0.21	0.74	0.32	0.13	0.46	0.46	0.00	0.24	0.74	0.00
Delay/Veh:	17.5	7.0	3.8	49.6	19.9	18.7	40.5	40.5	0.0	34.7	47.1	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:	17.5	7.0	3.8	49.6	19.9	18.7	40.5	40.5	0.0	34.7	47.1	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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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:												
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	153	0	0	253	0
PasserByVol:	0	0	0	0	0	0	0	215	0	0	175	0
Initial Fut:	74	0	104	0	0	83	54	1023	85	204	1754	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	1023	85	204	1754	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1023	85	204	1754	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	1023	85	204	1754	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	2.76	0.24	1.00	2.81	0.19
Final Sat.:	1750	0	1750	0	0	1750	1750	5170	430	1750	5263	336

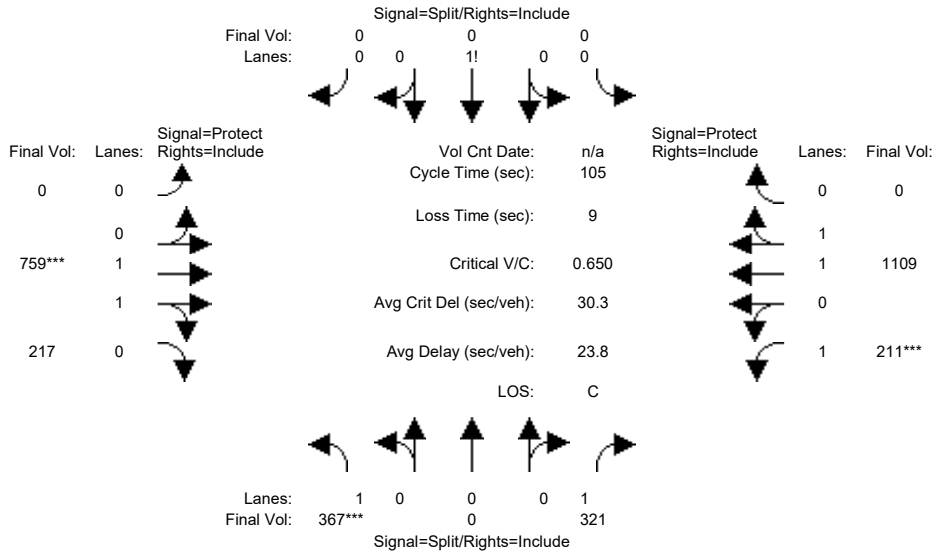
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.20	0.20	0.12	0.33	0.33
Crit Moves:	***					***	***			***		
Green Time:	14.1	0.0	14.1	0.0	0.0	11.3	7.3	54.5	54.5	32.1	79.3	79.3
Volume/Cap:	0.36	0.00	0.50	0.00	0.00	0.50	0.50	0.44	0.44	0.44	0.50	0.50
Delay/Veh:	49.8	0.0	51.6	0.0	0.0	54.2	58.4	22.4	22.4	37.1	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:	49.8	0.0	51.6	0.0	0.0	54.2	58.4	22.4	22.4	37.1	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	17	17	12	20	20

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

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 Cumulative AM with Occupied/Re-tenanted Mall 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:	2	0	0	0	0	0	0	111	3	1	128	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	21	0
Initial Fut:	367	0	321	0	0	0	0	759	217	211	1109	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:	367	0	321	0	0	0	0	759	217	211	1109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	0	321	0	0	0	0	759	217	211	1109	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:	367	0	321	0	0	0	0	759	217	211	1109	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	2877	822	1750	3700	0

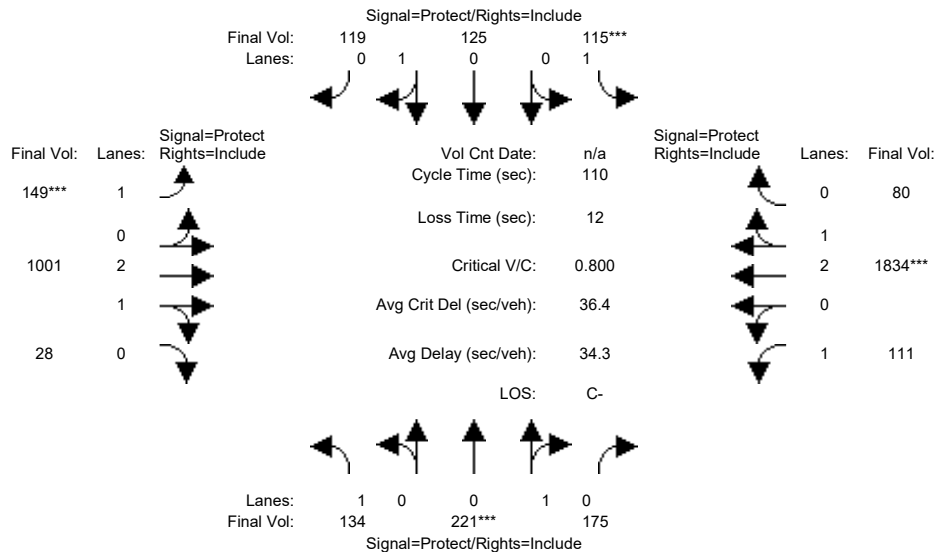
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.30	0.00
Crit Moves:	***						***			***		
Green Time:	33.9	0.0	33.9	0.0	0.0	0.0	0.0	42.6	42.6	19.5	62.1	0.0
Volume/Cap:	0.65	0.00	0.57	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.51	0.00
Delay/Veh:	33.1	0.0	30.9	0.0	0.0	0.0	0.0	26.2	26.2	44.2	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:	33.1	0.0	30.9	0.0	0.0	0.0	0.0	26.2	26.2	44.2	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.

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 Cumulative AM with Occupied/Re-tenanted Mall 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:												
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	1	3	0	1	0	152	0	1	252	2
PasserByVol:	0	0	0	0	0	0	0	218	0	0	180	0
Initial Fut:	134	221	175	115	125	119	149	1001	28	111	1834	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:	134	221	175	115	125	119	149	1001	28	111	1834	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	175	115	125	119	149	1001	28	111	1834	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:	134	221	175	115	125	119	149	1001	28	111	1834	80

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	2.92	0.08	1.00	2.87	0.13
Final Sat.:	1750	1005	795	1750	922	878	1750	5447	152	1750	5366	234

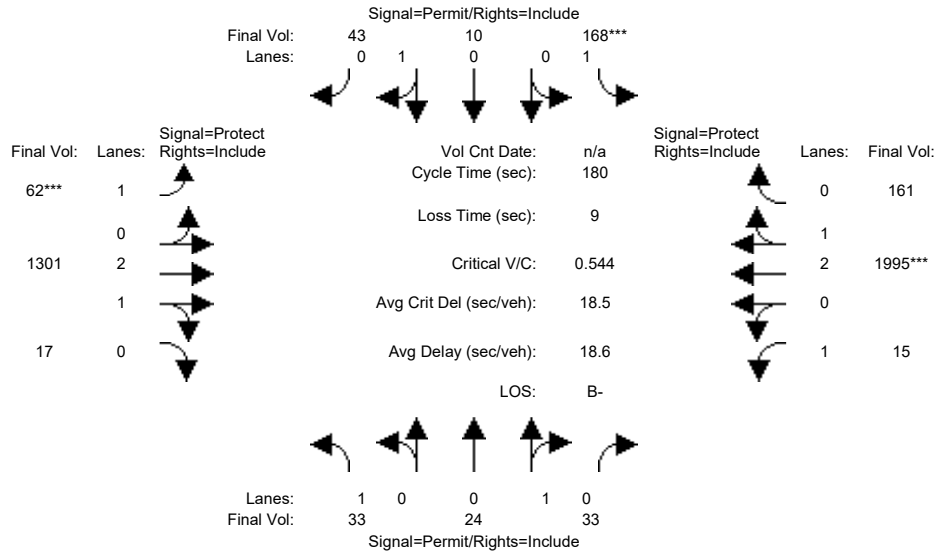
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.18	0.18	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	14.2	30.3	30.3	9.0	25.1	25.1	11.7	43.6	43.6	15.1	47.0	47.0
Volume/Cap:	0.59	0.80	0.80	0.80	0.59	0.59	0.80	0.46	0.46	0.46	0.80	0.80
Delay/Veh:	49.4	46.0	46.0	75.9	40.2	40.2	69.3	24.7	24.7	45.1	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:	49.4	46.0	46.0	75.9	40.2	40.2	69.3	24.7	24.7	45.1	29.4	29.4
LOS by Move:	D	D	D	E-	D	D	E	C	C	D	C	C
HCM2k95thQ:	9	24	24	12	16	16	11	16	16	7	33	33

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:	North Bound			South Bound			East 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:	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	156	0	0	254	0
PasserByVol:	0	0	0	0	0	0	0	257	0	0	164	0
Initial Fut:	33	24	33	168	10	43	62	1301	17	15	1995	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	1301	17	15	1995	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1301	17	15	1995	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	1301	17	15	1995	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	5528	72	1750	5181	418

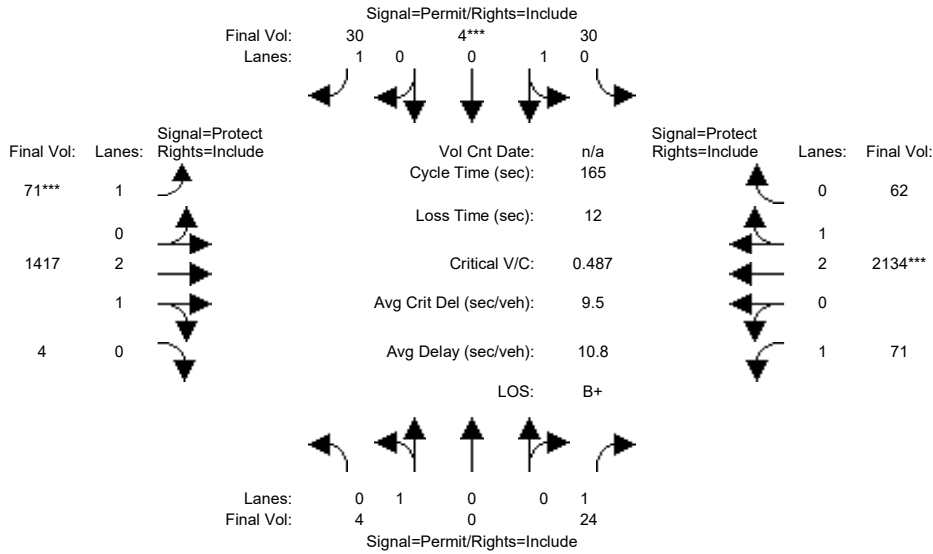
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.24	0.24	0.01	0.39	0.39
Crit Moves:				****			****			****		
Green Time:	31.8	31.8	31.8	31.8	31.8	31.8	11.7	119	119.5	19.7	127	127.5
Volume/Cap:	0.11	0.18	0.18	0.54	0.17	0.17	0.54	0.35	0.35	0.08	0.54	0.54
Delay/Veh:	62.3	63.3	63.3	69.5	63.1	63.1	86.9	13.4	13.4	72.1	12.6	12.6
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:	62.3	63.3	63.3	69.5	63.1	63.1	86.9	13.4	13.4	72.1	12.6	12.6
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 #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	7	0	19	29	127	0	0	235	9
PasserByVol:	0	0	0	0	0	0	0	223	0	0	193	0
Initial Fut:	4	0	24	30	4	30	71	1417	4	71	2134	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	30	4	30	71	1417	4	71	2134	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	30	4	30	71	1417	4	71	2134	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	30	4	30	71	1417	4	71	2134	62

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	0.88	0.12	1.00	1.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1800	0	1750	1588	212	1750	1750	5584	16	1750	5442	158

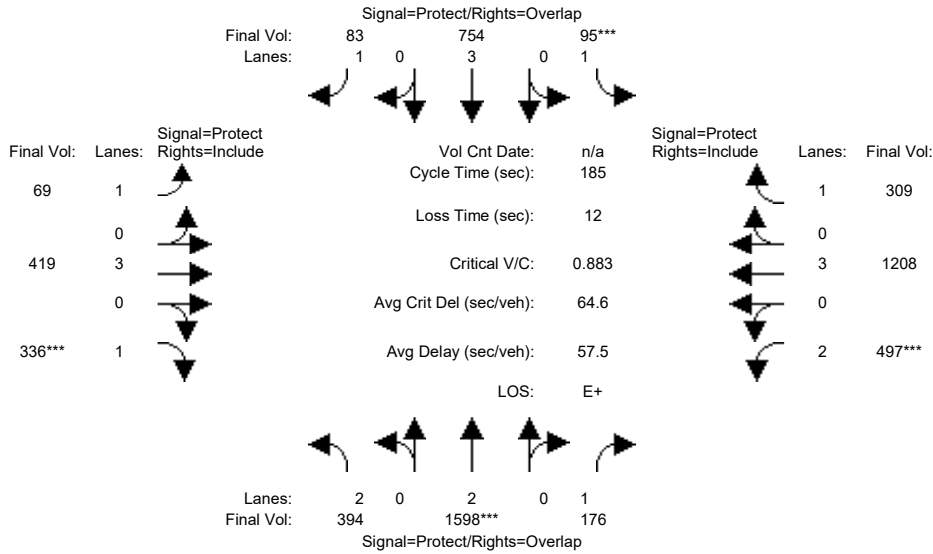
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.04	0.25	0.25	0.04	0.39	0.39
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	13.4	123	122.5	20.5	130	129.6
Volume/Cap:	0.04	0.00	0.23	0.31	0.31	0.28	0.50	0.34	0.34	0.33	0.50	0.50
Delay/Veh:	73.1	0.0	74.9	75.8	75.8	75.5	75.3	7.4	7.4	66.8	6.3	6.3
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:	73.1	0.0	74.9	75.8	75.8	75.5	75.3	7.4	7.4	66.8	6.3	6.3
LOS by Move:	E	A	E	E-	E-	E-	E-	A	A	E	A	A
HCM2k95thQ:	0	0	3	4	4	4	7	15	15	6	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 AM with Occupied/Re-tenanted Mall 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:	29	66	143	4	34	0	0	61	8	83	139	10
PasserByVol:	43	40	0	0	88	0	0	0	88	10	9	0
Initial Fut:	394	1598	176	95	754	83	69	419	336	497	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:	394	1598	176	95	754	83	69	419	336	497	1208	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1598	176	95	754	83	69	419	336	497	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:	394	1598	176	95	754	83	69	419	336	497	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

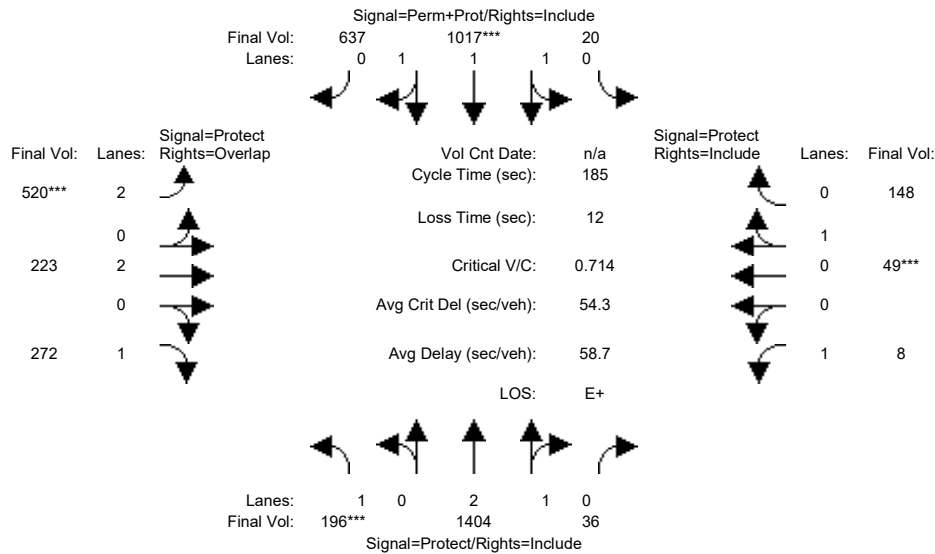
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.10	0.05	0.13	0.05	0.04	0.07	0.19	0.16	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.3	88.1	121.1	11.4	51.1	62.6	11.5	40.2	40.2	33.0	61.8	61.8
Volume/Cap:	0.48	0.88	0.15	0.88	0.48	0.14	0.63	0.34	0.88	0.88	0.63	0.53
Delay/Veh:	56.6	48.2	12.0	135.7	54.6	41.5	94.1	59.7	89.1	87.4	51.4	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:	56.6	48.2	12.0	135.7	54.6	41.5	94.1	59.7	89.1	87.4	51.4	49.4
LOS by Move:	E+	D	B	F	D-	D	F	E+	F	F	D-	D
HCM2k95thQ:	19	60	7	15	21	7	10	12	37	29	31	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 AM with Occupied/Re-tenanted Mall 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:	23	129	0	0	62	64	109	0	22	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	196	1404	36	20	1017	637	520	223	272	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:	196	1404	36	20	1017	637	520	223	272	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1404	36	20	1017	637	520	223	272	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:	196	1404	36	20	1017	637	520	223	272	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	5460	140	72	3636	1800	3150	3800	1750	1750	448	1352

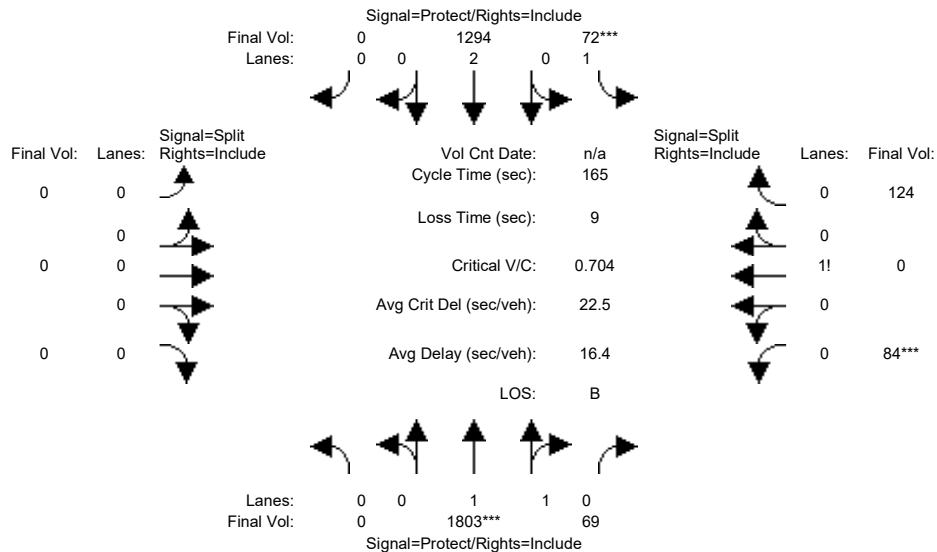
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.00	0.28	0.35	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***				***		***				***	
Green Time:	27.5	54.7	54.7	62.6	86.8	86.8	35.1	35.1	62.6	23.3	23.3	23.3
Volume/Cap:	0.75	0.87	0.87	0.83	0.60	0.75	0.87	0.31	0.46	0.04	0.87	0.87
Delay/Veh:	85.3	65.3	65.3	57.6	35.6	40.8	83.7	63.0	47.2	69.2	105	105.5
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:	85.3	65.3	65.3	57.6	35.6	40.8	83.7	63.0	47.2	69.2	105	105.5
LOS by Move:	F	E	E	E+	D+	D	F	E	D	E	F	F
HCM2k95thQ:	20	42	42	44	35	48	30	10	22	1	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)
 Cumulative AM with Occupied/Re-tenanted Mall 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	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	152	0	0	84	0	0	0	0	1	0	0
PasserByVol:	0	123	0	0	280	0	0	0	0	0	0	0
Initial Fut:	0	1803	69	72	1294	0	0	0	0	84	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	1803	69	72	1294	0	0	0	0	84	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1803	69	72	1294	0	0	0	0	84	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	1803	69	72	1294	0	0	0	0	84	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	3564	136	1750	3800	0	0	0	0	707	0	1043

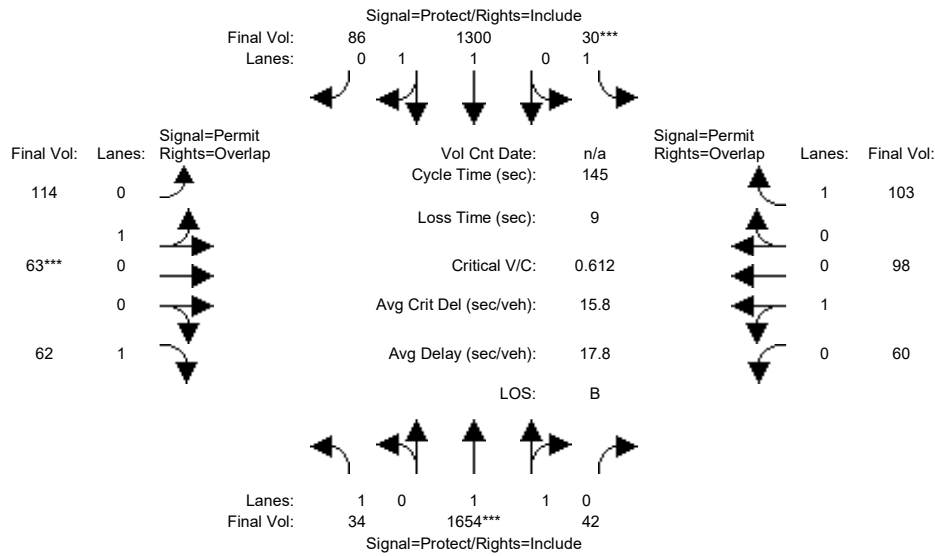
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.04	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	119	118.5	9.6	128	0.0	0.0	0.0	0.0	27.8	0.0	27.8
Volume/Cap:	0.00	0.70	0.70	0.70	0.44	0.00	0.00	0.00	0.00	0.70	0.00	0.70
Delay/Veh:	0.0	14.1	14.1	96.2	6.3	0.0	0.0	0.0	0.0	72.2	0.0	72.2
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	14.1	14.1	96.2	6.3	0.0	0.0	0.0	0.0	72.2	0.0	72.2
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	44	44	8	20	0	0	0	0	21	0	21

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	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:	1	152	0	0	85	0	0	0	1	1	0	0
PasserByVol:	2	123	0	0	280	0	0	0	15	2	0	0
Initial Fut:	34	1654	42	30	1300	86	114	63	62	60	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:	34	1654	42	30	1300	86	114	63	62	60	98	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1654	42	30	1300	86	114	63	62	60	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:	34	1654	42	30	1300	86	114	63	62	60	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	3470	230	1159	641	1750	684	1116	1750

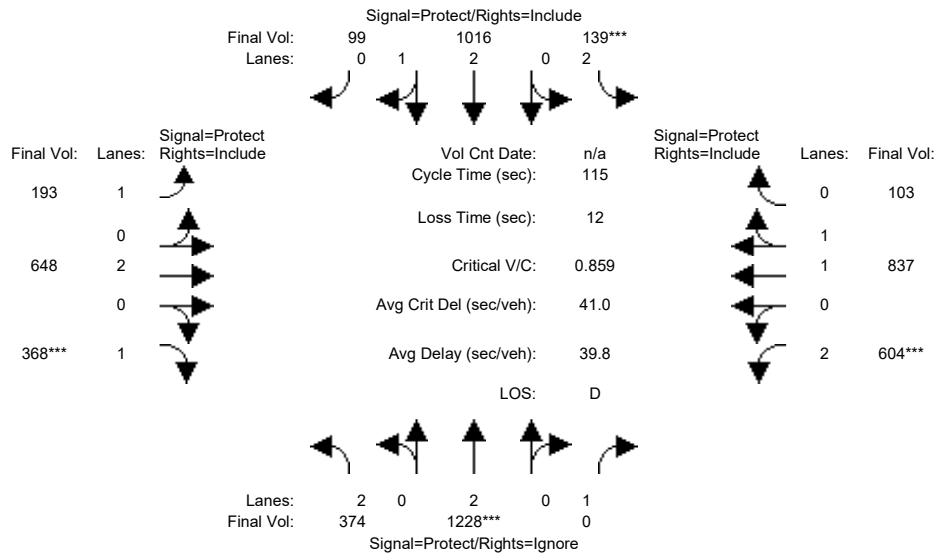
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.02	0.37	0.37	0.10	0.10	0.04	0.09	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.9	106	106.2	7.0	100	100.3	22.8	22.8	35.7	22.8	22.8	29.8
Volume/Cap:	0.22	0.63	0.63	0.36	0.54	0.54	0.63	0.63	0.14	0.56	0.56	0.29
Delay/Veh:	62.0	10.0	10.0	69.4	11.3	11.3	61.5	61.5	42.9	59.0	59.0	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:	62.0	10.0	10.0	69.4	11.3	11.3	61.5	61.5	42.9	59.0	59.0	49.1
LOS by Move:	E	B+	B+	E	B+	B+	E	E	D	E+	E+	D
HCM2k95thQ:	3	31	31	3	27	27	16	16	5	14	14	8

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	40	127	44	4	71	11	17	78	17	22	78	9
PasserByVol:	52	121	77	40	259	0	0	129	166	208	17	10
Initial Fut:	374	1228	539	139	1016	99	193	648	368	604	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:	374	1228	0	139	1016	99	193	648	368	604	837	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	1228	0	139	1016	99	193	648	368	604	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:	374	1228	0	139	1016	99	193	648	368	604	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	5102	497	1750	3800	1750	3150	3294	405

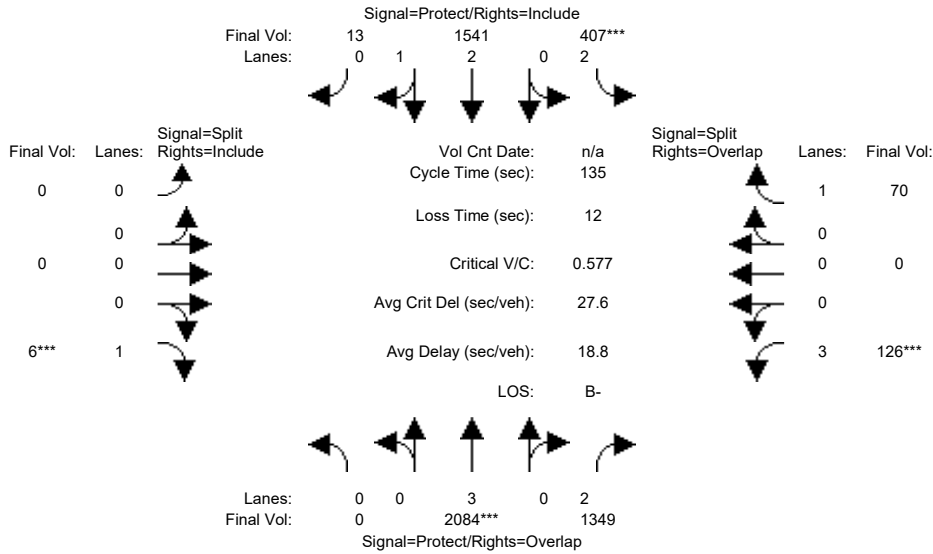
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.04	0.20	0.20	0.11	0.17	0.21	0.19	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.6	42.8	0.0	7.0	31.2	31.2	16.1	27.8	27.8	25.4	37.1	37.1
Volume/Cap:	0.73	0.87	0.00	0.72	0.73	0.73	0.79	0.70	0.87	0.87	0.79	0.79
Delay/Veh:	45.4	26.3	0.0	63.6	30.6	30.6	63.3	42.3	59.0	54.6	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:	45.4	26.3	0.0	63.6	30.6	30.6	63.3	42.3	59.0	54.6	38.9	38.9
LOS by Move:	D	C	A	E	C	C	E	D	E+	D-	D+	D+
HCM2k95thQ:	14	32	0	6	20	20	14	18	25	23	26	26

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

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 Cumulative AM with Occupied/Re-tenanted Mall 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	211	0	0	100	10	0	0	0	0	0	0
PasserByVol:	0	189	1091	294	335	0	0	0	0	116	0	60
Initial Fut:	0	2084	1349	407	1541	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	2084	1349	407	1541	13	0	0	6	126	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2084	1349	407	1541	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	2084	1349	407	1541	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	5553	47	0	0	1750	4551	0	1750

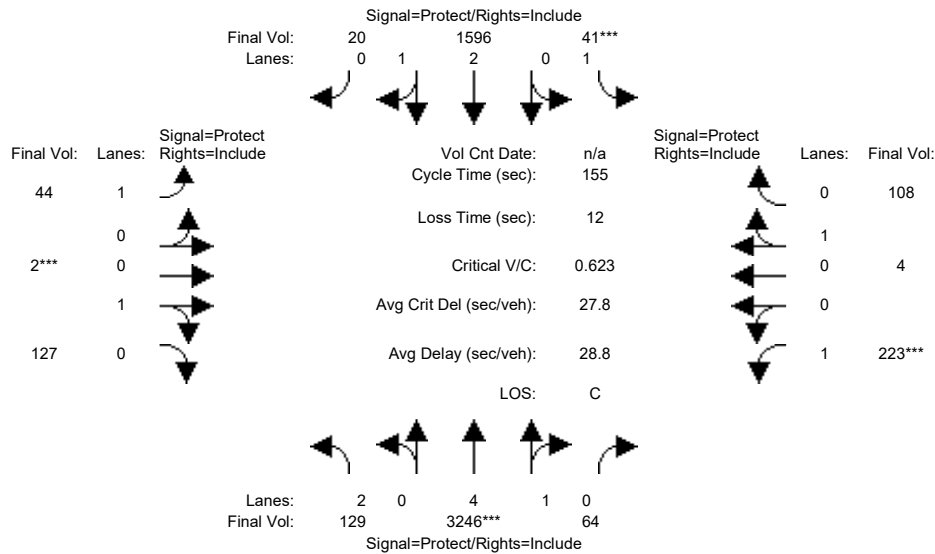
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.43	0.13	0.28	0.28	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	76.1	86.1	26.9	103	103.0	0.0	0.0	10.0	10.0	0.0	36.9
Volume/Cap:	0.00	0.65	0.67	0.65	0.36	0.36	0.00	0.00	0.05	0.37	0.00	0.15
Delay/Veh:	0.0	20.7	16.4	52.1	5.3	5.3	0.0	0.0	58.2	60.2	0.0	37.3
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	16.4	52.1	5.3	5.3	0.0	0.0	58.2	60.2	0.0	37.3
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2k95thQ:	0	33	35	17	13	13	0	0	1	5	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)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	37	129	32	16	81	3	9	0	26	151	0	73
PasserByVol:	0	1279	0	0	452	0	0	0	0	0	0	0
Initial Fut:	129	3246	64	41	1596	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	3246	64	41	1596	20	44	2	127	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3246	64	41	1596	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	3246	64	41	1596	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	9218	182	1750	5531	69	1750	28	1772	1750	64	1736

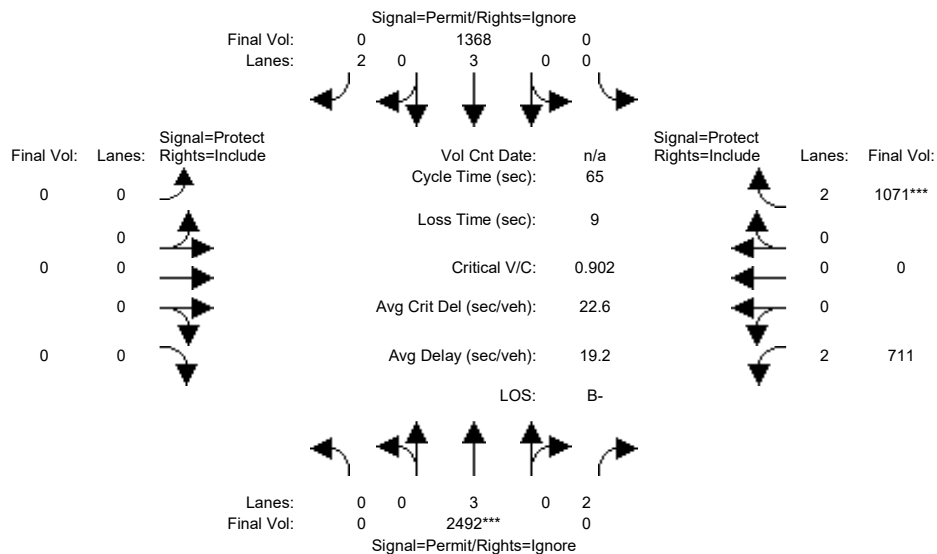
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.02	0.29	0.29	0.03	0.07	0.07	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	86.9	86.9	7.0	81.2	81.2	20.2	17.7	17.7	31.4	28.9	28.9
Volume/Cap:	0.50	0.63	0.63	0.52	0.55	0.55	0.19	0.63	0.63	0.63	0.33	0.33
Delay/Veh:	69.6	23.4	23.4	78.3	24.9	24.9	60.5	71.6	71.6	60.0	55.3	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:	69.6	23.4	23.4	78.3	24.9	24.9	60.5	71.6	71.6	60.0	55.3	55.3
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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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall Alternative

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



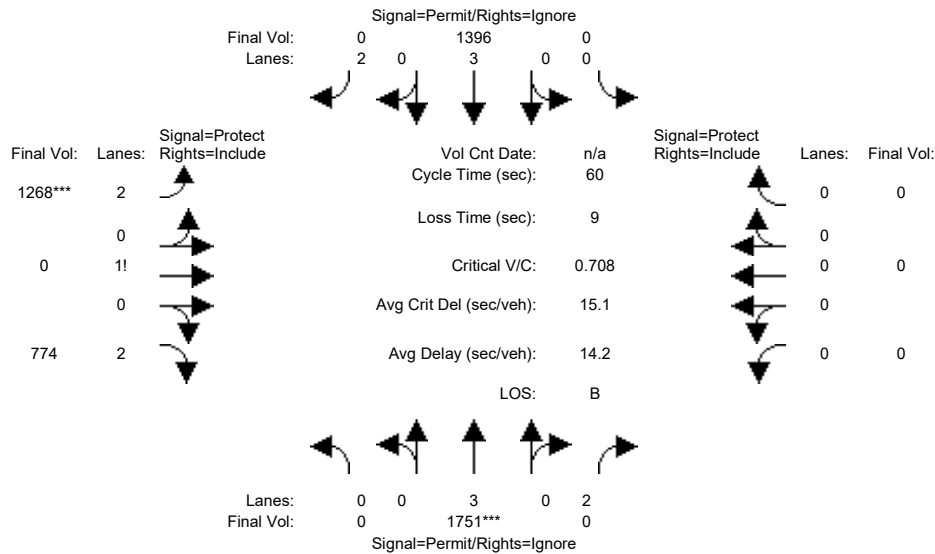
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1444	406	0	907	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	167	17	0	201	57	0	0	0	30	0	30
PasserByVol:	0	881	131	0	260	192	0	0	0	126	0	398
Initial Fut:	0	2492	554	0	1368	678	0	0	0	711	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	2492	0	0	1368	0	0	0	0	711	0	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2492	0	0	1368	0	0	0	0	711	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	2492	0	0	1368	0	0	0	0	711	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	0.44	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.34
Crit Moves:	****											
Green Time:	0.0	31.5	0.0	0.0	31.5	0.0	0.0	0.0	0.0	24.5	0.0	24.5
Volume/Cap:	0.00	0.90	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.60	0.00	0.90
Delay/Veh:	0.0	19.9	0.0	0.0	11.5	0.0	0.0	0.0	0.0	17.1	0.0	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:	0.0	19.9	0.0	0.0	11.5	0.0	0.0	0.0	0.0	17.1	0.0	28.8
LOS by Move:	A	B-	A	A	B+	A	A	A	A	B	A	C
HCM2k95thQ:	0	24	0	0	6	0	0	0	0	15	0	29

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)					
Approach:	North Bound			South Bound			East 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	157	22	0	153	77	28	0	24	0	0	0
PasserByVol:	0	453	96	0	216	172	567	0	341	0	0	0
Initial Fut:	0	1751	593	0	1396	643	1268	0	774	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	1751	0	0	1396	0	1268	0	774	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1751	0	0	1396	0	1268	0	774	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	1751	0	0	1396	0	1268	0	774	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	4306	0	3764	0	0	0

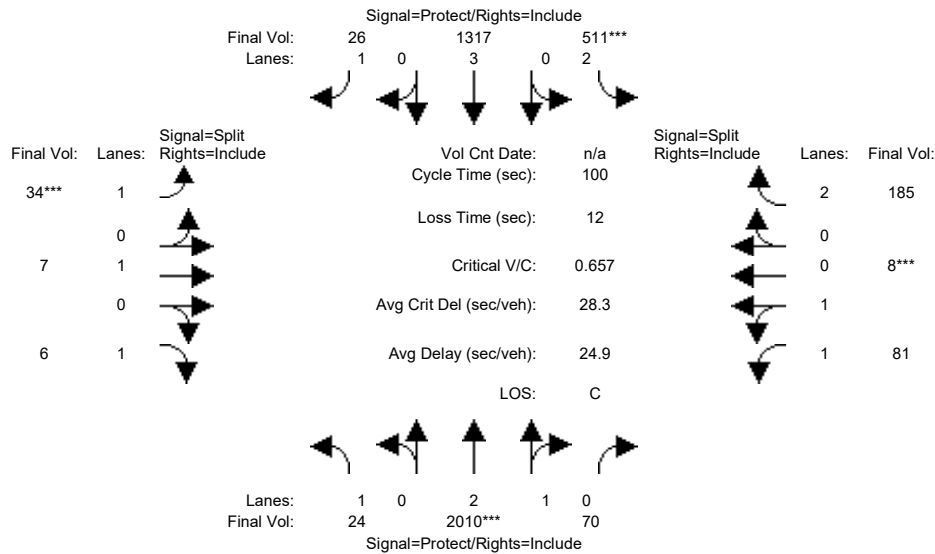
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.24	0.00	0.29	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	26.0	0.0	0.0	26.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.00	0.00	0.56	0.00	0.71	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	0.0	0.0	13.0	0.0	15.3	0.0	13.0	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	14.8	0.0	0.0	13.0	0.0	15.3	0.0	13.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	15	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 with Occupied/Re-tenanted Mall 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:	8	129	8	55	93	6	16	2	6	14	4	4
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	24	2010	70	511	1317	26	34	7	6	81	8	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	2010	70	511	1317	26	34	7	6	81	8	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2010	70	511	1317	26	34	7	6	81	8	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	2010	70	511	1317	26	34	7	6	81	8	185

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	1.82	0.18	2.00
Final Sat.:	1750	5411	188	3150	5700	1750	1750	1900	1750	3231	319	3150

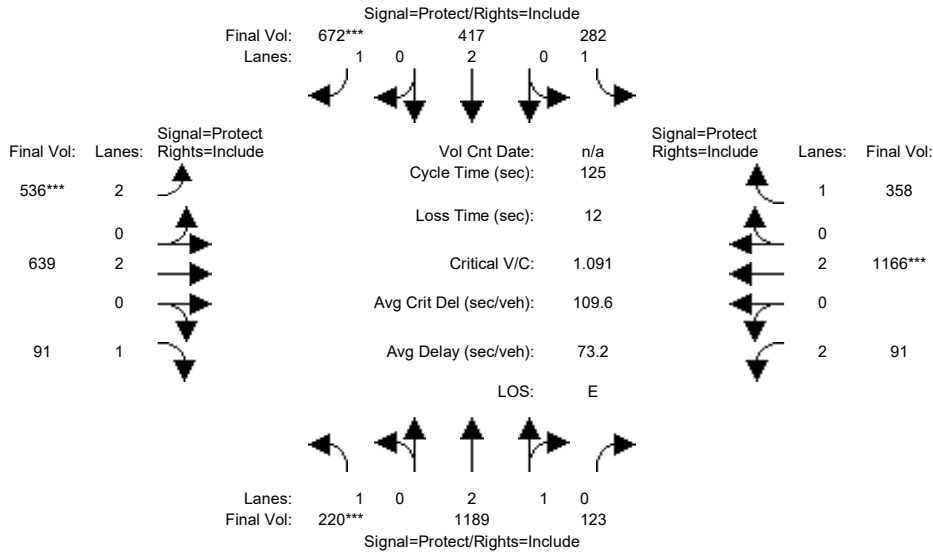
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.16	0.23	0.01	0.02	0.00	0.00	0.03	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.8	47.3	47.3	20.7	52.2	52.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.78	0.78	0.78	0.44	0.03	0.19	0.04	0.03	0.25	0.25	0.59
Delay/Veh:	36.1	23.7	23.7	43.8	15.0	11.6	41.8	40.7	40.7	41.9	41.9	45.9
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:	36.1	23.7	23.7	43.8	15.0	11.6	41.8	40.7	40.7	41.9	41.9	45.9
LOS by Move:	D+	C	C	D	B	B+	D	D	D	D	D	D
HCM2k95thQ:	1	33	33	18	15	1	2	0	0	3	3	7

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

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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:	31	86	30	28	48	38	40	86	9	9	175	18
PasserByVol:	0	209	10	75	97	159	120	103	0	9	44	167
Initial Fut:	220	1189	123	282	417	672	536	639	91	91	1166	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1189	123	282	417	672	536	639	91	91	1166	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1189	123	282	417	672	536	639	91	91	1166	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	1189	123	282	417	672	536	639	91	91	1166	358

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	5074	525	1750	3800	1750	3150	3800	1750	3150	3800	1750

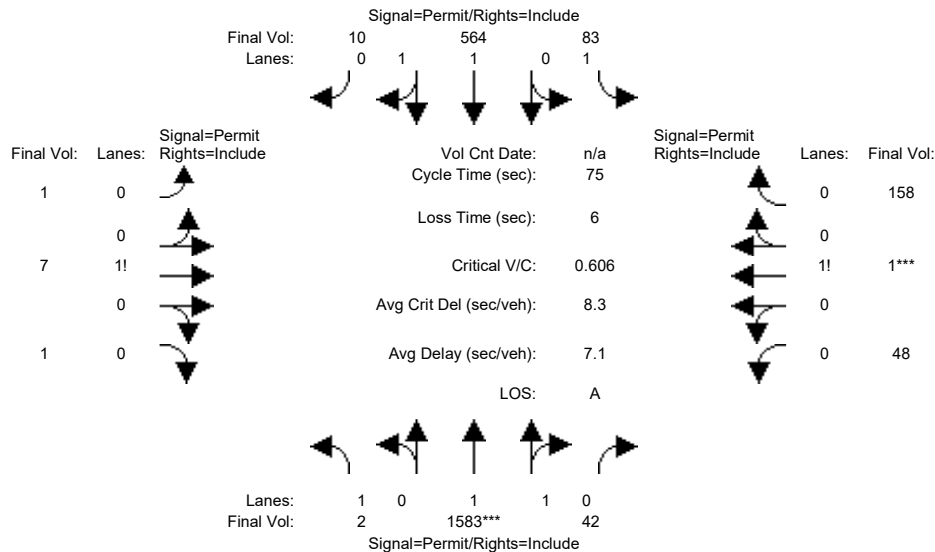
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.16	0.11	0.38	0.17	0.17	0.05	0.03	0.31	0.20
Crit Moves:	***					***	***				***	
Green Time:	14.4	34.6	34.6	23.8	44.0	44.0	19.5	41.0	41.0	13.6	35.1	35.1
Volume/Cap:	1.09	0.85	0.85	0.85	0.31	1.09	1.09	0.51	0.16	0.26	1.09	0.73
Delay/Veh:	145.2	47.3	47.3	66.8	29.6	104.2	120.5	34.3	29.9	51.5	101	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.2	47.3	47.3	66.8	29.6	104.2	120.5	34.3	29.9	51.5	101	46.0
LOS by Move:	F	D	D	E	C	F	F	C-	C	D-	F	D
HCM2k95thQ:	23	28	28	24	10	62	30	14	4	4	48	22

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 with Occupied/Re-tenanted Mall 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	146	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	174	0	0	84	0	0	0	0	0	0	0
Initial Fut:	2	1583	42	83	564	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	1583	42	83	564	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1583	42	83	564	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
FinalVolume:	2	1583	42	83	564	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	3635	64	194	1361	194	406	8	1336

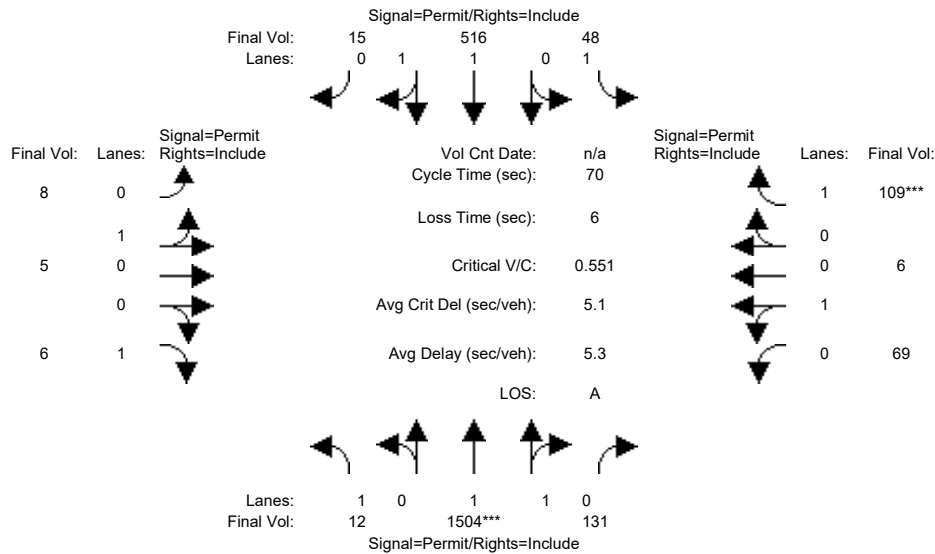
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.05	0.16	0.16	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	54.4	54.4	54.4	54.4	54.4	54.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.00	0.61	0.61	0.07	0.21	0.21	0.03	0.03	0.03	0.61	0.61	0.61
Delay/Veh:	2.8	5.5	5.5	3.0	3.4	3.4	24.4	24.4	24.4	30.6	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:	2.8	5.5	5.5	3.0	3.4	3.4	24.4	24.4	24.4	30.6	30.6	30.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	18	18	1	4	4	0	0	0	11	11	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)
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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:	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	144	0	1	65	0	0	0	0	0	0	1
PasserByVol:	0	147	0	0	72	0	0	0	0	0	0	0
Initial Fut:	12	1504	131	48	516	15	8	5	6	69	6	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:	12	1504	131	48	516	15	8	5	6	69	6	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1504	131	48	516	15	8	5	6	69	6	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:	12	1504	131	48	516	15	8	5	6	69	6	109

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	1.84	0.16	1.00	1.94	0.06	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3403	296	1750	3595	105	1108	692	1750	1656	144	1750

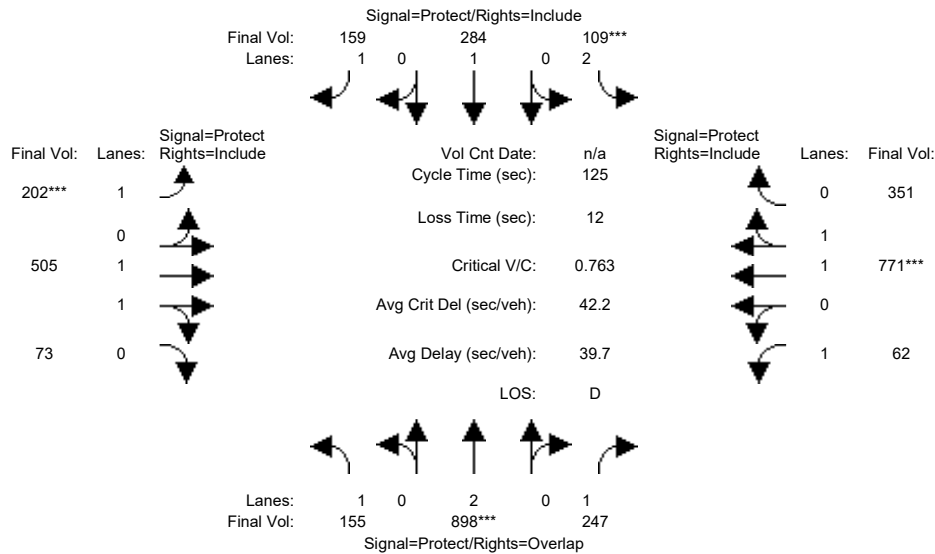
Capacity Analysis Module:	Miller Avenue North			Miller Avenue South			Phil Lane East			Phil Lane West		
Vol/Sat:	0.01	0.44	0.44	0.03	0.14	0.14	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****									****		
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.57	0.57	0.04	0.19	0.19	0.05	0.05	0.02	0.29	0.29	0.44
Delay/Veh:	1.8	3.6	3.6	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	3.6	3.6	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.

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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	140	25	3	62	1	1	5	0	8	32	4
PasserByVol:	0	106	0	3	53	1	8	0	0	0	0	2
Initial Fut:	155	898	247	109	284	159	202	505	73	62	771	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	898	247	109	284	159	202	505	73	62	771	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	898	247	109	284	159	202	505	73	62	771	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	898	247	109	284	159	202	505	73	62	771	351

Saturation 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	2542	1157

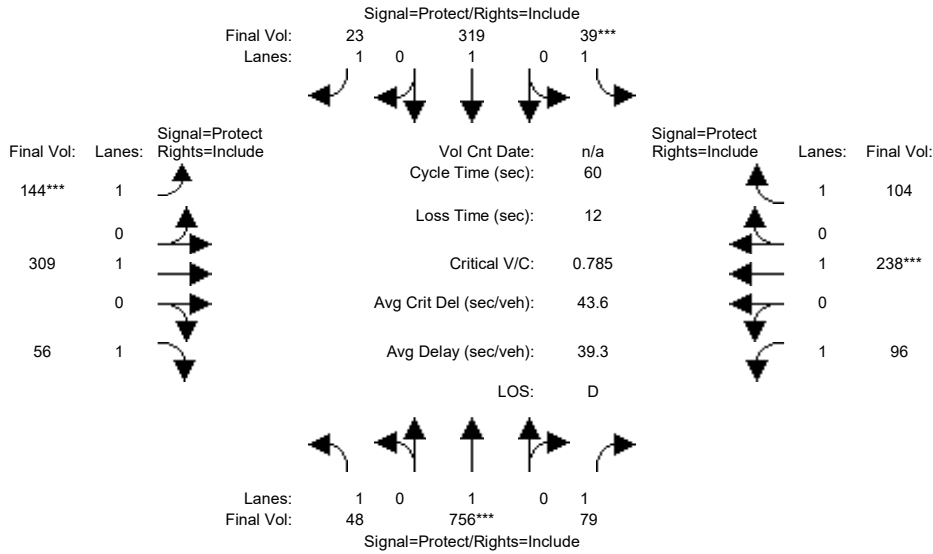
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.14	0.03	0.15	0.09	0.12	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.8	38.2	56.1	7.0	28.4	28.4	18.7	49.9	49.9	17.9	49.1	49.1
Volume/Cap:	0.66	0.77	0.31	0.62	0.66	0.40	0.77	0.39	0.39	0.25	0.77	0.77
Delay/Veh:	58.0	42.7	22.3	64.2	47.6	41.7	64.4	26.9	26.9	48.1	35.7	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:	58.0	42.7	22.3	64.2	47.6	41.7	64.4	26.9	26.9	48.1	35.7	35.7
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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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	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	165	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	81	0	0	39	0	0	60	0	0	45	0
Initial Fut:	48	756	79	39	319	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	756	79	39	319	23	144	309	56	96	238	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	756	79	39	319	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	756	79	39	319	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

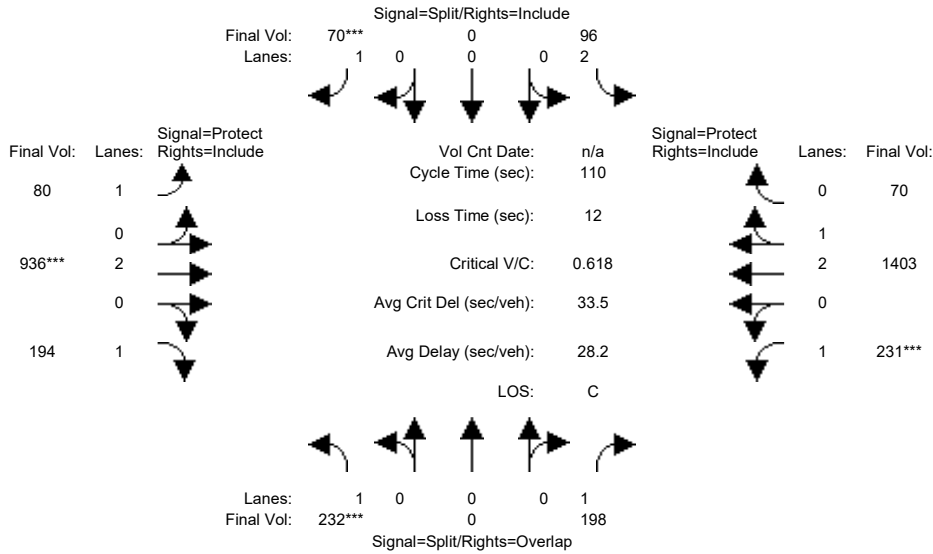
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.02	0.17	0.01	0.08	0.16	0.03	0.05	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	24.0	24.0	7.0	18.3	18.3	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.99	0.11	0.19	0.55	0.04	0.71	0.98	0.19	0.47	0.75	0.36
Delay/Veh:	19.3	49.2	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:	19.3	49.2	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	32	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 #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	144	0	0	202	0
PasserByVol:	0	0	0	10	0	5	2	128	0	2	172	3
Initial Fut:	232	0	198	96	0	70	80	936	194	231	1403	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	936	194	231	1403	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	936	194	231	1403	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	936	194	231	1403	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	5334	266

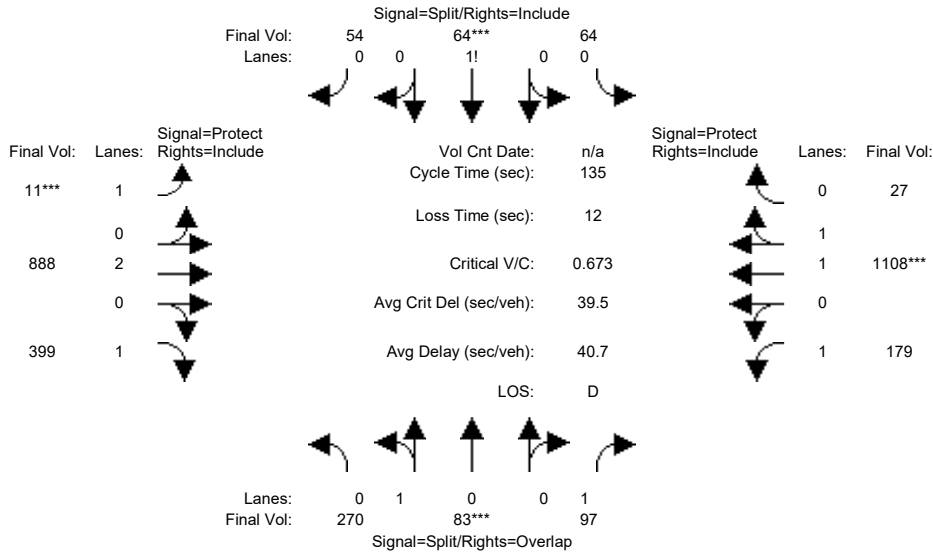
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.25	0.11	0.13	0.26	0.26
Crit Moves:	***					***		***		***		
Green Time:	23.6	0.0	47.1	7.1	0.0	7.1	17.3	43.8	43.8	23.5	50.0	50.0
Volume/Cap:	0.62	0.00	0.26	0.47	0.00	0.62	0.29	0.62	0.28	0.62	0.58	0.58
Delay/Veh:	42.3	0.0	20.5	51.3	0.0	60.1	41.5	27.2	22.6	42.3	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:	42.3	0.0	20.5	51.3	0.0	60.1	41.5	27.2	22.6	42.3	22.5	22.5
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	22	22

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:												
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	3	0	0	0	0	126	0	4	110	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	97	64	64	54	11	888	399	179	1108	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	97	64	64	54	11	888	399	179	1108	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	97	64	64	54	11	888	399	179	1108	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	97	64	64	54	11	888	399	179	1108	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

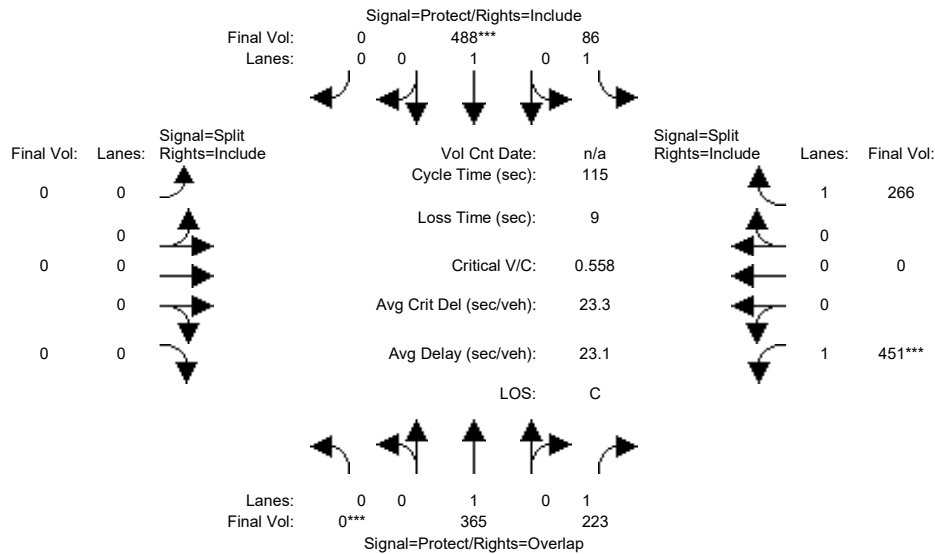
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	37.5	37.5	57.5	19.9	19.9	19.9	7.0	45.7	45.7	20.0	58.6	58.6
Volume/Cap:	0.71	0.71	0.13	0.71	0.71	0.71	0.12	0.69	0.67	0.69	0.71	0.71
Delay/Veh:	48.4	48.4	23.6	63.4	63.4	63.4	61.7	40.2	41.4	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:	48.4	48.4	23.6	63.4	63.4	63.4	61.7	40.2	41.4	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.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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	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	3	4	0	4	0	0	0	0	6	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	143	0	82
Initial Fut:	0	365	223	86	488	0	0	0	0	451	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	365	223	86	488	0	0	0	0	451	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	223	86	488	0	0	0	0	451	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	365	223	86	488	0	0	0	0	451	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

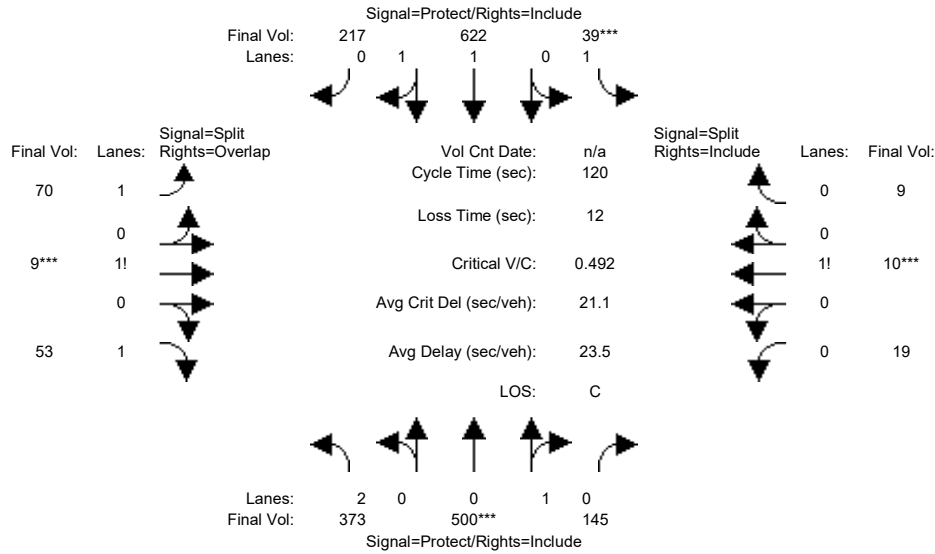
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.13	0.05	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.15
Crit Moves:	***			***						***		
Green Time:	0.0	40.2	93.3	12.7	52.9	0.0	0.0	0.0	0.0	53.1	0.0	53.1
Volume/Cap:	0.00	0.55	0.16	0.44	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.33
Delay/Veh:	0.0	31.1	2.4	49.4	23.4	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	31.1	2.4	49.4	23.4	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	22	0	0	0	0	22	0	12

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 with Occupied/Re-tenanted Mall 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	7	0	0	10	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	500	145	39	622	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	500	145	39	622	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	500	145	39	622	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	500	145	39	622	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	0.78	0.22	1.00	1.47	0.53	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1395	405	1750	2742	957	2619	223	2408	875	461	414

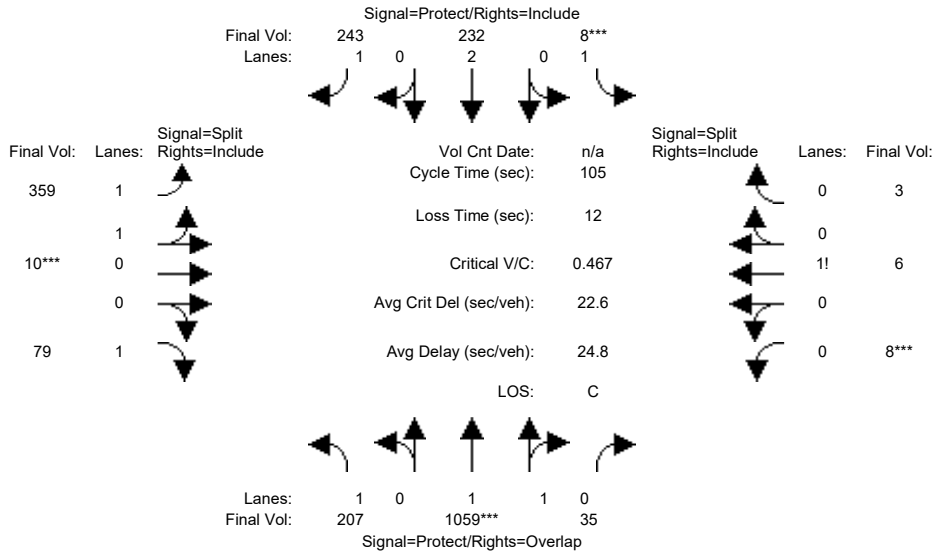
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.36	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.2	81.0	81.0	7.0	57.8	57.8	10.0	10.0	40.2	10.0	10.0	10.0
Volume/Cap:	0.47	0.53	0.53	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.6	10.3	10.3	56.8	21.0	21.0	52.3	53.9	27.2	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:	38.6	10.3	10.3	56.8	21.0	21.0	52.3	53.9	27.2	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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:												
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:	17	0	0	0	0	10	7	0	11	0	0	0
PasserByVol:	3	570	0	0	90	46	230	0	18	0	0	0
Initial Fut:	207	1059	35	8	232	243	359	10	79	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:	207	1059	35	8	232	243	359	10	79	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1059	35	8	232	243	359	10	79	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:	207	1059	35	8	232	243	359	10	79	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	3454	96	1750	824	618	309

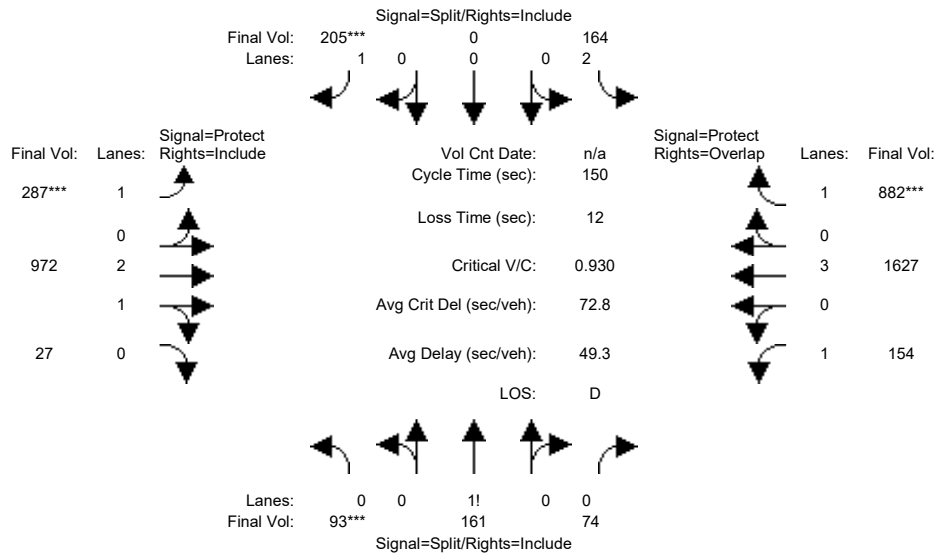
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.00	0.06	0.14	0.10	0.10	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	29.1	56.2	66.2	7.0	34.1	34.1	19.8	19.8	19.8	10.0	10.0	10.0
Volume/Cap:	0.43	0.55	0.47	0.07	0.19	0.43	0.55	0.55	0.24	0.10	0.10	0.10
Delay/Veh:	31.7	16.4	10.3	46.2	25.5	28.3	39.6	39.6	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:	31.7	16.4	10.3	46.2	25.5	28.3	39.6	39.6	36.6	43.7	43.7	43.7
LOS by Move:	C	B	B+	D	C	C	D	D	D+	D	D	D
HCM2k95thQ:	11	20	16	1	5	12	11	11	5	1	1	1

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 with Occupied/Re-tenanted Mall 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:	1	3	0	11	0	0	0	141	3	0	201	14
PasserByVol:	0	26	4	61	0	47	77	114	1	0	184	470
Initial Fut:	93	161	74	164	0	205	287	972	27	154	1627	882
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	161	74	164	0	205	287	972	27	154	1627	882
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	161	74	164	0	205	287	972	27	154	1627	882
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	161	74	164	0	205	287	972	27	154	1627	882

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.:	496	859	395	3150	0	1750	1750	5448	151	1750	5700	1750

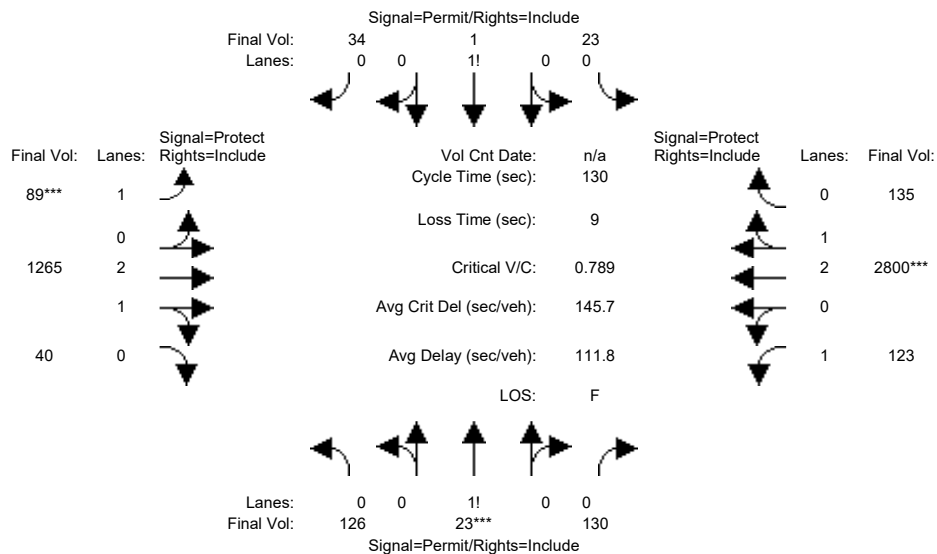
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.12	0.16	0.18	0.18	0.09	0.29	0.50
Crit Moves:	***					***	***					***
Green Time:	28.3	28.3	28.3	18.9	0.0	18.9	24.8	60.8	60.8	30.0	66.0	84.9
Volume/Cap:	0.99	0.99	0.99	0.41	0.00	0.93	0.99	0.44	0.44	0.44	0.65	0.89
Delay/Veh:	108.4	108	108.4	61.1	0.0	106.4	113.6	32.4	32.4	53.5	33.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.4	108	108.4	61.1	0.0	106.4	113.6	32.4	32.4	53.5	33.5	38.5
LOS by Move:	F	F	F	E	A	F	F	C-	C-	D-	C-	D+
HCM2k95thQ:	36	36	36	8	0	21	29	20	20	12	31	56

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 with Occupied/Re-tenanted Mall Alternative

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	151	0	0	215	0
PasserByVol:	0	9	0	5	0	2	34	151	0	12	642	3
Initial Fut:	115	21	118	21	1	31	81	1151	36	112	2548	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	1265	40	123	2800	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1265	40	123	2800	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	1265	40	123	2800	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	5430	170	1750	5342	258

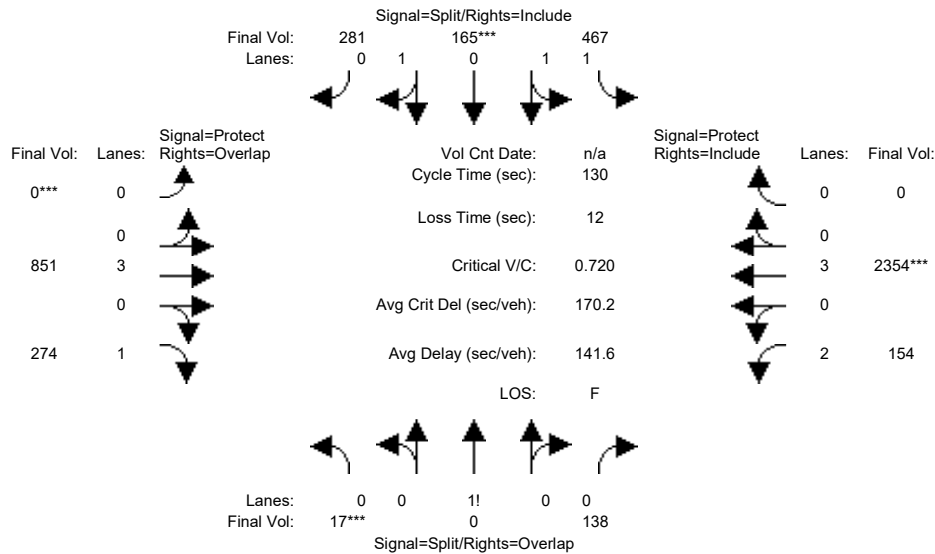
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.52	0.52
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.65	0.65	0.33	1.26	1.26
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.8	35.8	43.9	159	159.5
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	35.8	35.8	43.9	159	159.5
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	94	94

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 with Occupied/Re-tenanted Mall 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	19	0	0	119	32	43	215	0
PasserByVol:	0	0	0	0	2	27	0	96	62	0	744	0
Initial Fut:	17	0	138	467	165	281	0	851	274	154	2354	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	851	274	154	2354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	165	281	0	851	274	154	2354	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	851	274	154	2354	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:

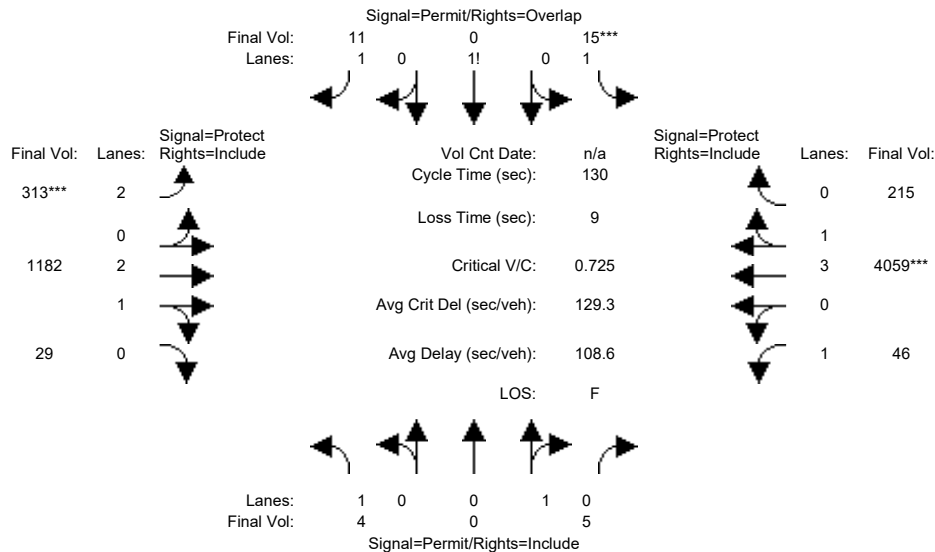
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.15	0.16	0.05	0.41	0.00
Crit Moves:	***			****			****				****	
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.84	0.32	0.38	1.35	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	77.9	28.1	72.6	225	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	77.9	28.1	72.6	225	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	99	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 with Occupied/Re-tenanted Mall 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	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	120	0	0	269	0
PasserByVol:	0	0	0	0	0	0	3	92	0	0	770	0
Initial Fut:	4	0	5	14	0	10	288	1087	27	42	3734	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	1182	29	46	4059	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1182	29	46	4059	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	1182	29	46	4059	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	5464	136	1750	7122	378

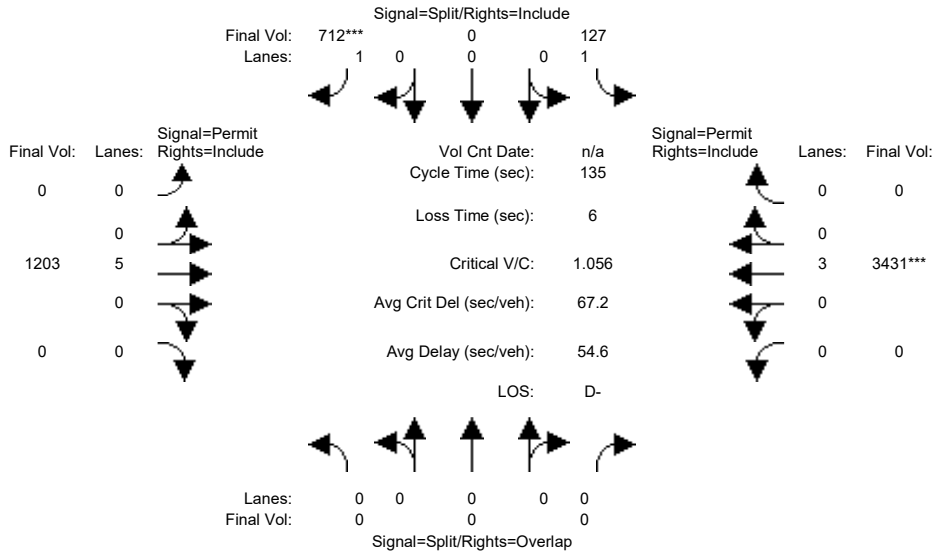
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.22	0.22	0.03	0.57	0.57
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.58	0.58	0.12	1.21	1.21
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	33.0	33.0	41.6	134	133.9
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	18.9	74.9	33.0	33.0	41.6	134	133.9
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	96	96

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 with Occupied/Re-tenanted Mall Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



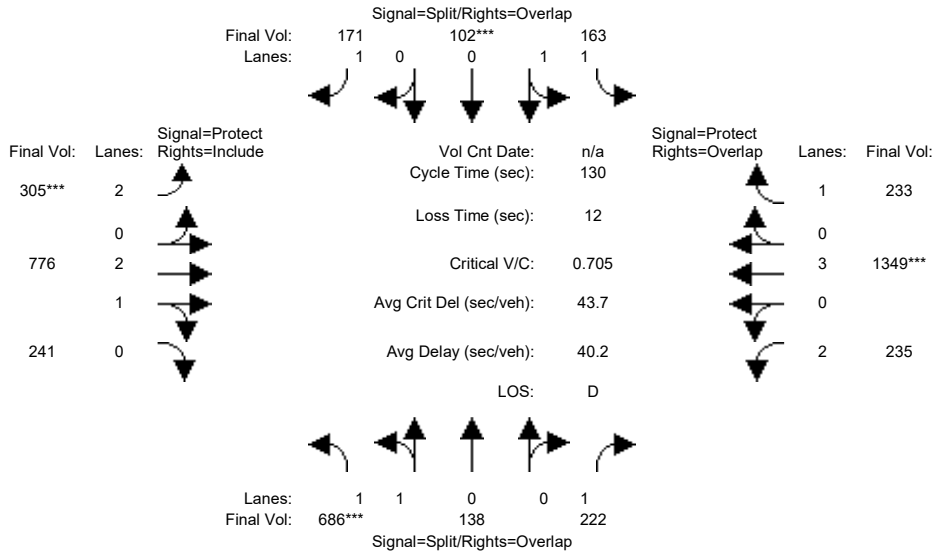
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	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	19	0	31	0	120	0	0	238	0
PasserByVol:	0	0	0	0	0	34	0	93	0	0	737	0
Initial Fut:	0	0	0	127	0	712	0	1203	0	0	3431	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	712	0	1203	0	0	3431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	712	0	1203	0	0	3431	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	712	0	1203	0	0	3431	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	0.41	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	1.06	0.00	0.22	0.00	0.00	1.06	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	91.8	0.0	14.3	0.0	0.0	62.0	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	27.6	0.0	91.8	0.0	14.3	0.0	0.0	62.0	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	E	A
HCM2k95thQ:	0	0	0	7	0	65	0	9	0	0	85	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 with Occupied/Re-tenanted Mall Alternative

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:	136	90	2	0	77	52	149	69	57	3	77	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	686	138	222	163	102	171	305	776	241	235	1349	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	138	222	163	102	171	305	776	241	235	1349	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	138	222	163	102	171	305	776	241	235	1349	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	138	222	163	102	171	305	776	241	235	1349	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	1.24	0.76	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	2955	595	1750	2183	1366	1750	3150	4271	1327	3150	5700	1750

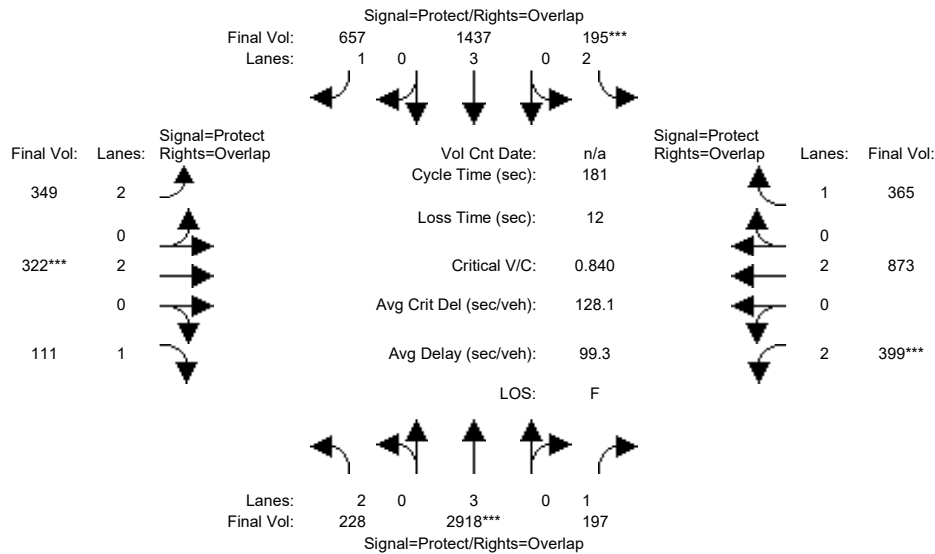
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.13	0.07	0.07	0.10	0.10	0.18	0.18	0.07	0.24	0.13
Crit Moves:	***			****			****			****		
Green Time:	42.8	42.8	60.7	13.8	13.8	31.6	17.8	43.6	43.6	17.9	43.6	57.4
Volume/Cap:	0.71	0.71	0.27	0.71	0.71	0.40	0.71	0.54	0.54	0.54	0.71	0.30
Delay/Veh:	40.1	40.1	21.4	62.2	62.2	41.9	58.8	35.4	35.4	53.6	38.8	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:	40.1	40.1	21.4	62.2	62.2	41.9	58.8	35.4	35.4	53.6	38.8	23.6
LOS by Move:	D	D	C+	E	E	D	E+	D+	D+	D-	D+	C
HCM2k95thQ:	28	28	11	13	13	12	14	20	20	11	28	12

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 with Occupied/Re-tenanted Mall 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	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	591	9	48	249	57	96	33	0	16	56	86
PasserByVol:	3	167	12	6	193	35	18	14	4	39	58	36
Initial Fut:	228	3694	197	195	1796	657	349	322	111	399	873	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	2918	197	195	1437	657	349	322	111	399	873	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2918	197	195	1437	657	349	322	111	399	873	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	2918	197	195	1437	657	349	322	111	399	873	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

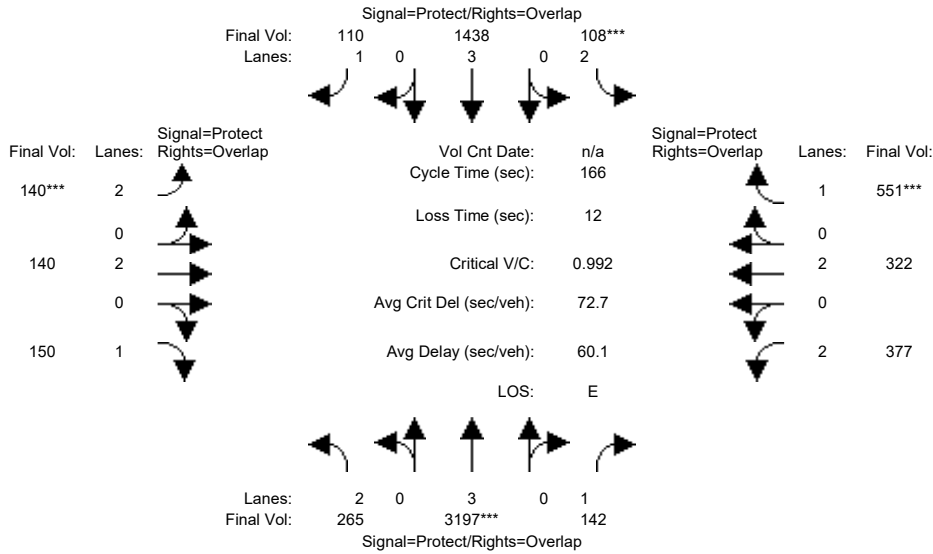
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.11	0.06	0.25	0.38	0.11	0.08	0.06	0.13	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.83	1.09	0.20	0.49	0.50	0.59	0.84	0.35	0.19	1.29	1.11	0.63
Delay/Veh:	105.8	124	36.2	82.7	50.1	42.4	92.4	57.9	44.3	234.2	138	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	42.4	92.4	57.9	44.3	234.2	138	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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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	598	0	0	262	3	2	2	0	0	3	0
PasserByVol:	155	88	3	8	108	55	27	8	33	10	24	24
Initial Fut:	265	4047	142	108	1797	110	140	140	150	377	322	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	3197	142	108	1438	110	140	140	150	377	322	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3197	142	108	1438	110	140	140	150	377	322	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	3197	142	108	1438	110	140	140	150	377	322	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

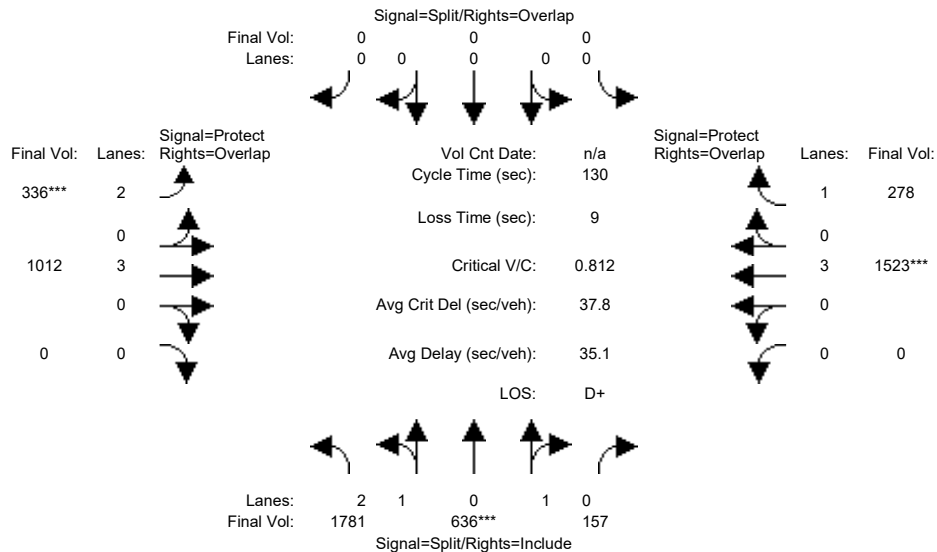
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.08	0.03	0.25	0.06	0.04	0.04	0.09	0.12	0.08	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.9	89.3	116.8	13.0	86.4	100.4	14.0	24.2	40.1	27.5	37.7	50.7
Volume/Cap:	0.88	1.04	0.12	0.44	0.48	0.10	0.53	0.25	0.35	0.72	0.37	1.03
Delay/Veh:	98.2	67.0	8.0	74.3	25.6	13.9	74.8	63.1	52.7	70.6	54.5	104.9
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:	98.2	67.0	8.0	74.3	25.6	13.9	74.8	63.1	52.7	70.6	54.5	104.9
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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:

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:	83	197	24	0	0	0	45	93	0	0	155	46
PasserByVol:	669	55	0	0	0	0	7	87	0	0	69	0
Initial Fut:	1781	636	157	0	0	0	336	1012	0	0	1523	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:	1781	636	157	0	0	0	336	1012	0	0	1523	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1781	636	157	0	0	0	336	1012	0	0	1523	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:	1781	636	157	0	0	0	336	1012	0	0	1523	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:	2.85	0.92	0.23	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4662	1665	411	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

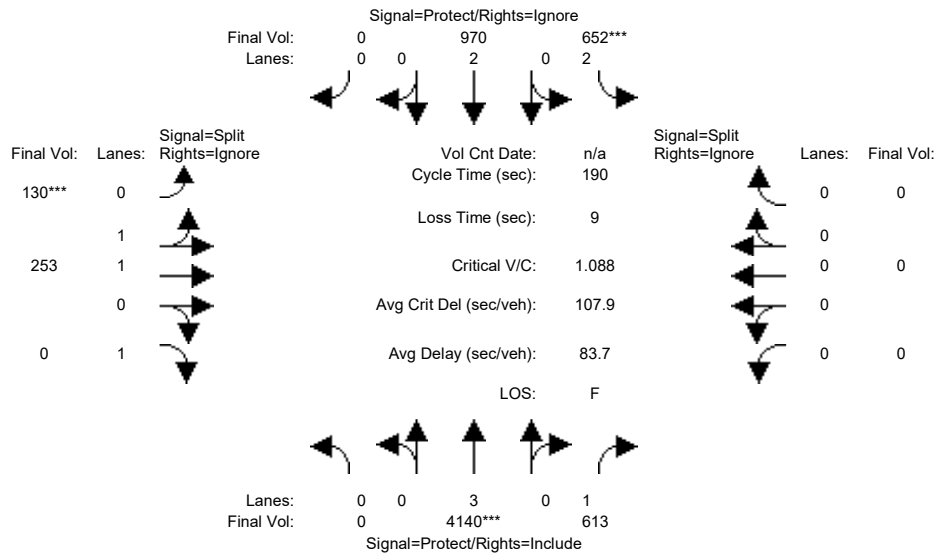
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.11	0.18	0.00	0.00	0.27	0.16
Crit Moves:	****						****			****		
Green Time:	61.2	61.2	61.2	0.0	0.0	0.0	17.1	59.8	0.0	0.0	42.8	42.8
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.81	0.39	0.00	0.00	0.81	0.48
Delay/Veh:	31.2	31.2	31.2	0.0	0.0	0.0	66.5	23.1	0.0	0.0	42.7	35.4
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:	31.2	31.2	31.2	0.0	0.0	0.0	66.5	23.1	0.0	0.0	42.7	35.4
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.

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Level Of Service Computation Report
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 Cumulative AM with Occupied/Re-tenanted Mall 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:	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	382	86	73	139	0	0	17	77	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4140	613	652	970	0	130	253	341	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	4140	613	652	970	0	130	253	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4140	613	652	970	0	130	253	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	4140	613	652	970	0	130	253	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	1255	2443	1750	0	0	0

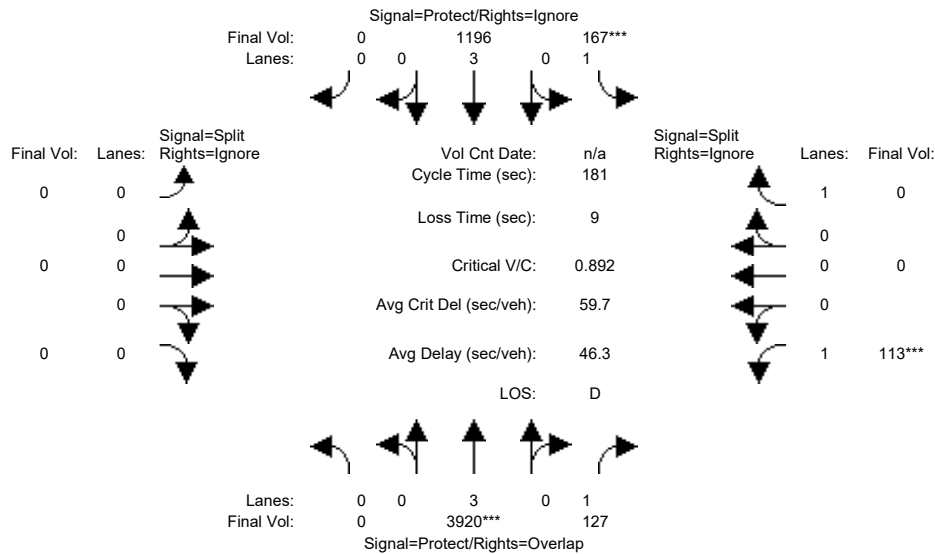
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.35	0.21	0.26	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	117.7	33.5	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.17	0.57	1.17	0.32	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	100	11.9	174.3	0.1	0.0	78.5	78.5	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	100	11.9	174.3	0.1	0.0	78.5	78.5	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	149	21	52	1	0	19	19	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)
 Cumulative AM with Occupied/Re-tenanted Mall 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	468	0	0	217	0	0	0	0	0	0	0
PasserByVol:	0	411	0	3	113	7	0	0	0	0	0	12
Initial Fut:	0	3920	127	167	1196	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	3920	127	167	1196	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3920	127	167	1196	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	3920	127	167	1196	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

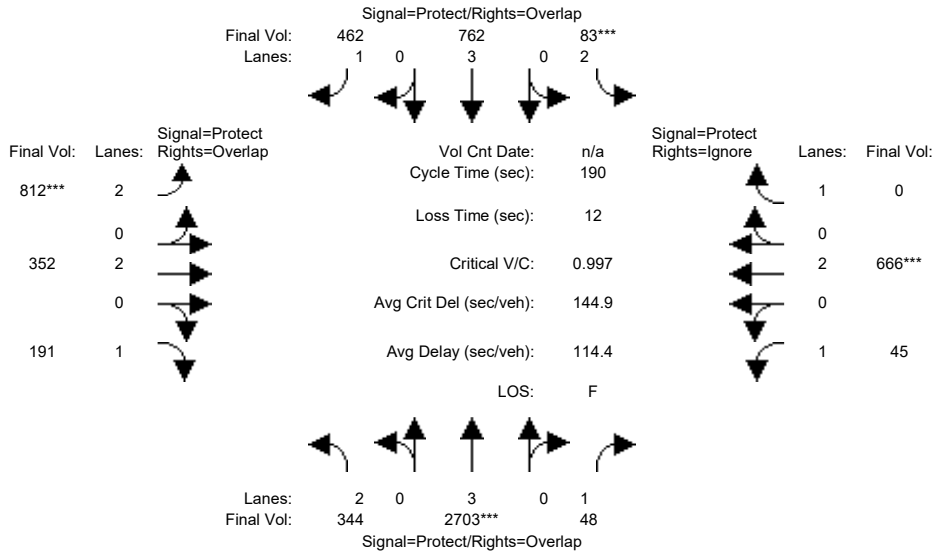
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.07	0.10	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.04	0.09	0.62	0.26	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	58.5	4.1	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	58.5	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	113	3	17	10	0	0	0	0	13	0	0

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

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 Cumulative AM with Occupied/Re-tenanted Mall 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:	38	442	0	0	208	8	25	0	9	0	0	0
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	344	2703	48	83	762	462	812	352	191	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:	344	2703	48	83	762	462	812	352	191	45	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	2703	48	83	762	462	812	352	191	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:	344	2703	48	83	762	462	812	352	191	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

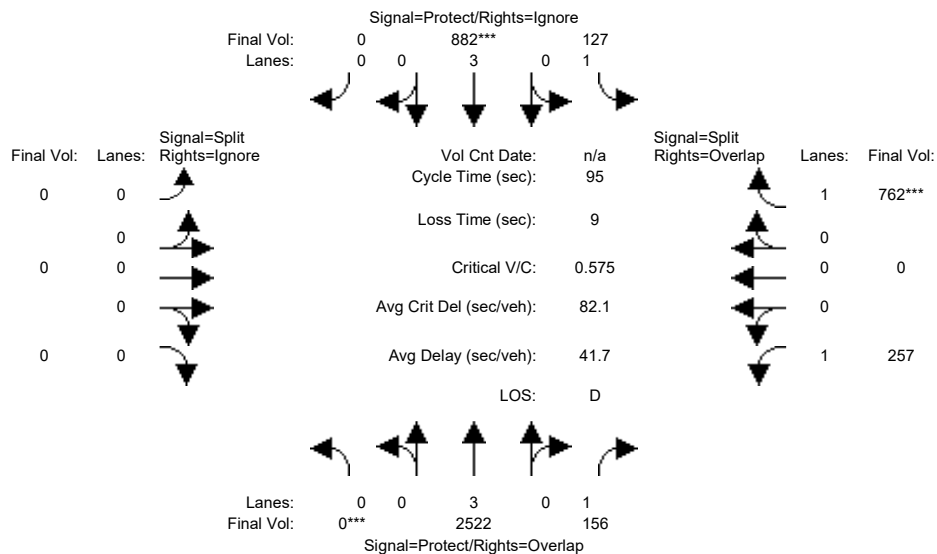
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.03	0.03	0.13	0.26	0.26	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.03	1.27	0.06	0.35	0.39	0.43	0.95	0.22	0.20	0.43	0.80	0.00
Delay/Veh:	140.1	181	26.9	83.6	51.6	27.6	87.0	33.7	22.8	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:	140.1	181	26.9	83.6	51.6	27.6	87.0	33.7	22.8	88.3	75.4	0.0
LOS by Move:	F	F	C	F	D-	C	F	C-	C+	F	E-	A
HCM2k95thQ:	24	111	3	5	21	33	49	12	11	6	33	0

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

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 Cumulative AM with Occupied/Re-tenanted Mall 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:												
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	480	0	0	217	0	0	0	0	0	0	1
PasserByVol:	0	304	0	7	57	11	0	0	0	0	0	24
Initial Fut:	0	2522	156	127	882	11	0	0	0	257	0	762
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	2522	156	127	882	0	0	0	0	257	0	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2522	156	127	882	0	0	0	0	257	0	762
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	2522	156	127	882	0	0	0	0	257	0	762

Saturation 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

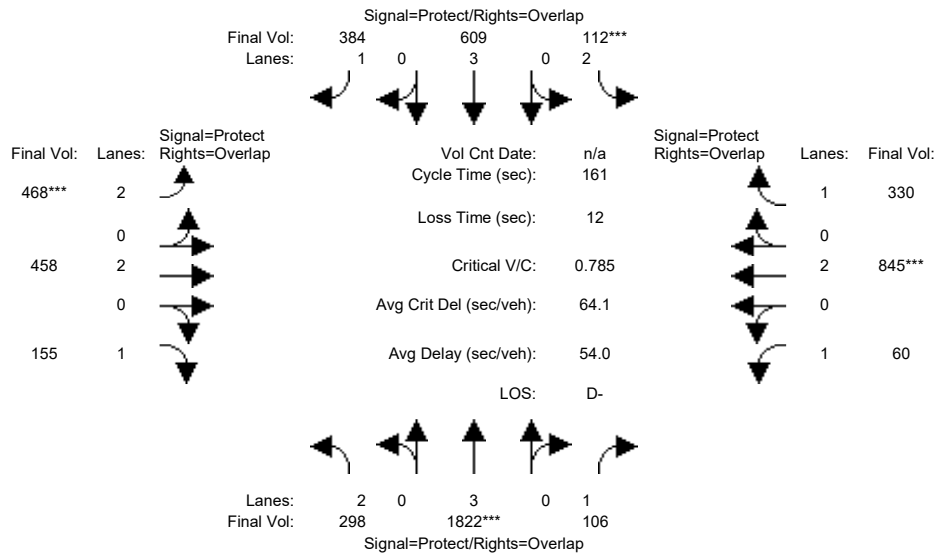
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.09	0.07	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.78	0.12	0.49	0.22	0.00	0.00	0.00	0.00	0.78	0.00	1.28
Delay/Veh:	0.0	17.3	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	171.8
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	17.3	3.2	38.5	4.6	0.0	0.0	0.0	0.0	47.5	0.0	171.8
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	30	2	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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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Occupied/Re-Tenanted Mall 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	480	0	0	217	0	0	0	0	0	0	0
PasserByVol:	10	291	0	7	41	8	10	6	2	0	0	4
Initial Fut:	298	1822	106	112	609	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	1822	106	112	609	384	468	458	155	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1822	106	112	609	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	1822	106	112	609	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

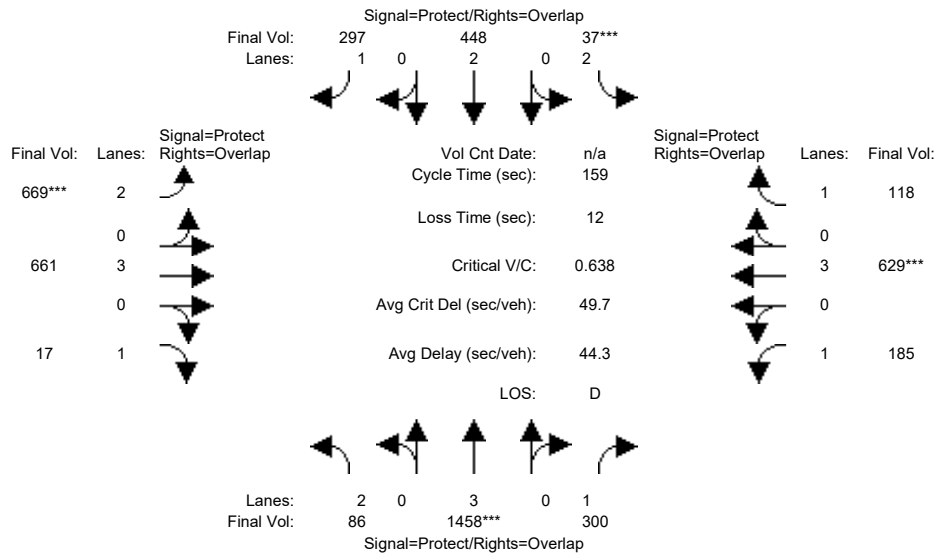
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.06	0.04	0.11	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.55	0.97	0.15	0.34	0.41	0.48	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.3	67.7	29.3	67.4	49.1	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	67.7	29.3	67.4	49.1	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	55	7	6	15	25	24	14	7	7	33	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 AM with Occupied/Re-tenanted Mall 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	477	0	0	215	2	3	0	0	0	0	0
PasserByVol:	19	68	2	0	25	32	244	42	0	14	5	0
Initial Fut:	86	1458	300	37	448	297	669	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	1458	300	37	448	297	669	661	17	185	629	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1458	300	37	448	297	669	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	1458	300	37	448	297	669	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

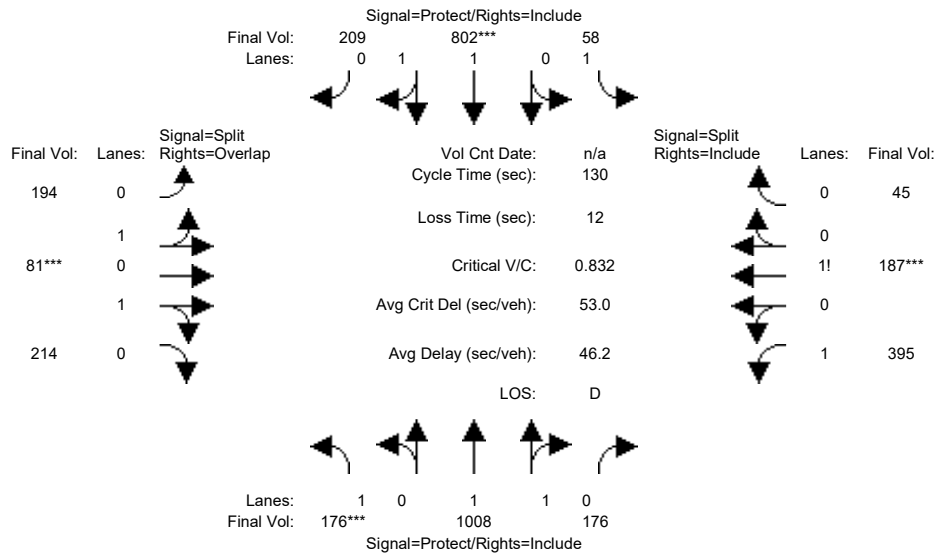
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.17	0.01	0.12	0.17	0.21	0.12	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.36	0.69	0.33	0.21	0.33	0.27	0.79	0.33	0.02	0.73	0.49	0.24
Delay/Veh:	70.8	43.2	22.6	72.2	38.0	13.8	58.6	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	43.2	22.6	72.2	38.0	13.8	58.6	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	15	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 with Occupied/Re-tenanted Mall 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:												
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	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	270	0	0	47	0	0	0	0	0	0	0
Initial Fut:	176	1008	176	58	802	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	1008	176	58	802	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1008	176	58	802	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	1008	176	58	802	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	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3150	550	1750	2935	765	1428	596	1575	2555	762	183

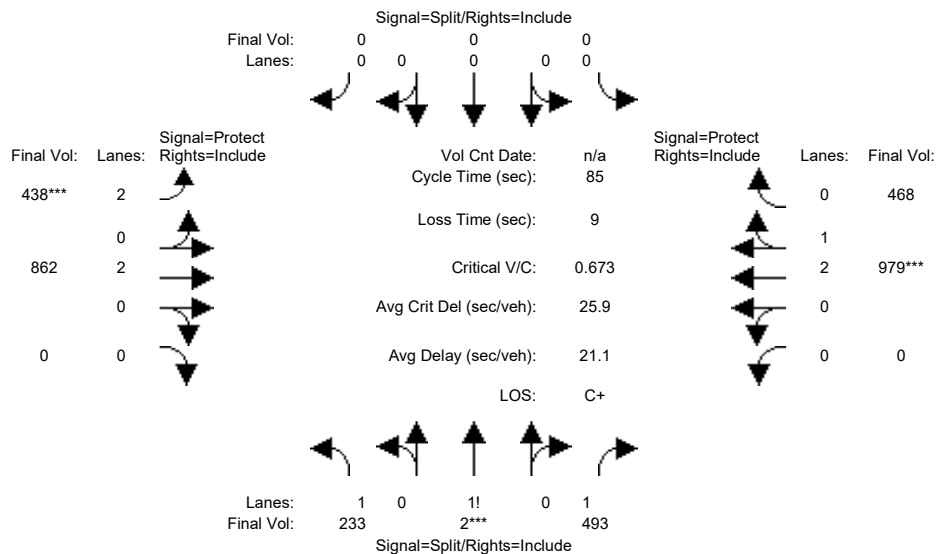
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	15.7	50.0	50.0	8.4	42.7	42.7	21.2	21.2	36.9	38.4	38.4	38.4
Volume/Cap:	0.83	0.83	0.83	0.51	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	79.3	40.5	40.5	62.7	45.4	45.4	62.5	62.5	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:	79.3	40.5	40.5	62.7	45.4	45.4	62.5	62.5	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.

Vallco Special Area Specific Plan
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:												
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	3	0	0	2	0
PasserByVol:	0	0	205	0	0	0	0	65	0	0	31	6
Initial Fut:	233	2	493	0	0	0	438	862	0	0	979	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	862	0	0	979	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	493	0	0	0	438	862	0	0	979	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	862	0	0	979	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

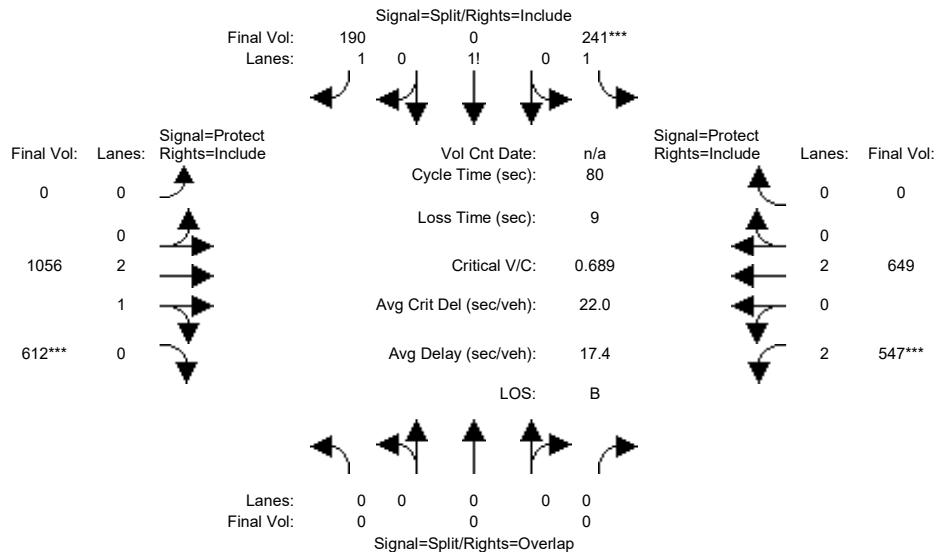
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.9	25.9	25.9	0.0	0.0	0.0	17.6	50.1	0.0	0.0	32.6	32.6
Volume/Cap:	0.33	0.67	0.54	0.00	0.00	0.00	0.67	0.38	0.00	0.00	0.67	0.68
Delay/Veh:	23.0	27.5	25.1	0.0	0.0	0.0	33.8	9.4	0.0	0.0	22.6	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:	23.0	27.5	25.1	0.0	0.0	0.0	33.8	9.4	0.0	0.0	22.6	22.7
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
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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	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	3	0	0	2	0
PasserByVol:	0	0	0	22	0	0	0	43	0	30	10	0
Initial Fut:	0	0	0	241	0	190	0	1056	612	547	649	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	1056	612	547	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	190	0	1056	612	547	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1056	612	547	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	0.92	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

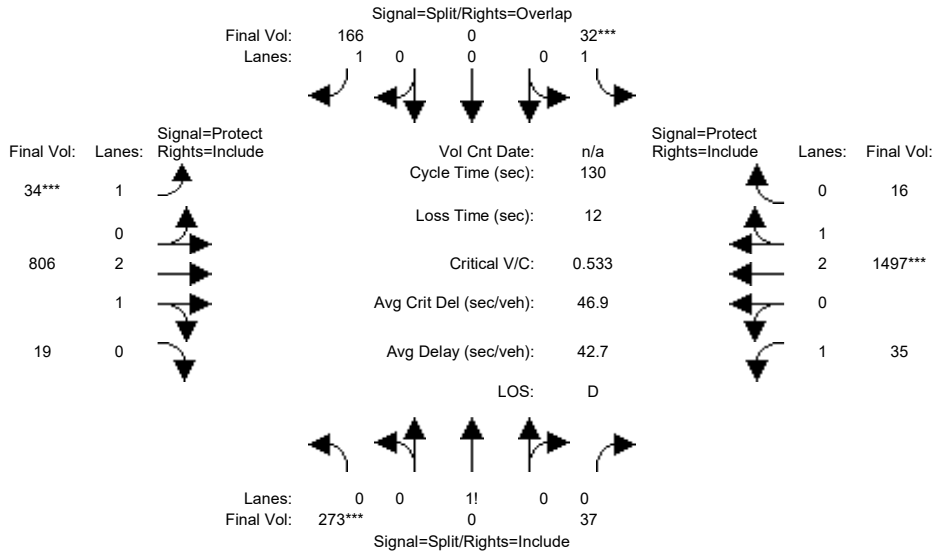
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.00	0.28	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.3	0.0	10.3	0.0	40.6	40.6	20.2	60.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.59	0.00	0.55	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.6	0.0	34.1	0.0	13.7	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	13.7	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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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: 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	117	0	0	201	0
PasserByVol:	0	0	0	18	0	2	0	87	0	0	66	4
Initial Fut:	259	0	35	30	0	158	32	766	18	33	1422	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	806	19	35	1497	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	32	0	166	34	806	19	35	1497	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	806	19	35	1497	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	5471	129	1750	5541	58

Capacity Analysis Module:

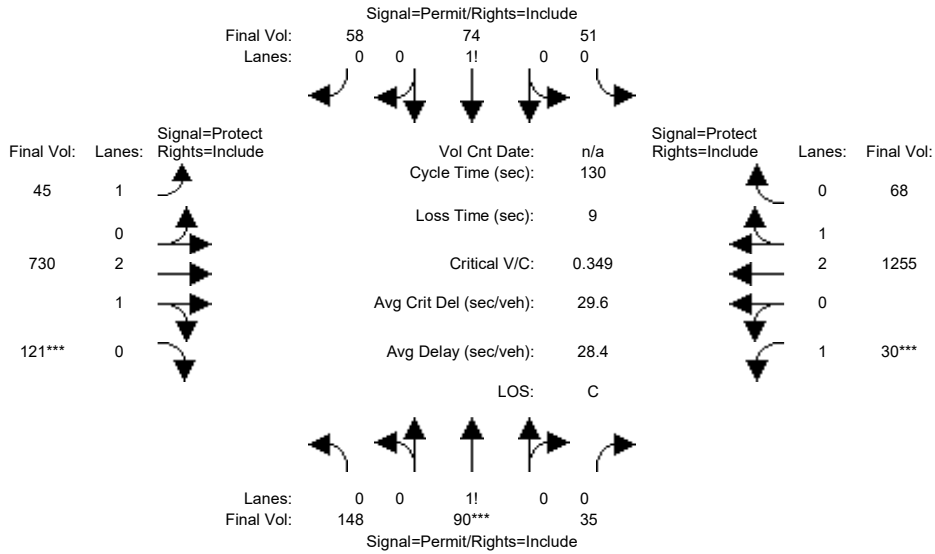
Vol/Sat:	0.18	0.00	0.18	0.02	0.00	0.10	0.02	0.15	0.15	0.02	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.07	0.00	0.27	0.19	0.46	0.46	0.22	0.86	0.86
Delay/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.2	35.1	35.1	55.3	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	50.6	37.7	0.0	31.0	54.2	35.1	35.1	55.3	46.1	46.1
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
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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM with Occupied/Re-tenanted Mall 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:	9	0	0	0	0	10	4	108	5	0	182	0
PasserByVol:	6	0	12	12	0	5	2	100	1	2	54	2
Initial Fut:	142	86	34	49	71	56	43	701	116	29	1205	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	58	45	730	121	30	1255	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	90	35	51	74	58	45	730	121	30	1255	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	58	45	730	121	30	1255	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	0.40	0.32	1.00	2.56	0.44	1.00	2.84	0.16
Final Sat.:	948	574	227	487	706	557	1750	4804	795	1750	5313	287

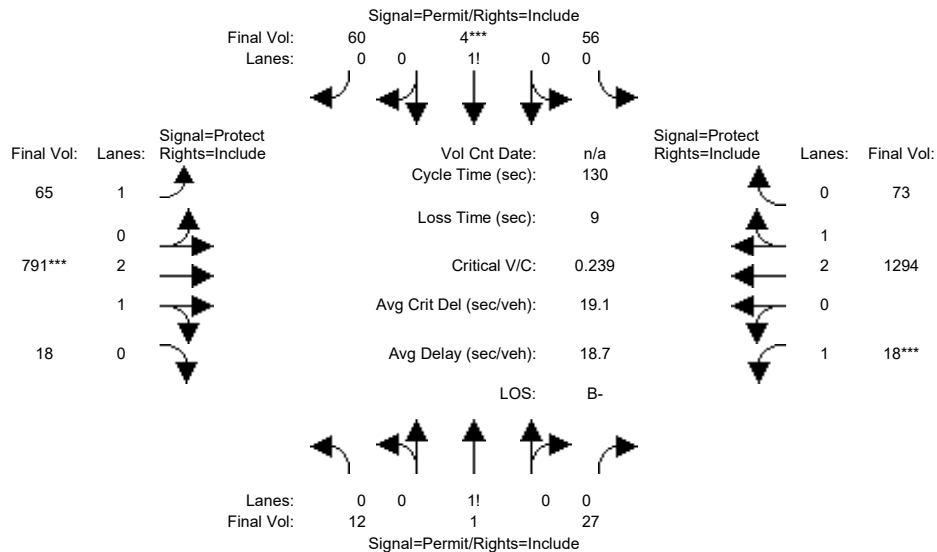
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.10	0.10	0.10	0.03	0.15	0.15	0.02	0.24	0.24
Crit Moves:	****						****			****		
Green Time:	51.1	51.1	51.1	51.1	51.1	51.1	12.1	49.9	49.9	20.0	57.7	57.7
Volume/Cap:	0.40	0.40	0.40	0.27	0.27	0.27	0.27	0.40	0.40	0.11	0.53	0.53
Delay/Veh:	28.7	28.7	28.7	26.9	26.9	26.9	55.7	29.3	29.3	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:	28.7	28.7	28.7	26.9	26.9	26.9	55.7	29.3	29.3	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	10	10	10	4	15	15	2	23	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 with Occupied/Re-tenanted Mall 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:	2	0	0	0	0	1	1	106	1	0	179	0
PasserByVol:	2	0	16	16	0	6	1	118	0	2	46	4
Initial Fut:	12	1	26	54	4	58	63	767	17	17	1255	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:	12	1	27	56	4	60	65	791	18	18	1294	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	27	56	4	60	65	791	18	18	1294	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:	12	1	27	56	4	60	65	791	18	18	1294	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:	0.31	0.02	0.67	0.47	0.03	0.50	1.00	2.93	0.07	1.00	2.83	0.17
Final Sat.:	538	45	1167	815	60	875	1750	5478	121	1750	5300	300

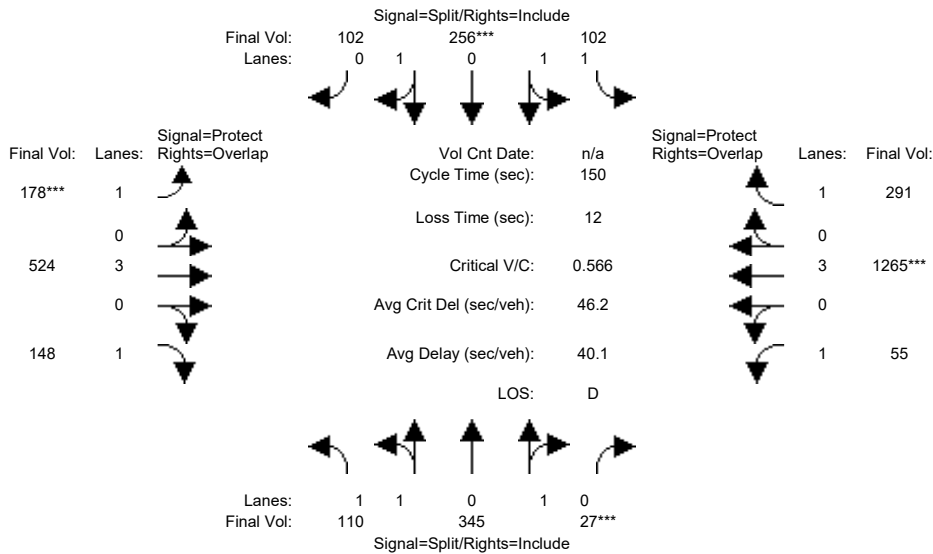
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.04	0.14	0.14	0.01	0.24	0.24
Crit Moves:					****			****			****	
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	12.0	71.0	71.0	15.0	74.0	74.0
Volume/Cap:	0.09	0.09	0.09	0.25	0.25	0.25	0.40	0.26	0.26	0.09	0.43	0.43
Delay/Veh:	35.6	35.6	35.6	37.5	37.5	37.5	57.3	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	57.3	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:	3	3	3	8	8	8	5	11	11	1	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 with Occupied/Re-tenanted Mall 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:	1	0	0	0	0	1	1	104	1	0	176	0
PasserByVol:	2	0	0	42	0	1	12	125	9	0	44	6
Initial Fut:	110	345	27	102	256	102	178	524	148	55	1265	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:	110	345	27	102	256	102	178	524	148	55	1265	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	345	27	102	256	102	178	524	148	55	1265	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:	110	345	27	102	256	102	178	524	148	55	1265	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	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2645	1054	1750	5700	1750	1750	5700	1750

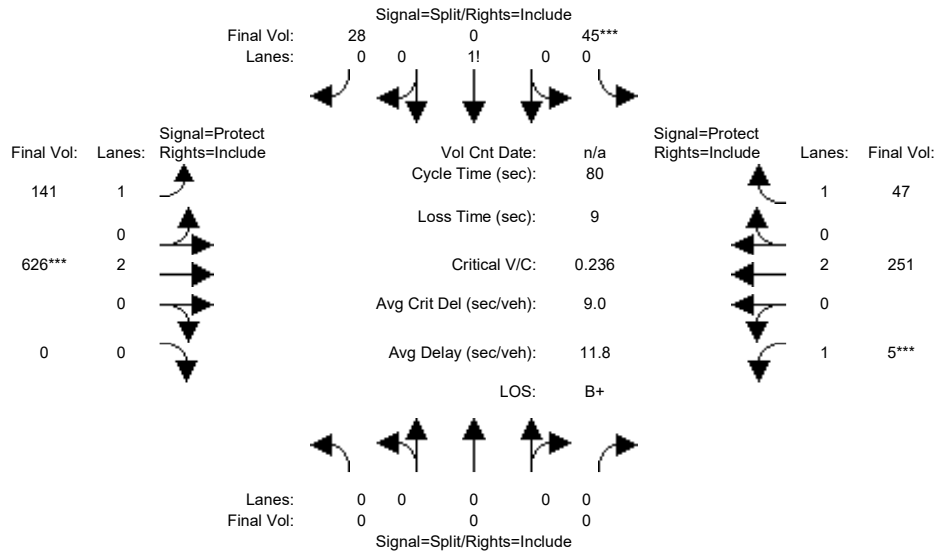
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.06	0.10	0.10	0.10	0.09	0.08	0.03	0.22	0.17
Crit Moves:			****		****		****			****		
Green Time:	26.6	26.6	26.6	25.6	25.6	25.6	26.9	56.9	83.5	28.9	58.8	84.4
Volume/Cap:	0.35	0.57	0.57	0.34	0.57	0.57	0.57	0.24	0.15	0.16	0.57	0.30
Delay/Veh:	54.3	57.3	57.3	54.9	58.0	58.0	58.6	31.9	16.2	50.7	36.0	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:	54.3	57.3	57.3	54.9	58.0	58.0	58.6	31.9	16.2	50.7	36.0	17.4
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	26	14

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 Occupied/Re-Tenanted Mall Alternative

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:	L	T	R	L	T	R	L	T	R	L	T	R
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	15	0	10	63	2	0	0	5	21
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	45	0	28	141	626	0	5	251	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	45	0	28	141	626	0	5	251	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	28	141	626	0	5	251	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	45	0	28	141	626	0	5	251	47

Saturation Flow Module:	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	0.92	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	1079	0	671	1750	3800	0	1750	3800	1750

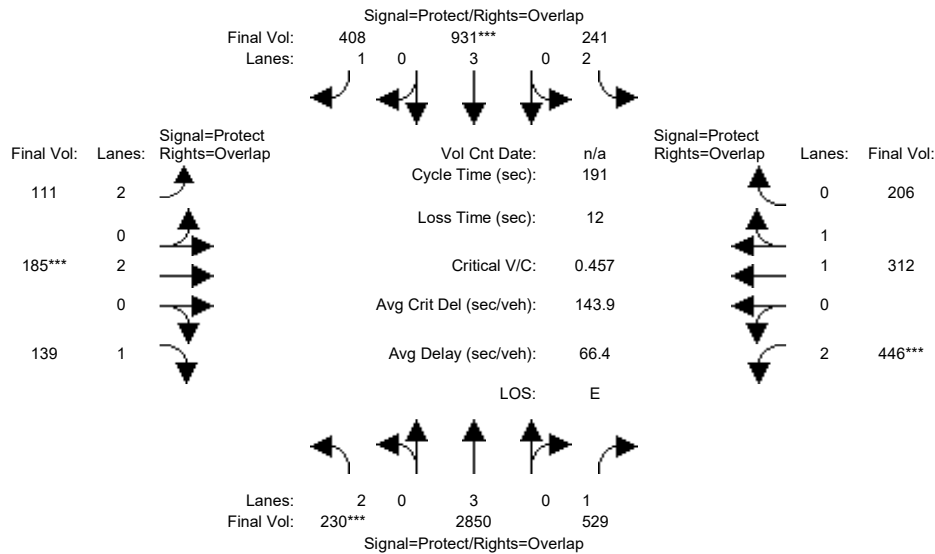
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.08	0.16	0.00	0.00	0.07	0.03
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	23.9	51.1	0.0	7.0	34.2	34.2
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.26	0.27	0.26	0.00	0.03	0.15	0.06
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	29.8	21.7	6.3	0.0	33.5	14.1	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	29.8	0.0	29.8	21.7	6.3	0.0	33.5	14.1	13.5
LOS by Move:	A	A	A	C	A	C	C+	A	A	C-	B	B
HCM2kAvgQ:	0	0	0	2	0	2	3	3	0	0	2	1

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 Occupied/Re-Tenanted Mall Alternative

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:	North Bound			South Bound			East Bound			West Bound		
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	239	0	0	125	0	0	0	1	1	0	0
PasserByVol:	1	208	2	1	29	7	0	0	8	359	29	3
Initial Fut:	230	3607	529	241	1164	408	111	185	139	446	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	2850	529	241	931	408	111	185	139	446	312	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2850	529	241	931	408	111	185	139	446	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	2850	529	241	931	408	111	185	139	446	312	206

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	0.83	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

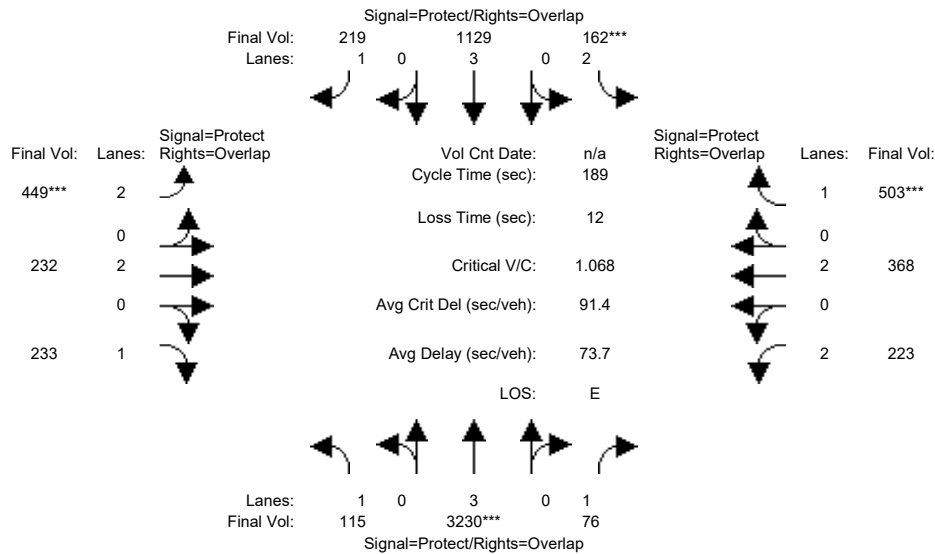
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.50	0.30	0.08	0.16	0.23	0.04	0.05	0.08	0.14	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.83	0.45	0.86	0.29	0.37	0.45	0.29	0.26	1.82	0.84	0.55
Delay/Veh:	74.4	30.7	13.7	103.6	21.3	16.0	80.7	66.0	48.2	467.8	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	30.7	13.7	103.6	21.3	16.0	80.7	66.0	48.2	467.8	82.7	58.7
LOS by Move:	E	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	38	13	10	9	11	4	4	6	31	16	13

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 Occupied/Re-Tenanted Mall 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:	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	239	0	0	128	0	0	0	0	0	0	0
PasserByVol:	2	320	9	39	382	50	59	6	5	5	4	11
Initial Fut:	115	4088	76	162	1411	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	3230	76	162	1129	219	449	232	233	223	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	3230	76	162	1129	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	3230	76	162	1129	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

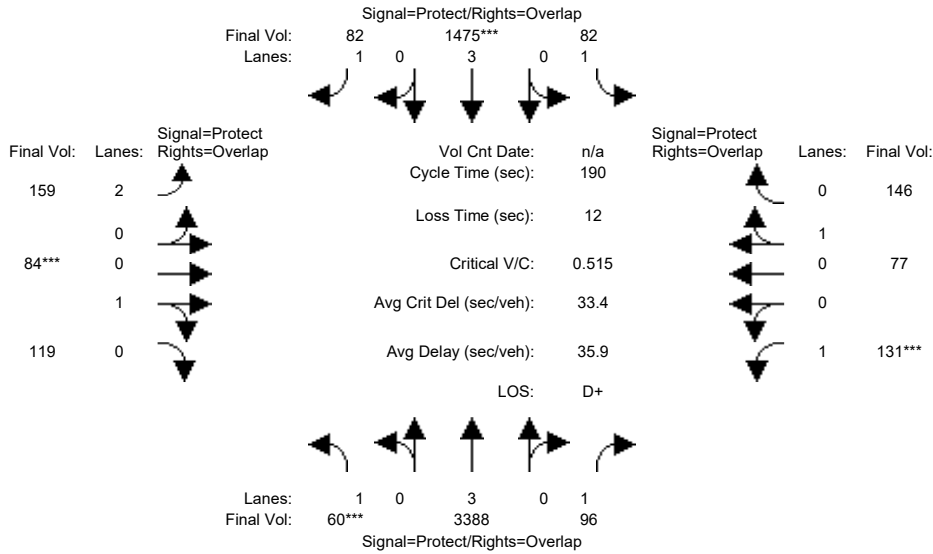
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.04	0.05	0.20	0.13	0.14	0.06	0.13	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	121.1	24.7	45.6	63.7	16.3	37.3	50.9
Volume/Cap:	0.69	1.06	0.07	0.71	0.39	0.20	1.09	0.25	0.40	0.82	0.49	1.07
Delay/Veh:	90.4	77.9	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	77.9	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
HCM2kAvgQ:	6	65	2	5	12	5	21	5	10	9	9	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 Occupied/Re-Tenanted Mall 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:	0	239	0	0	128	0	0	0	0	0	0	0
PasserByVol:	6	191	4	5	288	16	13	1	1	0	8	8
Initial Fut:	60	4289	96	82	1844	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	3388	96	82	1475	82	159	84	119	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	3388	96	82	1475	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	3388	96	82	1475	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

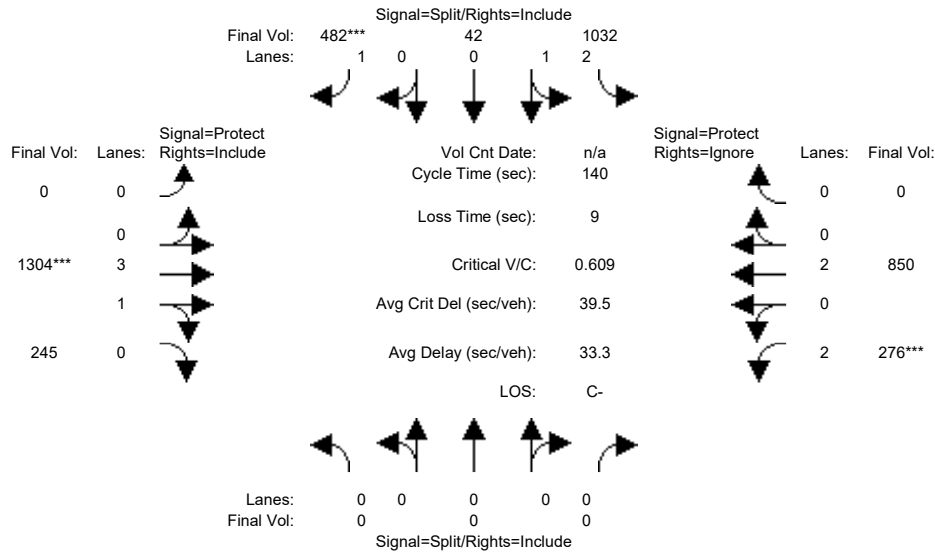
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.05	0.05	0.26	0.05	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***				****			****		****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.62	0.92	0.08	0.77	0.40	0.06	0.55	0.78	0.56	0.90	0.91	0.63
Delay/Veh:	94.5	32.6	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	32.6	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
HCM2kAvgQ:	3	56	2	5	12	1	6	13	11	10	16	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)
Cumulative PM

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:	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	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:												
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

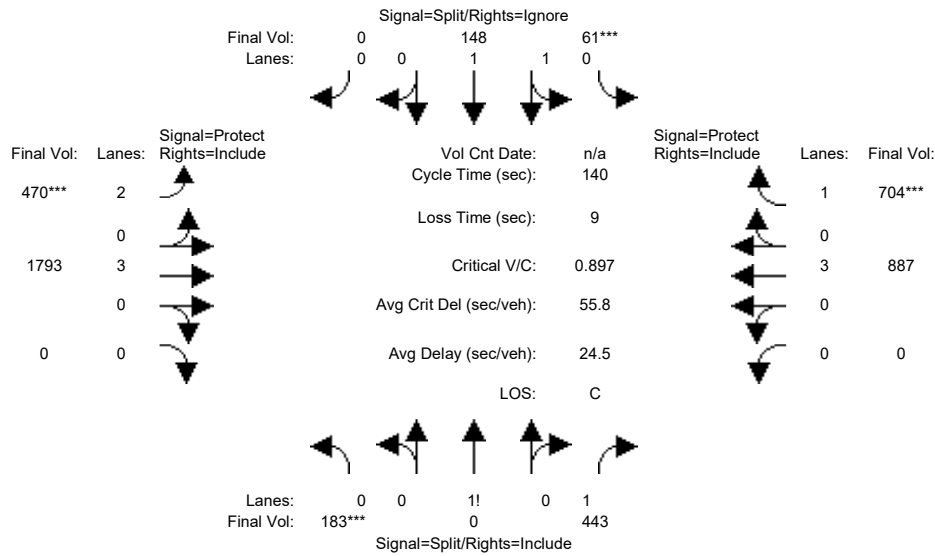
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.28	0.00	0.21	0.21	0.09	0.22	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	63.3	63.3	63.3	0.0	47.5	47.5	20.1	67.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.61	0.00	0.61	0.61	0.61	0.46	0.00
Delay/Veh:	0.0	0.0	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
HCM2kAvgQ:	0	0	0	12	12	17	0	12	12	6	6	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 #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

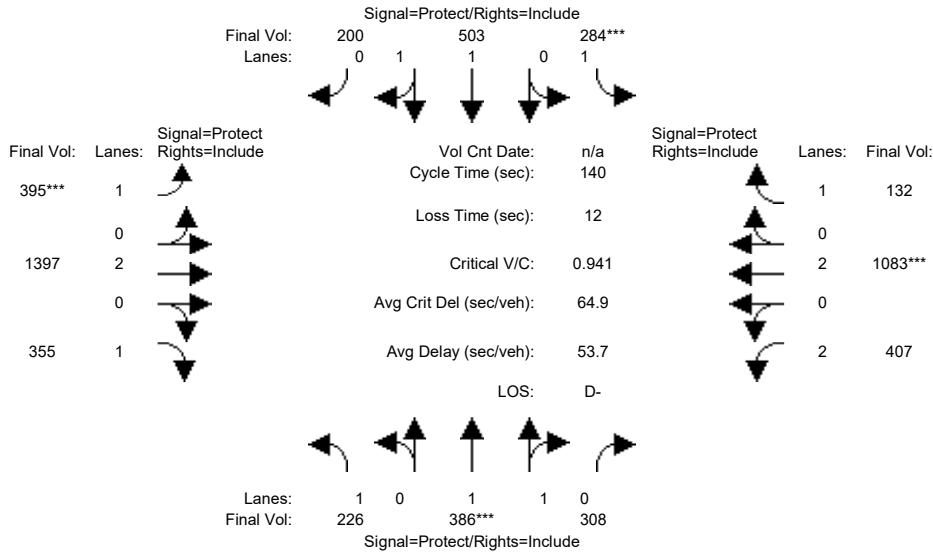
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.31	0.00	0.00	0.16	0.40
Crit Moves:	***			***			***					***
Green Time:	35.7	0.0	35.7	10.0	10.0	0.0	23.1	85.3	0.0	0.0	62.2	62.2
Volume/Cap:	0.91	0.00	0.64	0.79	0.79	0.00	0.91	0.52	0.00	0.00	0.35	0.91
Delay/Veh:	66.0	0.0	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
HCM2kAvgQ:	22	0	12	6	6	0	13	1	0	0	4	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)
Cumulative PM

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
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:	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

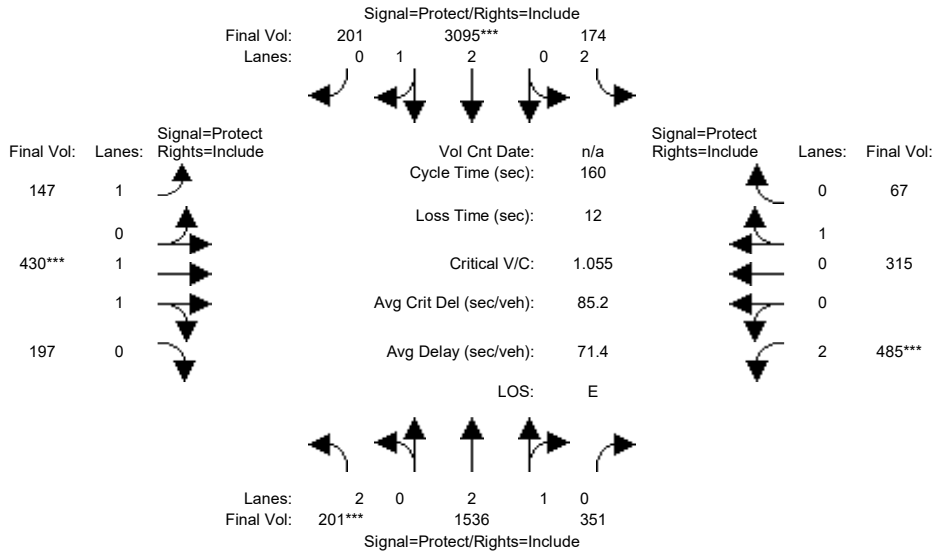
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.16	0.19	0.19	0.23	0.37	0.20	0.13	0.28	0.08
Crit Moves:	****			****			****			****		
Green Time:	21.1	27.9	27.9	24.1	31.0	31.0	33.6	56.2	56.2	19.8	42.4	42.4
Volume/Cap:	0.86	0.94	0.94	0.94	0.86	0.86	0.94	0.92	0.51	0.92	0.94	0.25
Delay/Veh:	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
HCM2kAvgQ:	13	19	19	17	17	17	20	28	8	11	23	3

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

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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:												
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

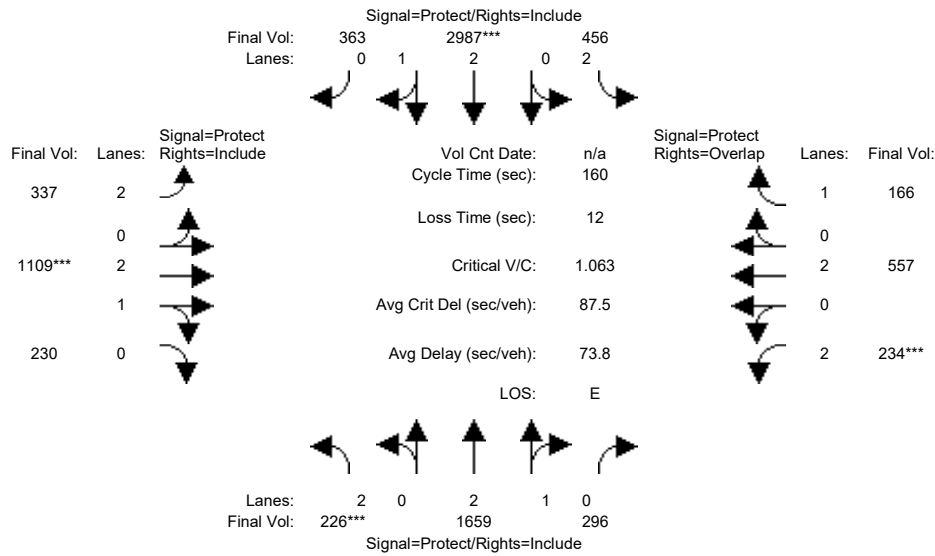
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.06	0.59	0.59	0.08	0.17	0.17	0.15	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	9.7	85.0	85.0	13.9	89.3	89.3	13.9	25.7	25.7	23.3	35.1	35.1
Volume/Cap:	1.06	0.63	0.63	0.63	1.06	1.06	0.97	1.06	1.06	1.06	0.97	0.97
Delay/Veh:	155.7	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
HCM2kAvgQ:	7	21	21	5	66	66	11	22	22	20	24	24

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

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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

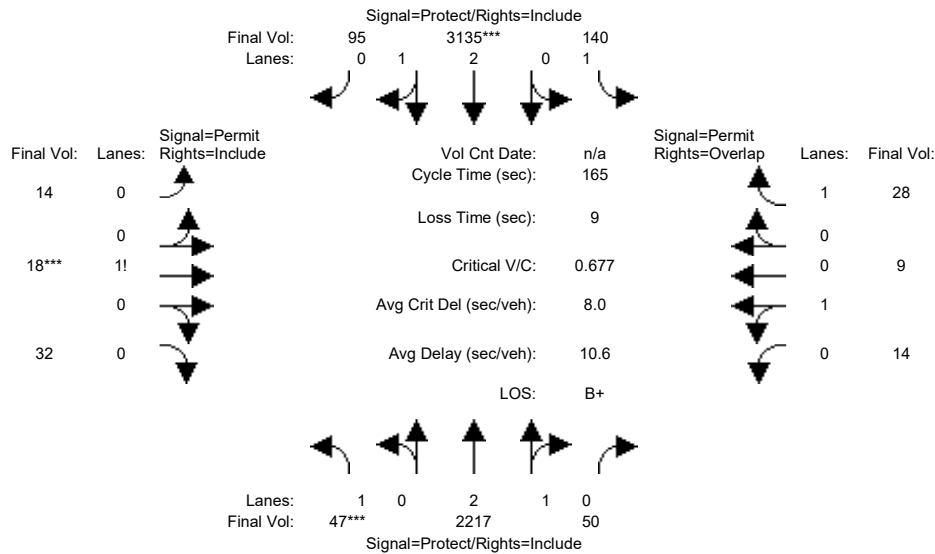
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.14	0.60	0.60	0.11	0.24	0.24	0.07	0.15	0.09
Crit Moves:	***			****			****			****		
Green Time:	10.8	71.3	71.3	29.6	90.0	90.0	19.9	36.0	36.0	11.2	27.3	56.8
Volume/Cap:	1.06	0.78	0.78	0.78	1.06	1.06	0.86	1.06	1.06	1.06	0.86	0.27
Delay/Veh:	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+
HCM2kAvgQ:	9	27	27	12	60	60	12	30	30	9	14	6

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

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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

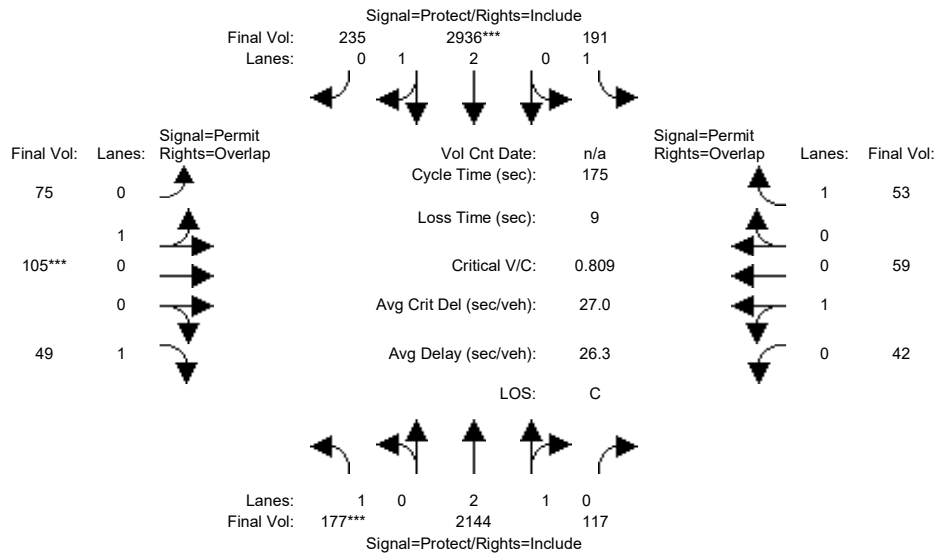
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.08	0.58	0.58	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	122	121.9	24.1	139	139.0	10.0	10.0	10.0	10.0	10.0	34.1
Volume/Cap:	0.63	0.55	0.55	0.55	0.68	0.68	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	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-
HCM2kAvgQ:	3	17	17	7	19	19	4	4	4	1	1	1

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

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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:												
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

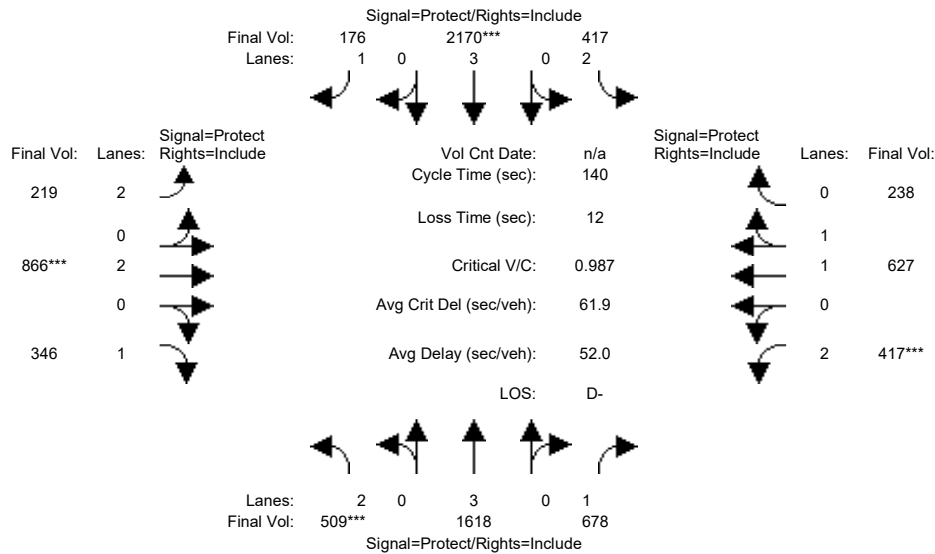
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.11	0.57	0.57	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	****			****			****					
Green Time:	21.9	114	113.7	30.7	122	122.5	21.6	21.6	43.5	21.6	21.6	52.3
Volume/Cap:	0.81	0.62	0.62	0.62	0.81	0.81	0.81	0.81	0.11	0.45	0.45	0.10
Delay/Veh:	94.2	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
HCM2kAvgQ:	10	23	23	10	39	39	12	12	2	6	6	2

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:	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

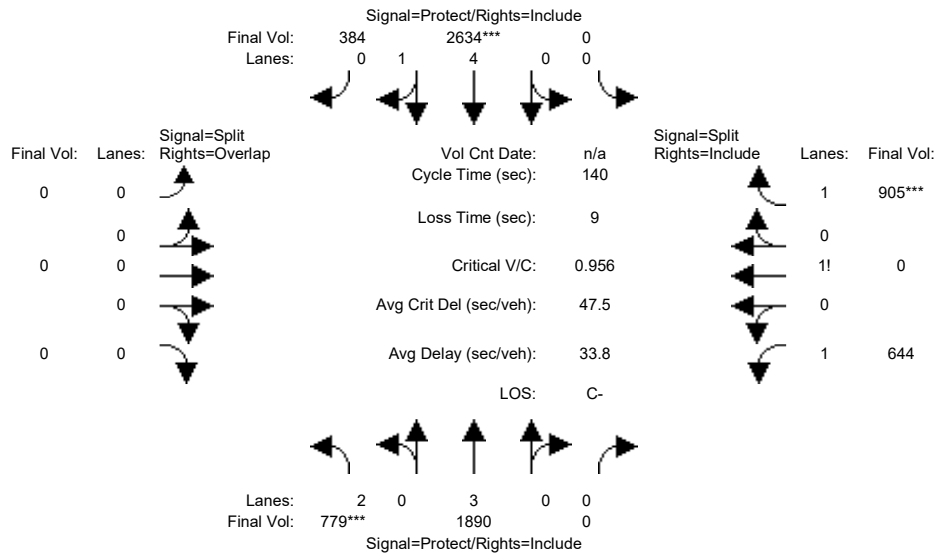
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.39	0.13	0.38	0.10	0.07	0.23	0.20	0.13	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	22.9	57.3	57.3	19.6	54.0	54.0	11.7	32.3	32.3	18.8	39.4	39.4
Volume/Cap:	0.99	0.69	0.95	0.95	0.99	0.26	0.83	0.99	0.86	0.99	0.83	0.83
Delay/Veh:	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-
HCM2kAvgQ:	18	15	33	11	33	3	6	22	16	13	18	18

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:	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:	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:	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	4.34	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

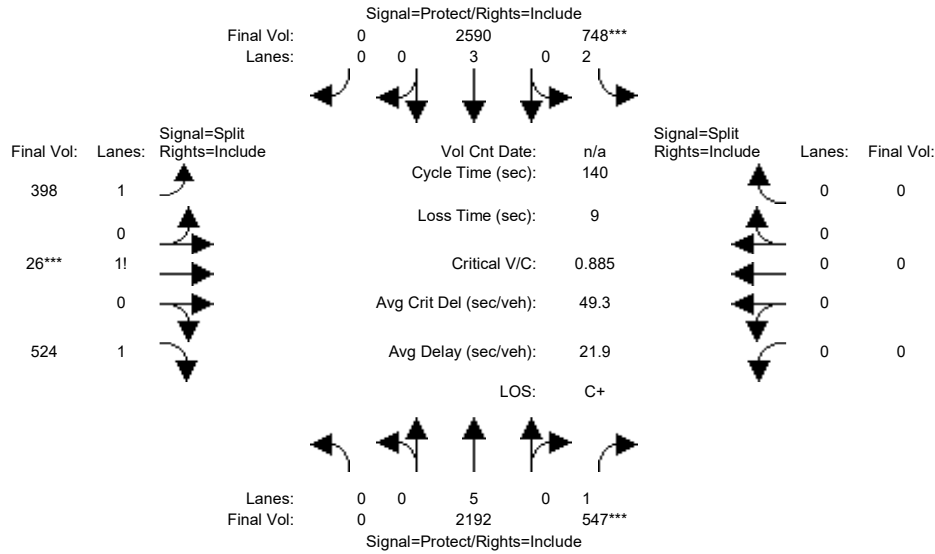
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.33	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:	***			****						****		
Green Time:	36.2	83.2	0.0	0.0	47.0	47.0	0.0	0.0	0.0	47.8	0.0	47.8
Volume/Cap:	0.96	0.56	0.00	0.00	0.96	0.96	0.00	0.00	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+
HCM2kAvgQ:	21	1	0	0	30	30	0	0	0	20	0	31

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

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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
Final Volume:	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

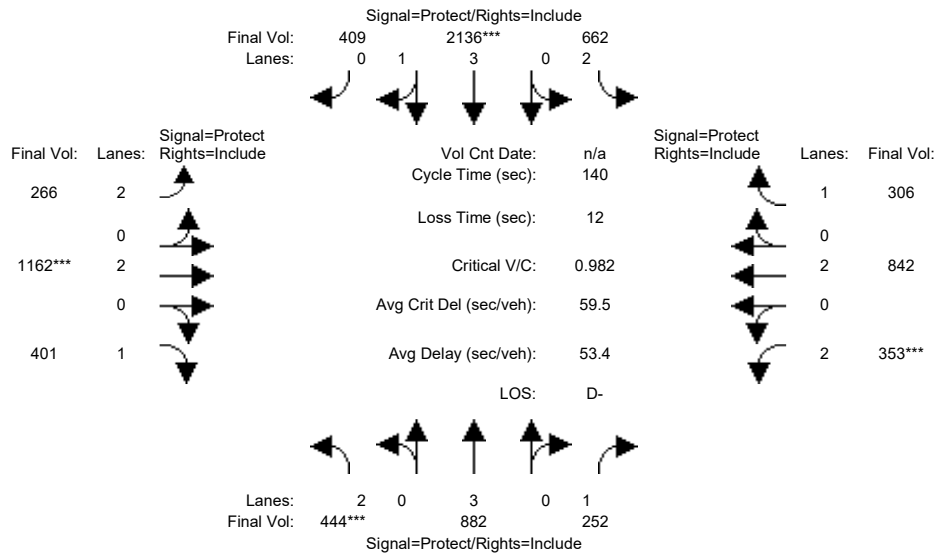
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.31	0.24	0.45	0.00	0.16	0.28	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.4	49.4	37.6	87.0	0.0	44.0	44.0	44.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.89	0.89	0.73	0.00	0.51	0.89	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	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
HCM2kAvgQ:	0	13	24	17	1	0	11	24	14	0	0	0

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

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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	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

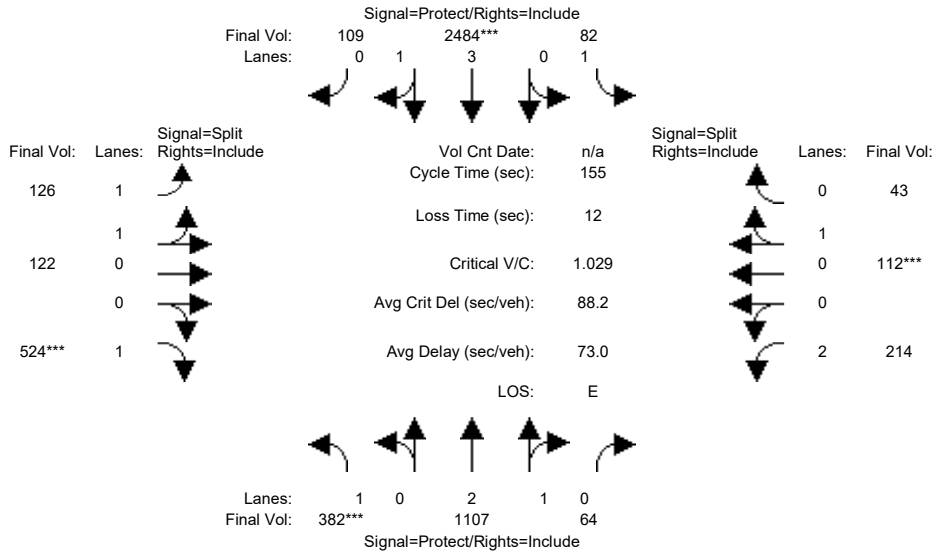
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.14	0.21	0.34	0.34	0.08	0.31	0.23	0.11	0.22	0.17
Crit Moves:	***			****			****			****		
Green Time:	20.1	29.0	29.0	39.4	48.4	48.4	16.4	43.6	43.6	16.0	43.1	43.1
Volume/Cap:	0.98	0.75	0.69	0.75	0.98	0.98	0.72	0.98	0.74	0.98	0.72	0.57
Delay/Veh:	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
HCM2kAvgQ:	14	11	10	14	31	31	6	25	15	11	15	11

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

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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:												
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

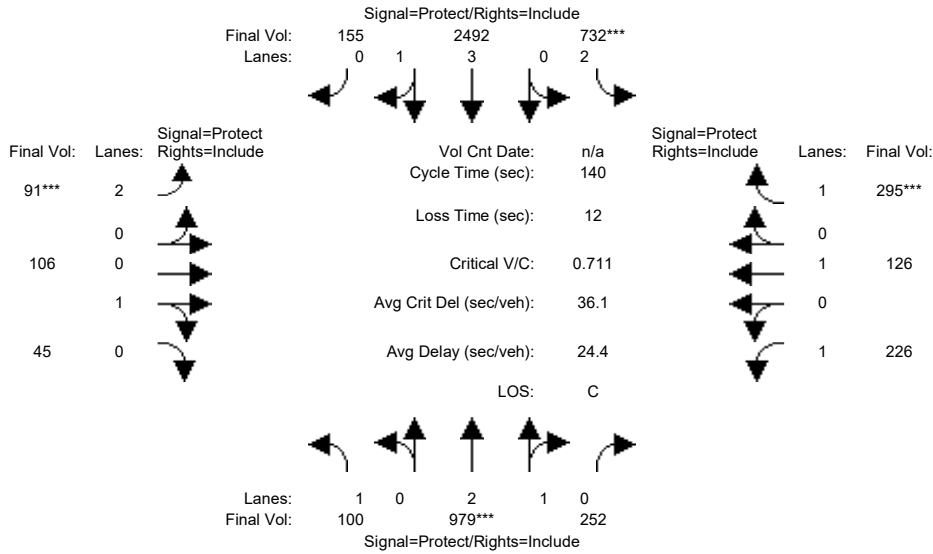
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.05	0.35	0.35	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	32.9	69.4	69.4	15.5	52.1	52.1	45.1	45.1	45.1	13.0	13.0	13.0
Volume/Cap:	1.03	0.47	0.47	0.47	1.03	1.03	0.24	0.24	1.03	0.81	1.03	1.03
Delay/Veh:	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
HCM2kAvgQ:	23	12	12	4	33	33	5	5	34	8	12	12

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

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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

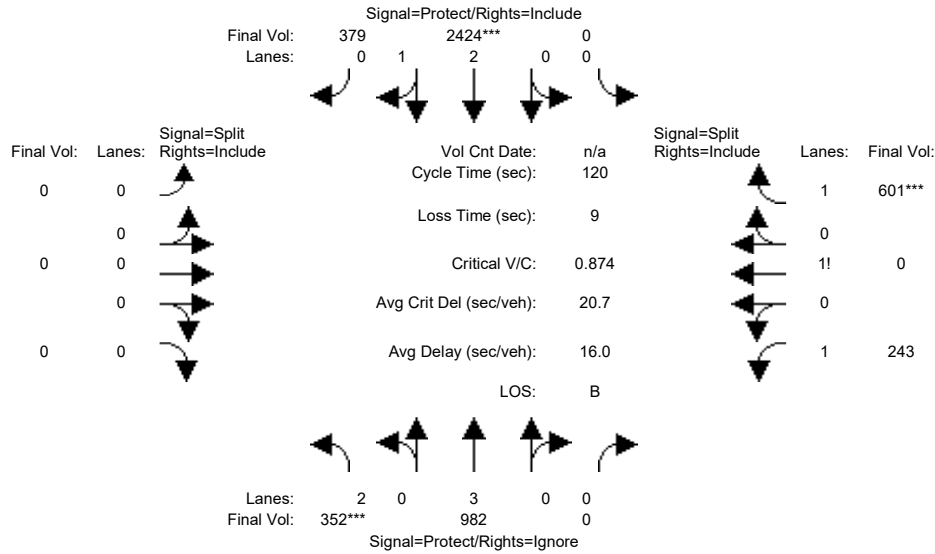
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.23	0.35	0.35	0.03	0.08	0.08	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.3	42.9	42.9	45.3	75.9	75.9	7.0	15.7	15.7	24.2	32.9	32.9
Volume/Cap:	0.65	0.72	0.72	0.72	0.65	0.65	0.58	0.75	0.75	0.75	0.28	0.72
Delay/Veh:	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+
HCM2kAvgQ:	5	14	14	13	6	6	3	8	8	10	4	13

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

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



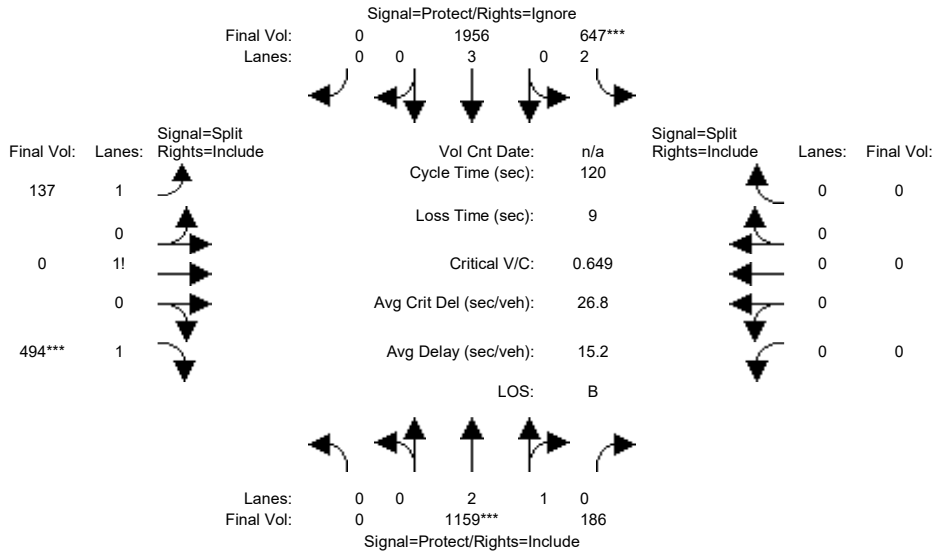
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	352	863	0	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-
HCM2kAvgQ:	8	0	0	0	12	12	0	0	0	7	0	16

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

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Cumulative 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	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

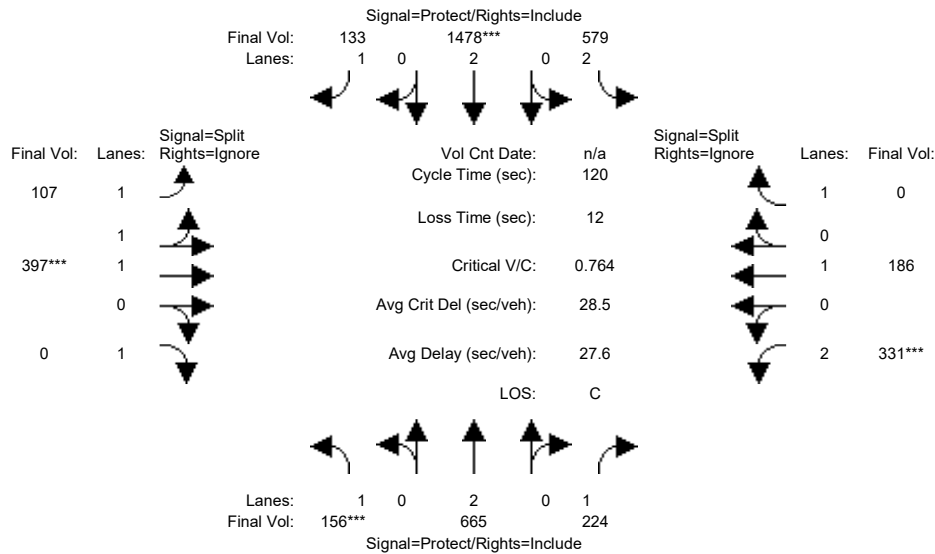
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.21	0.34	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.4	44.4	38.0	82.4	0.0	28.6	0.0	28.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.65	0.65	0.50	0.00	0.27	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	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
HCM2kAvgQ:	0	11	11	10	0	0	4	0	11	0	0	0

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

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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

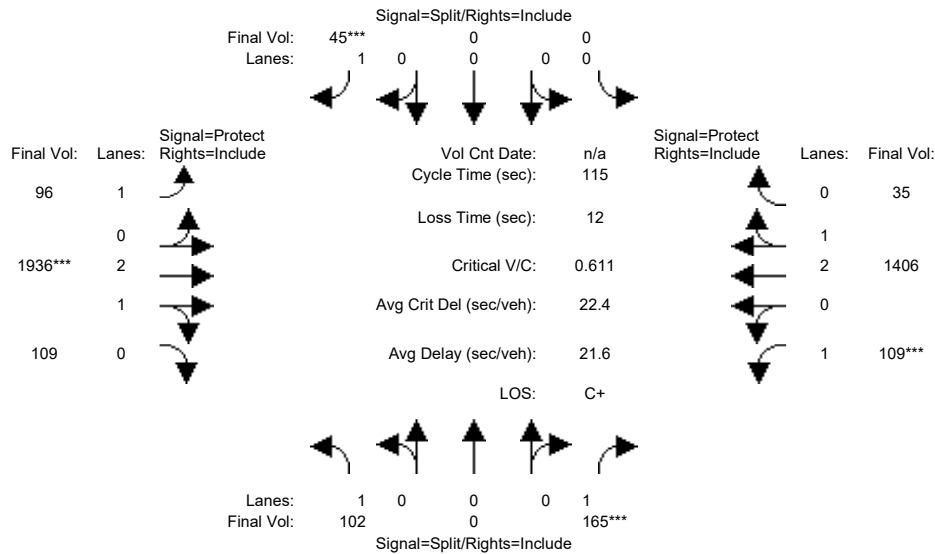
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.18	0.39	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	14.0	36.6	36.6	38.5	61.1	61.1	16.4	16.4	0.0	16.5	16.5	0.0
Volume/Cap:	0.76	0.57	0.42	0.57	0.76	0.15	0.45	0.76	0.00	0.76	0.71	0.00
Delay/Veh:	62.5	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
HCM2kAvgQ:	8	9	6	9	13	1	4	9	0	7	7	0

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

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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:	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
FinalVolume:	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

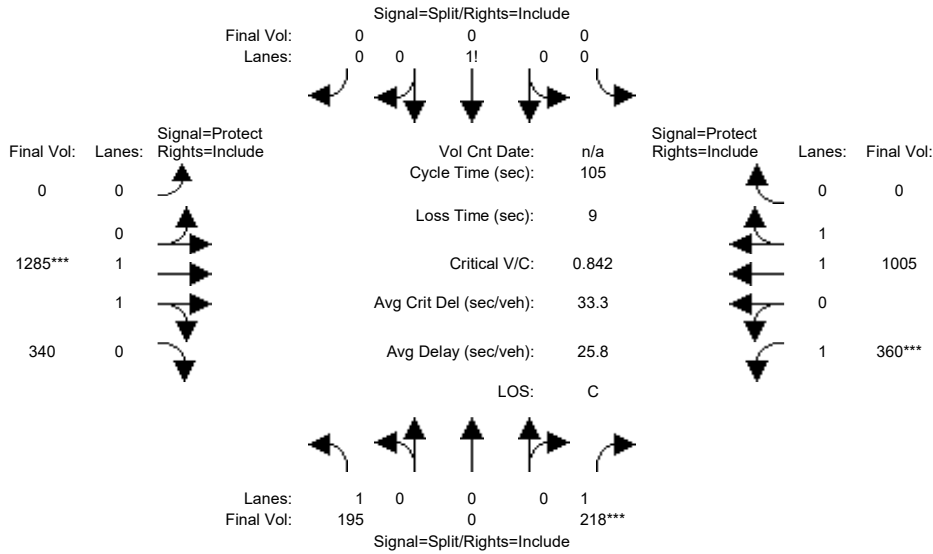
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.37	0.37	0.06	0.26	0.26
Crit Moves:			****			****		****			****	
Green Time:	16.8	0.0	16.8	0.0	0.0	10.0	14.6	65.1	65.1	11.1	61.6	61.6
Volume/Cap:	0.40	0.00	0.65	0.00	0.00	0.30	0.43	0.65	0.65	0.65	0.48	0.48
Delay/Veh:	45.5	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
HCM2kAvgQ:	4	0	7	0	0	2	3	15	15	4	10	10

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

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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:	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

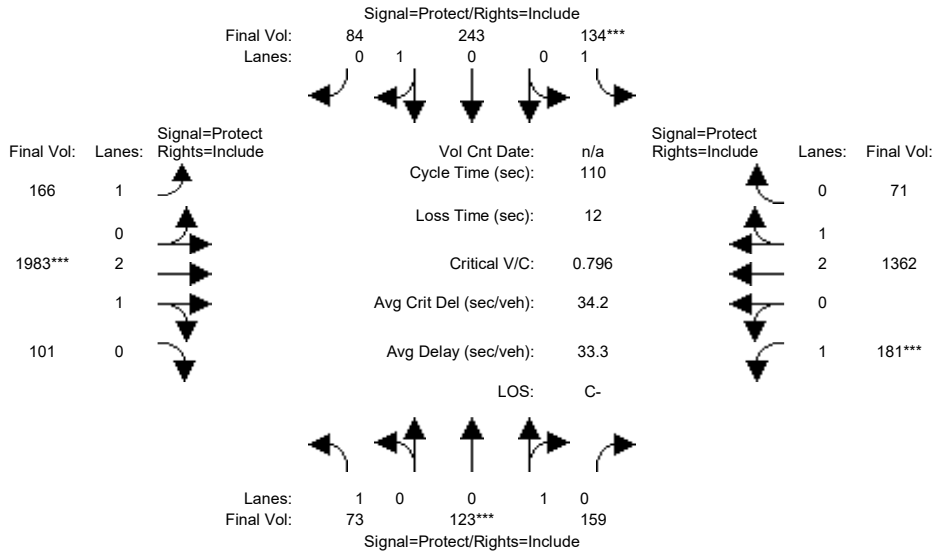
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	54.8	54.8	25.7	80.5	0.0
Volume/Cap:	0.75	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.35	0.00
Delay/Veh:	54.6	0.0	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
HCM2kAvgQ:	8	0	10	0	0	0	0	24	24	12	5	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:	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

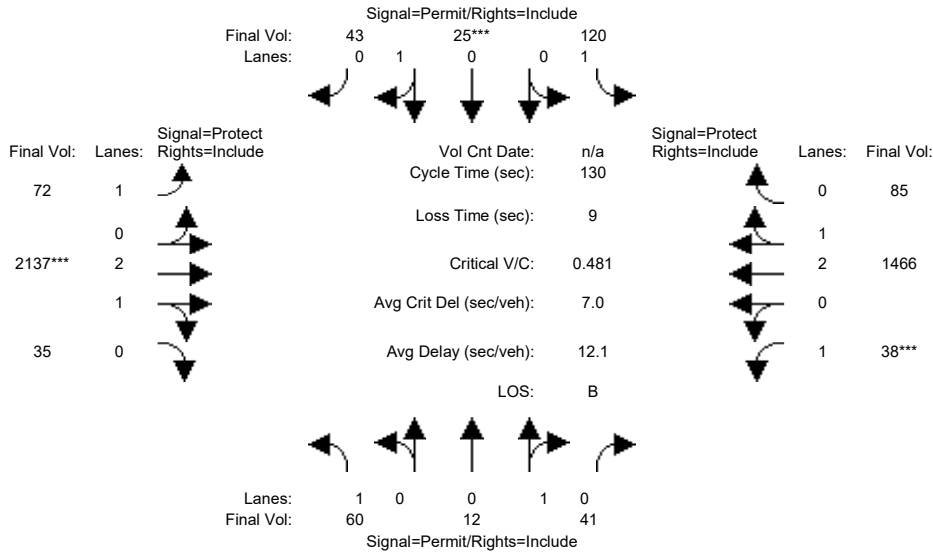
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.37	0.37	0.10	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	8.4	21.7	21.7	10.6	23.9	23.9	17.8	51.5	51.5	14.3	48.0	48.0
Volume/Cap:	0.55	0.80	0.80	0.80	0.84	0.84	0.59	0.80	0.80	0.80	0.59	0.59
Delay/Veh:	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
HCM2kAvgQ:	3	10	10	7	14	14	5	20	20	7	12	12

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:	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

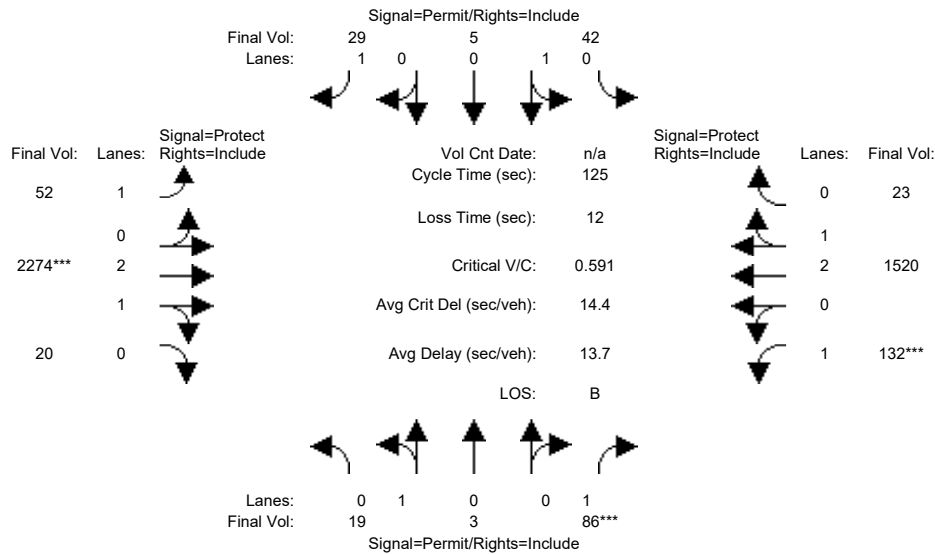
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.39	0.39	0.02	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	10.1	10.1	10.1	10.1	10.1	10.1	18.0	104	103.9	7.0	92.8	92.8
Volume/Cap:	0.44	0.38	0.38	0.88	0.49	0.49	0.30	0.49	0.49	0.40	0.39	0.39
Delay/Veh:	59.5	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
HCM2kAvgQ:	3	2	2	8	3	3	3	9	9	2	8	8

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

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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:												
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

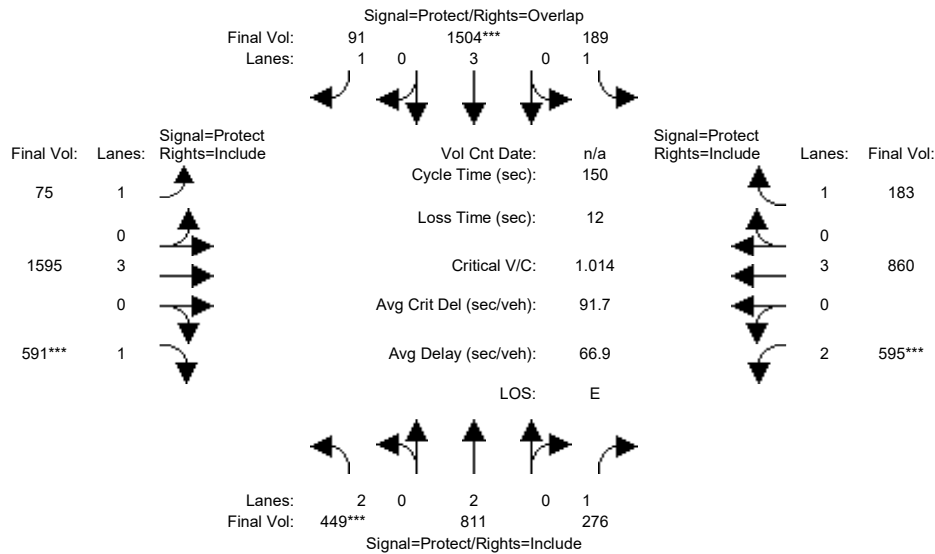
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.03	0.03	0.02	0.03	0.41	0.41	0.08	0.28	0.28
Crit Moves:	***						***			***		
Green Time:	10.4	10.4	10.4	10.4	10.4	10.4	17.3	86.7	86.7	16.0	85.3	85.3
Volume/Cap:	0.15	0.15	0.59	0.31	0.31	0.20	0.21	0.59	0.59	0.59	0.40	0.40
Delay/Veh:	53.6	53.6	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
HCM2kAvgQ:	1	1	4	2	2	1	2	15	15	5	8	8

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

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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:	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:	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

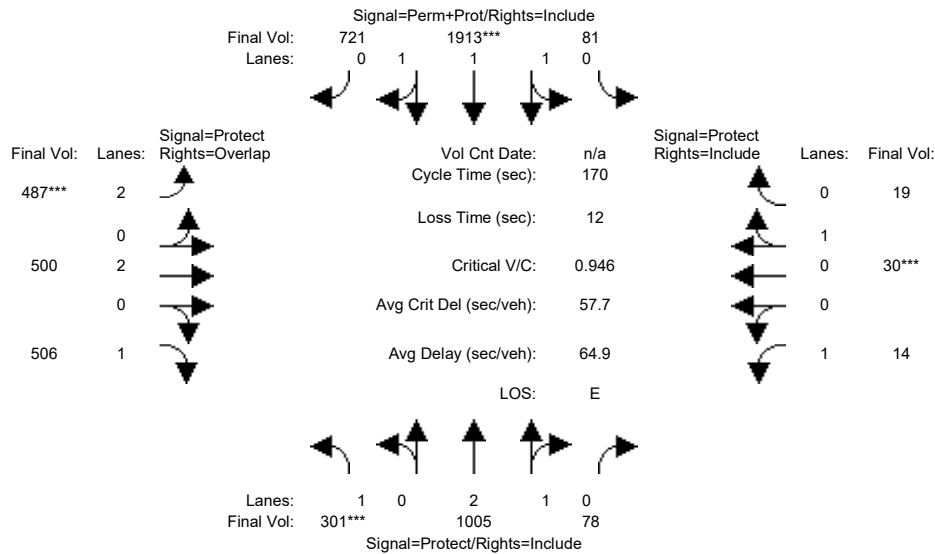
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.21	0.16	0.11	0.26	0.05	0.04	0.28	0.34	0.19	0.15	0.10
Crit Moves:	***			****			****		****	****		
Green Time:	21.1	39.9	39.9	20.2	39.0	57.4	18.4	50.0	50.0	27.9	59.5	59.5
Volume/Cap:	1.01	0.80	0.59	0.80	1.01	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
HCM2kAvgQ:	13	16	11	11	29	3	4	25	36	20	9	6

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

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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:	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

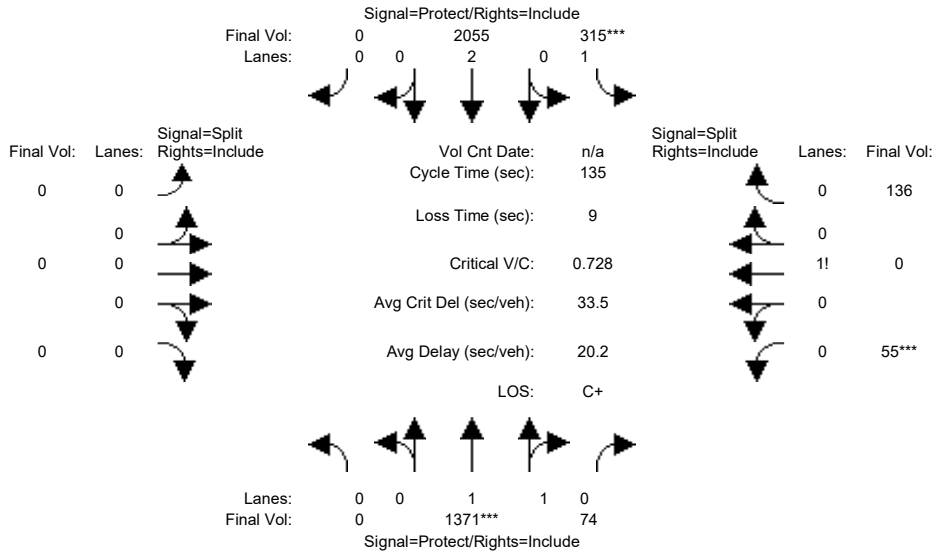
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.00	0.49	0.49	0.15	0.13	0.29	0.01	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	31.2	34.0	34.0	89.8	89.6	89.6	27.2	28.3	59.5	8.9	10.0	10.0
Volume/Cap:	0.94	0.97	0.97	0.93	0.94	0.94	0.97	0.79	0.83	0.15	0.46	0.46
Delay/Veh:	102.4	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
HCM2kAvgQ:	18	20	20	42	43	43	15	11	24	1	3	3

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	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

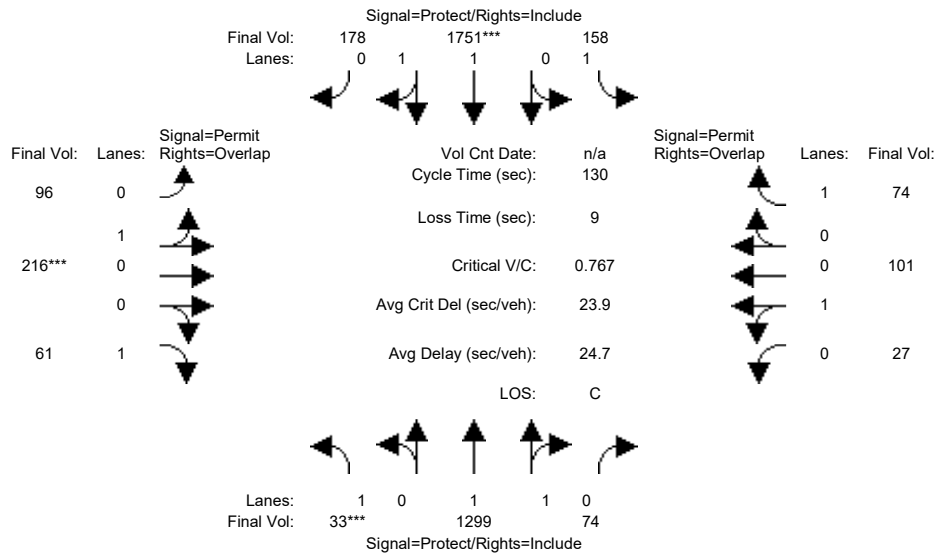
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.18	0.54	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	72.4	72.4	33.4	106	0.0	0.0	0.0	0.0	20.2	0.0	20.2
Volume/Cap:	0.00	0.73	0.73	0.73	0.69	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	25.2	25.2	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
HCM2kAvgQ:	0	23	23	12	19	0	0	0	0	10	0	10

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:	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

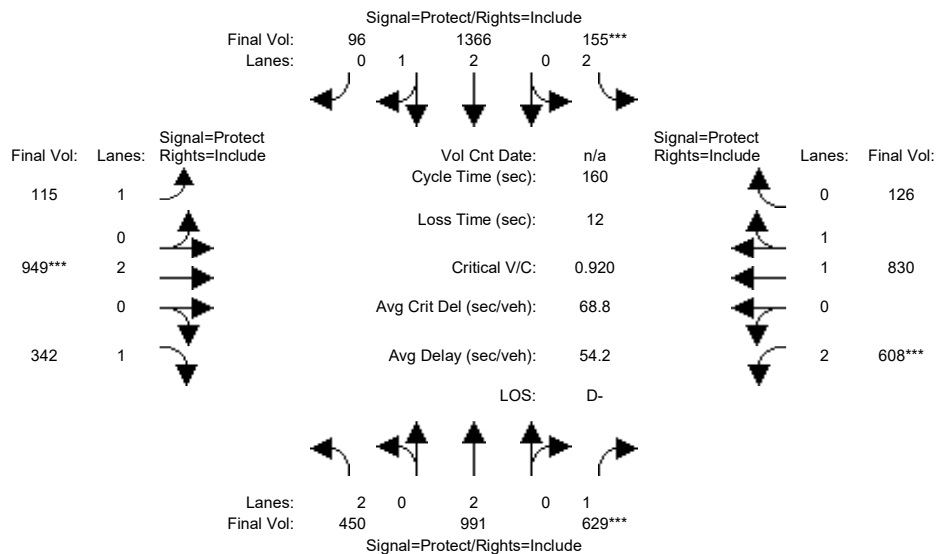
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.09	0.52	0.52	0.17	0.17	0.03	0.07	0.07	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	74.4	74.4	18.1	85.6	85.6	28.4	28.4	35.4	28.4	28.4	46.6
Volume/Cap:	0.35	0.65	0.65	0.65	0.79	0.79	0.79	0.79	0.13	0.33	0.33	0.12
Delay/Veh:	61.6	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
HCM2kAvgQ:	1	18	18	6	28	28	14	14	2	5	5	2

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

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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

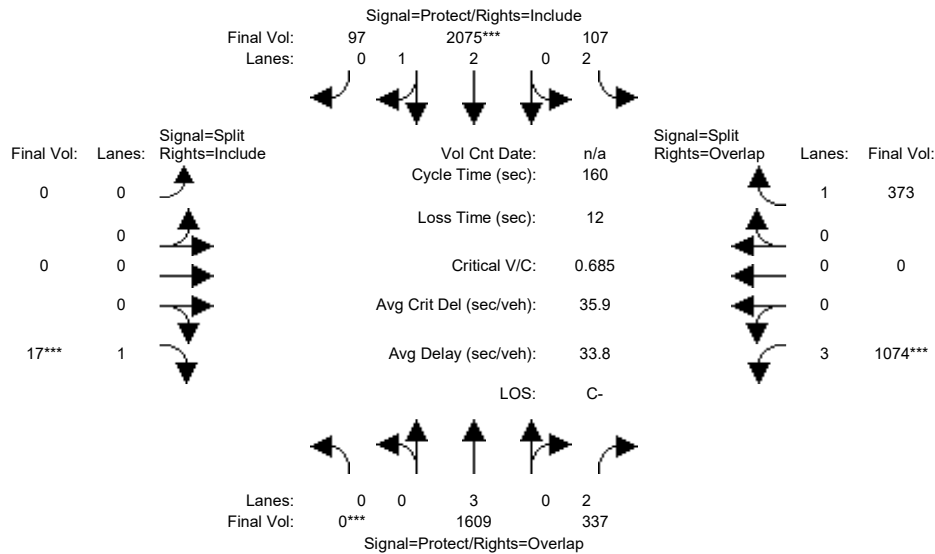
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.36	0.05	0.26	0.26	0.07	0.25	0.20	0.19	0.26	0.26
Crit Moves:			****	****			****			****		
Green Time:	25.1	62.5	62.5	8.6	45.9	45.9	15.6	43.4	43.4	33.6	61.4	61.4
Volume/Cap:	0.91	0.67	0.92	0.92	0.91	0.91	0.67	0.92	0.72	0.92	0.67	0.67
Delay/Veh:	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
HCM2kAvgQ:	14	15	31	5	23	23	6	22	15	18	17	17

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

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Cumulative PM

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	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	10	10	10	10
Y+R:	4.0	4.0	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	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:												
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

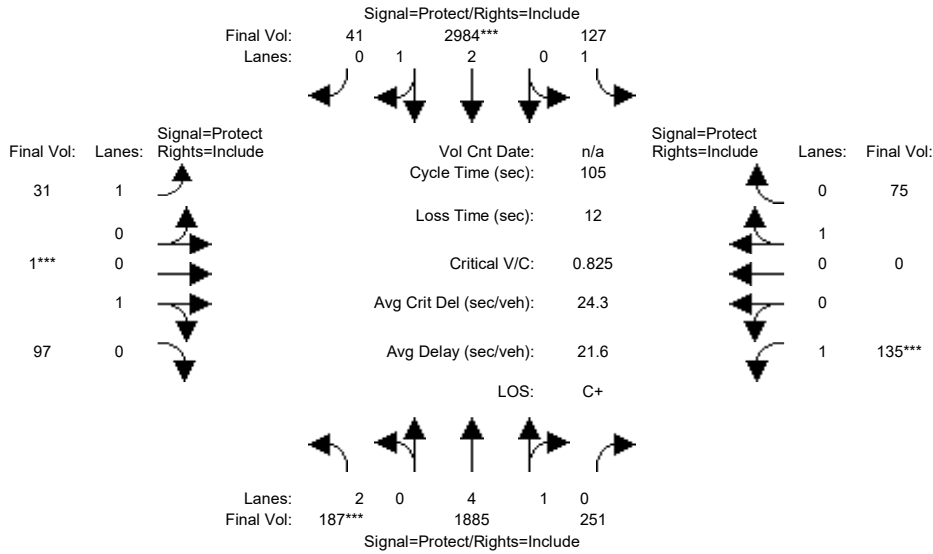
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.03	0.39	0.39	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***			***					***	***		
Green Time:	0.0	74.3	126.5	11.5	85.8	85.8	0.0	0.0	10.0	52.2	0.0	63.7
Volume/Cap:	0.00	0.61	0.14	0.47	0.72	0.72	0.00	0.00	0.16	0.72	0.00	0.54
Delay/Veh:	0.0	32.4	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+
HCM2kAvgQ:	0	19	2	3	26	26	0	0	1	20	0	15

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
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

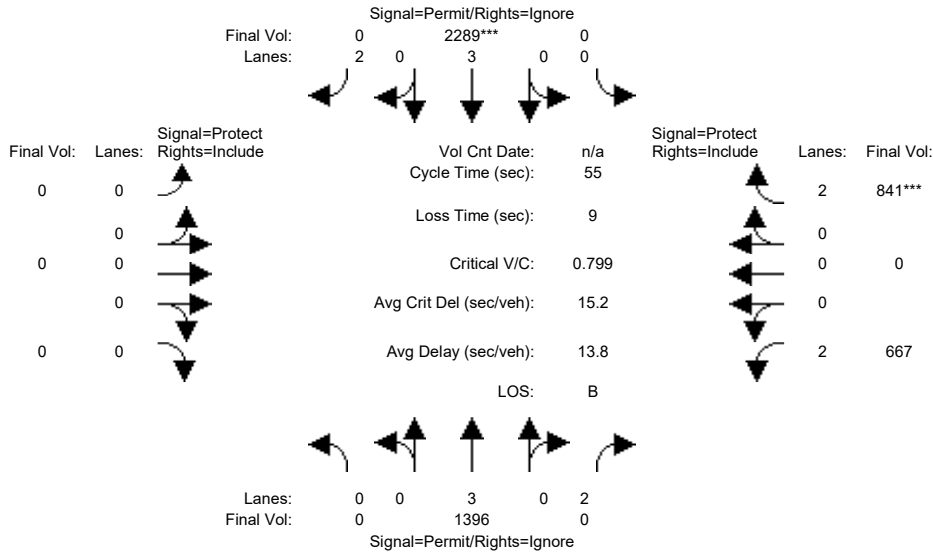
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.07	0.54	0.54	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.3	55.7	55.7	17.8	66.3	66.3	8.0	10.0	10.0	9.5	0.0	11.4
Volume/Cap:	0.86	0.43	0.43	0.43	0.86	0.86	0.23	0.57	0.57	0.86	0.00	0.38
Delay/Veh:	75.0	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
HCM2kAvgQ:	4	8	8	4	27	27	1	4	4	7	0	3

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

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



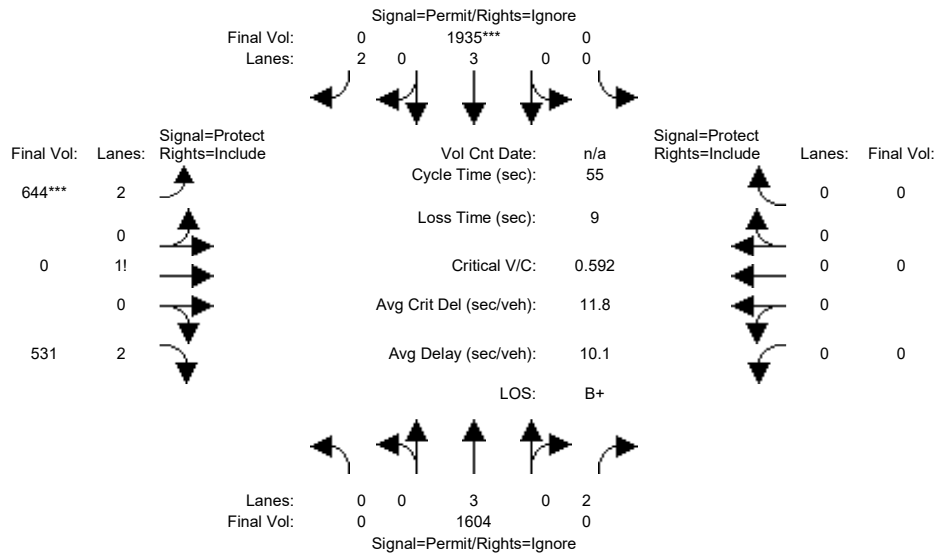
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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
FinalVolume:	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+
HCM2kAvgQ:	0	2	0	0	7	0	0	0	0	7	0	10

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

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



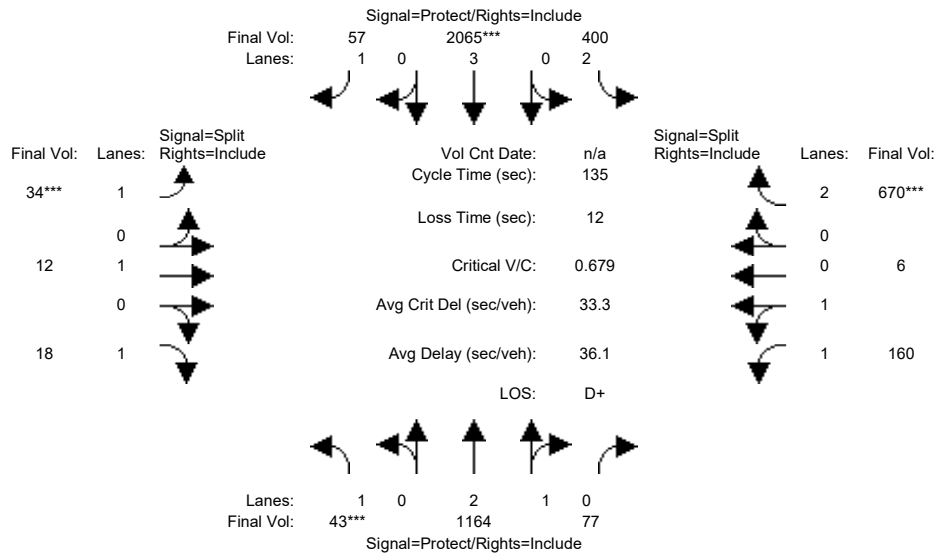
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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
FinalVolume:	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
HCM2kAvgQ:	0	1	0	0	1	0	5	0	4	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:	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

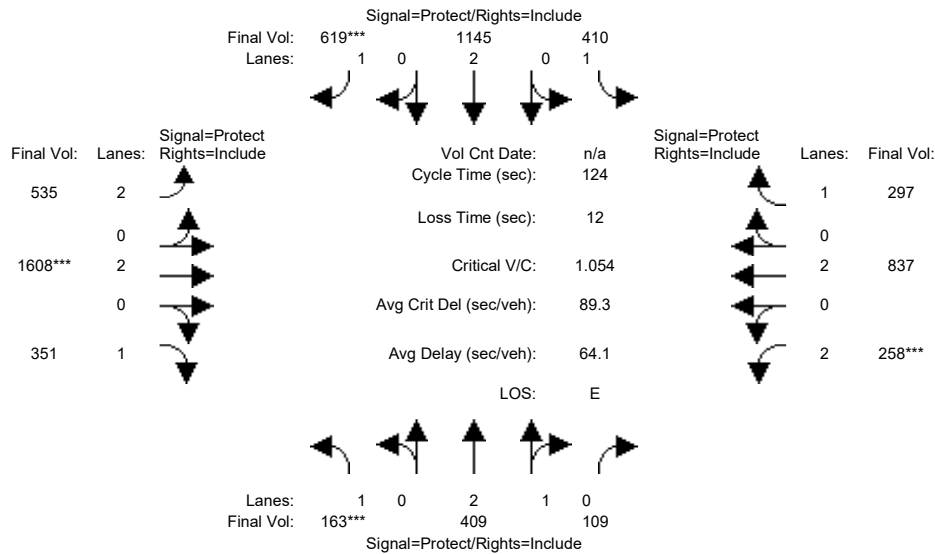
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.13	0.36	0.03	0.02	0.01	0.01	0.05	0.05	0.21
Crit Moves:	***			****			****					****
Green Time:	7.0	46.9	46.9	26.9	66.8	66.8	10.0	10.0	10.0	39.2	39.2	39.2
Volume/Cap:	0.47	0.64	0.64	0.64	0.73	0.07	0.26	0.09	0.14	0.16	0.16	0.73
Delay/Veh:	66.1	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
HCM2kAvgQ:	2	14	14	9	23	1	2	1	1	3	3	15

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

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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

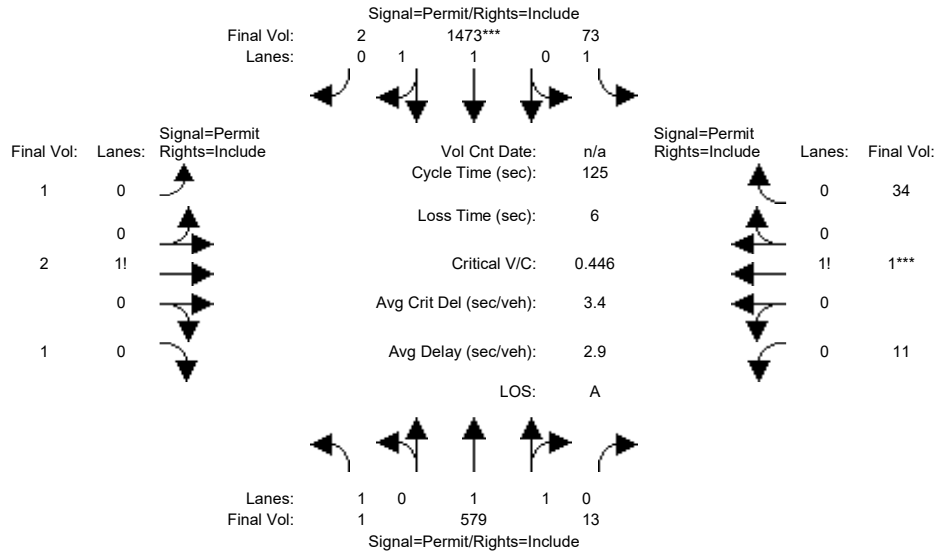
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.23	0.30	0.35	0.17	0.42	0.20	0.08	0.22	0.17
Crit Moves:	***					***	***			***		
Green Time:	11.0	14.9	14.9	37.7	41.6	41.6	25.9	49.8	49.8	9.6	33.6	33.6
Volume/Cap:	1.05	0.77	0.77	0.77	0.90	1.05	0.81	1.05	0.50	1.05	0.81	0.63
Delay/Veh:	143.9	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
HCM2kAvgQ:	9	7	7	14	21	31	12	38	7	8	14	9

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

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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:	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

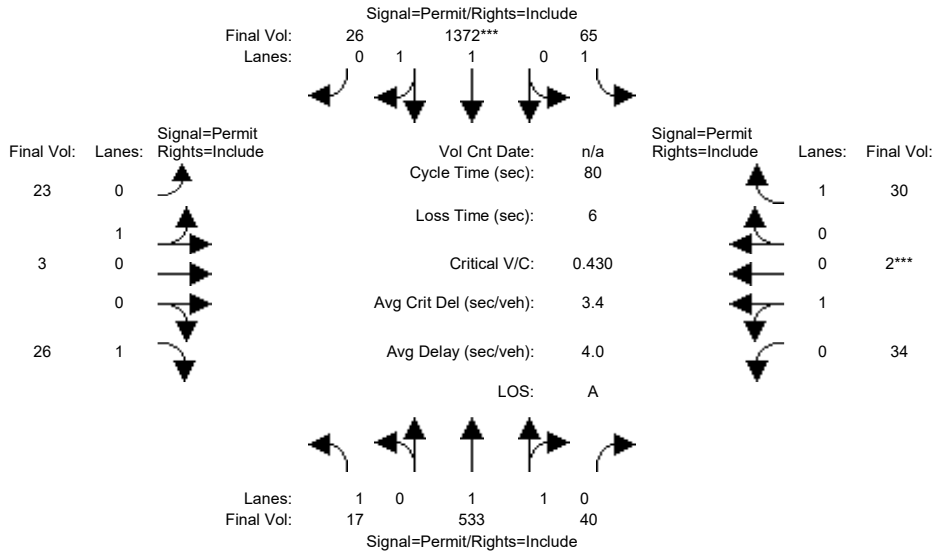
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.40	0.40	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.18	0.18	0.05	0.46	0.46	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.2	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+
HCM2kAvgQ:	0	2	2	0	6	6	0	0	0	2	2	2

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

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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 NB			Miller Avenue SB			Phil Lane EB			Phil Lane WB		
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:	Miller Avenue NB			Miller Avenue SB			Phil Lane EB			Phil Lane WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	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

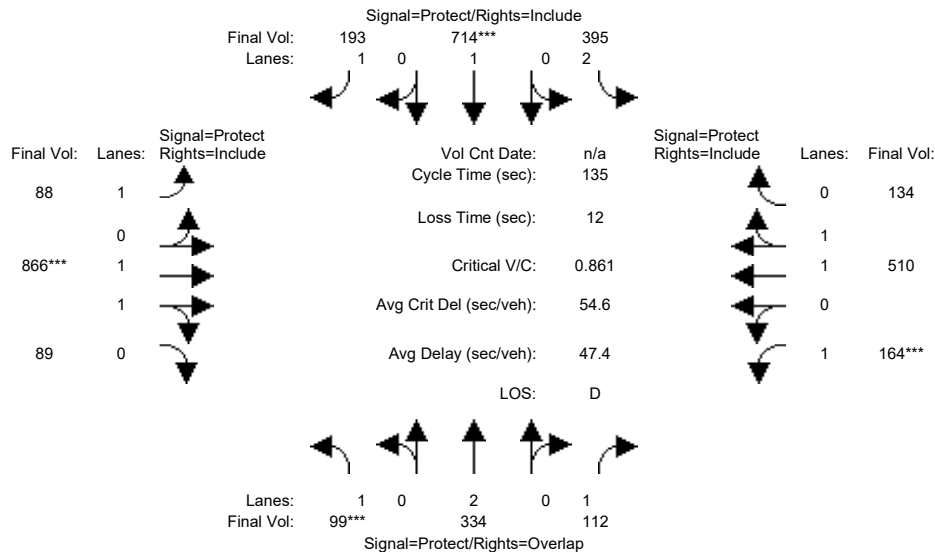
Capacity Analysis Module:	Miller Avenue NB			Miller Avenue SB			Phil Lane EB			Phil Lane WB		
Vol/Sat:	0.01	0.15	0.15	0.04	0.38	0.38	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.19	0.19	0.05	0.47	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
HCM2kAvgQ:	0	2	2	0	6	6	1	1	1	1	1	1

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:												
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

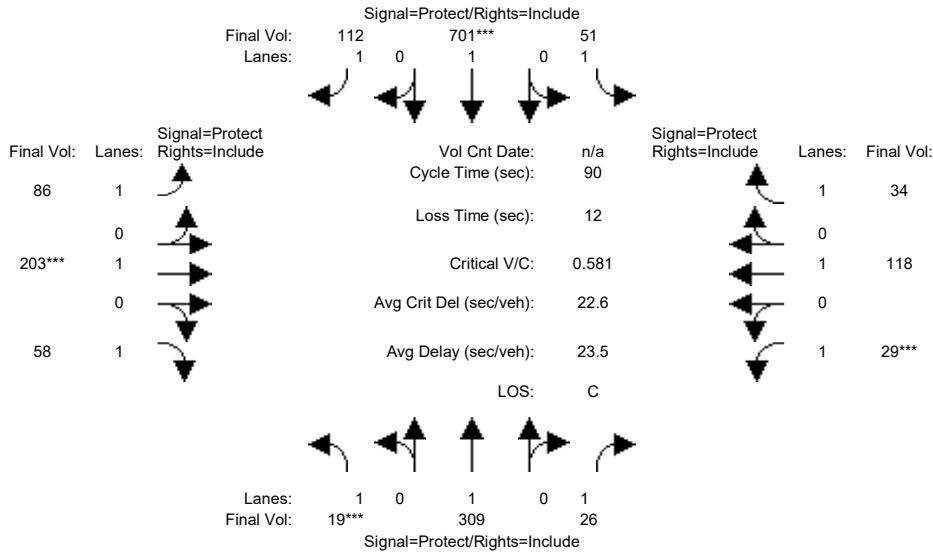
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.13	0.38	0.11	0.05	0.26	0.26	0.09	0.17	0.17
Crit Moves:	***				****			****		****		
Green Time:	8.9	27.9	42.6	39.9	58.9	58.9	12.7	40.5	40.5	14.7	42.5	42.5
Volume/Cap:	0.86	0.42	0.20	0.42	0.86	0.25	0.54	0.86	0.86	0.86	0.55	0.55
Delay/Veh:	106.6	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+
HCM2kAvgQ:	5	6	3	8	28	5	4	20	20	8	11	11

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:	Miller Avenue NB			Miller Avenue SB			Rainbow Drive EB			Rainbow Drive WB		
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:	Miller Avenue NB			Miller Avenue SB			Rainbow Drive EB			Rainbow Drive WB		
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

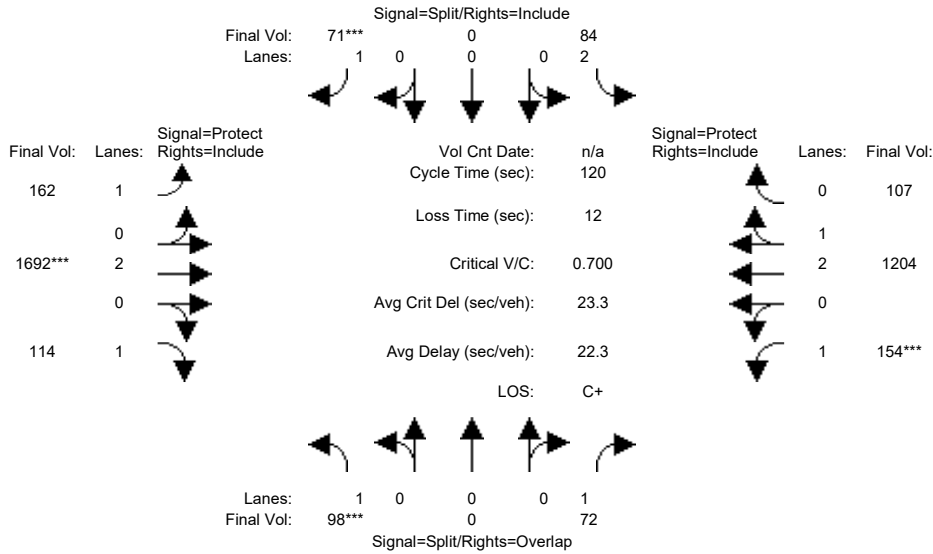
Capacity Analysis Module:	Miller Avenue NB			Miller Avenue SB			Rainbow Drive EB			Rainbow Drive WB		
Vol/Sat:	0.01	0.16	0.01	0.03	0.37	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	38.3	38.3	18.3	49.6	49.6	8.8	14.4	14.4	7.0	12.6	12.6
Volume/Cap:	0.14	0.38	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-
HCM2kAvgQ:	1	6	0	1	13	1	3	7	2	1	3	1

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 #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch 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	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

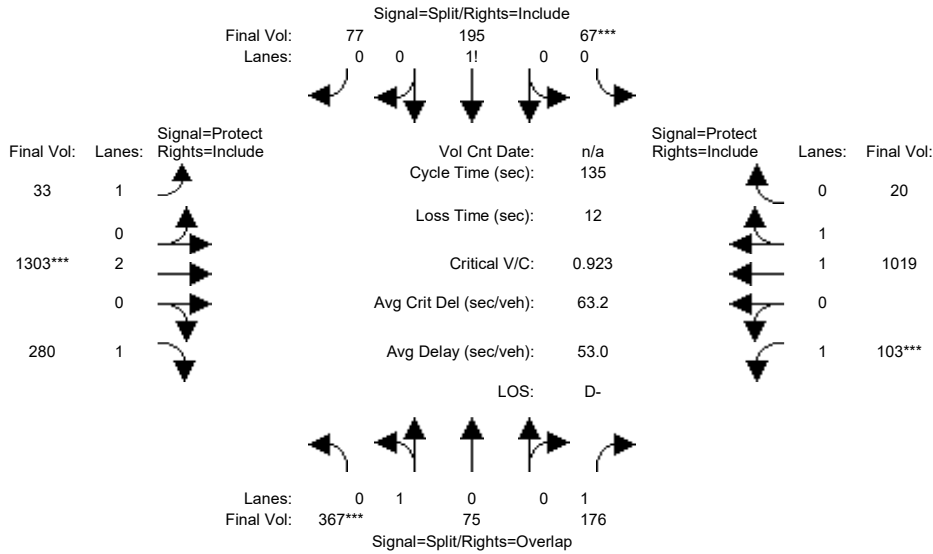
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.45	0.07	0.09	0.23	0.23
Crit Moves:	***					***	***	***		***		
Green Time:	9.6	0.0	24.7	7.0	0.0	7.0	25.9	76.4	76.4	15.1	65.5	65.5
Volume/Cap:	0.70	0.00	0.20	0.46	0.00	0.70	0.43	0.70	0.10	0.70	0.43	0.43
Delay/Veh:	68.4	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
HCM2kAvgQ:	5	0	2	2	0	4	5	19	2	6	9	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)
Cumulative 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:												
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

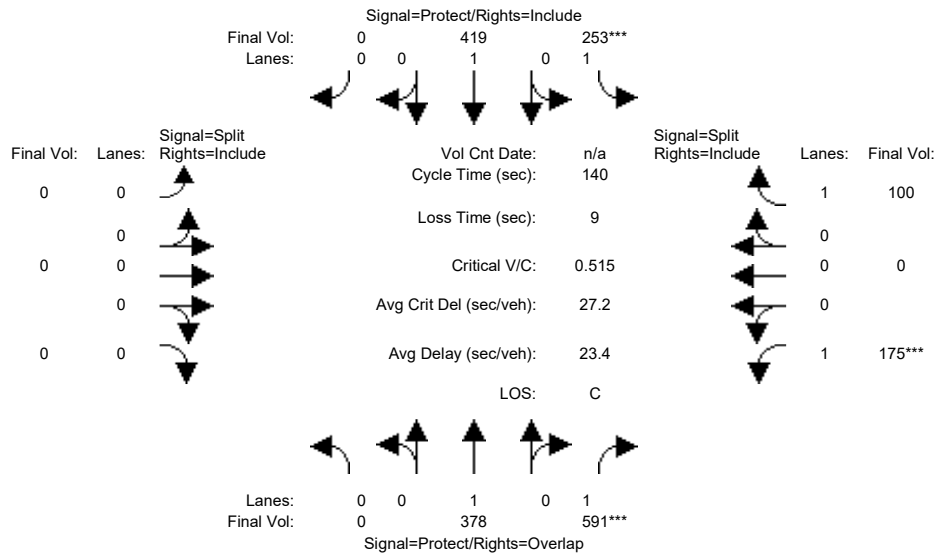
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.10	0.19	0.19	0.19	0.02	0.34	0.16	0.06	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	35.9	35.9	44.5	28.3	28.3	28.3	9.2	50.1	50.1	8.6	49.6	49.6
Volume/Cap:	0.92	0.92	0.30	0.92	0.92	0.92	0.28	0.92	0.43	0.92	0.76	0.76
Delay/Veh:	71.7	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
HCM2kAvgQ:	21	21	6	19	19	19	1	25	9	5	19	19

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 #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	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
Final Volume:	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

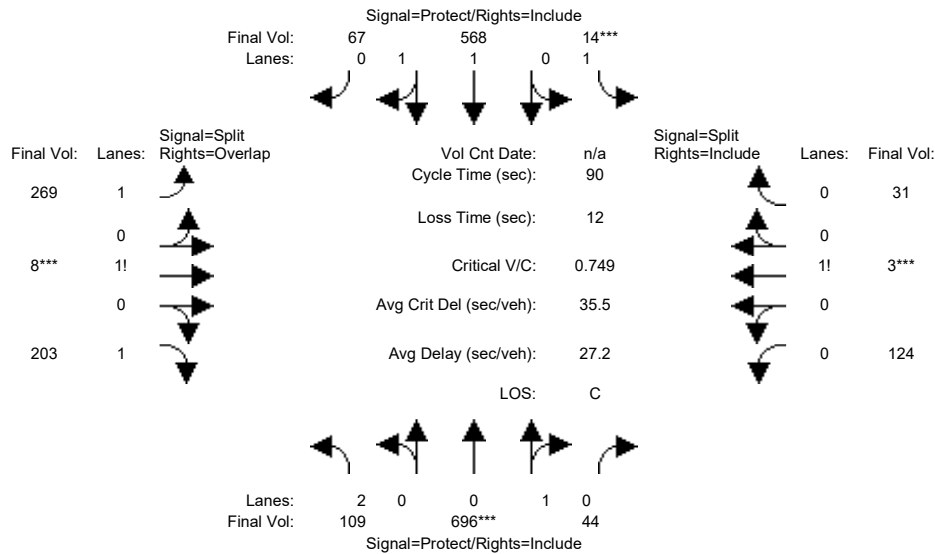
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.14	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	64.6	91.7	39.3	104	0.0	0.0	0.0	0.0	27.2	0.0	27.2
Volume/Cap:	0.00	0.43	0.52	0.52	0.30	0.00	0.00	0.00	0.00	0.52	0.00	0.29
Delay/Veh:	0.0	25.7	13.0	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
HCM2kAvgQ:	0	10	14	9	6	0	0	0	0	7	0	4

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

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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

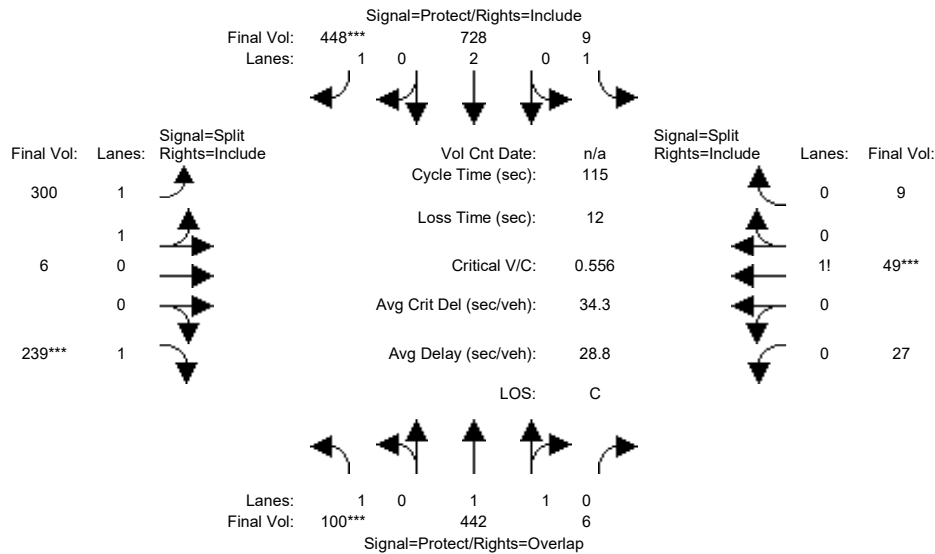
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.01	0.17	0.17	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.4	45.5	45.5	7.0	36.2	36.2	15.4	15.4	31.8	10.0	10.0	10.0
Volume/Cap:	0.19	0.81	0.81	0.10	0.43	0.43	0.58	0.81	0.23	0.81	0.81	0.81
Delay/Veh:	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
HCM2kAvgQ:	1	19	19	0	6	6	6	9	3	7	7	7

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

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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

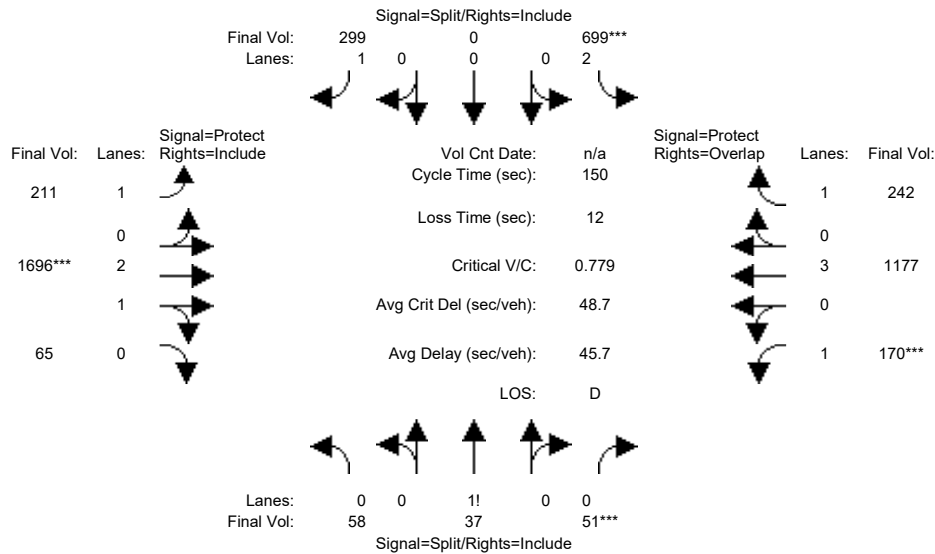
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.01	0.19	0.26	0.09	0.09	0.14	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	11.8	43.1	53.1	21.7	52.9	52.9	28.2	28.2	28.2	10.0	10.0	10.0
Volume/Cap:	0.56	0.32	0.26	0.03	0.42	0.56	0.35	0.35	0.56	0.56	0.56	0.56
Delay/Veh:	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-
HCM2kAvgQ:	3	5	5	0	8	12	5	5	8	4	4	4

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

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Cumulative PM

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:	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

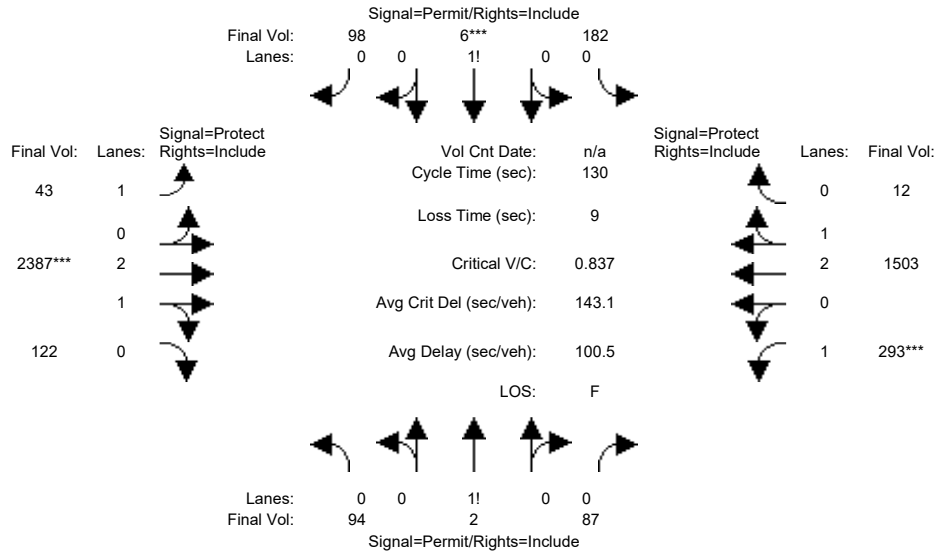
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.00	0.17	0.12	0.31	0.31	0.10	0.21	0.14
Crit Moves:			****	****				****		****		
Green Time:	16.1	16.1	16.1	42.7	0.0	42.7	29.2	60.5	60.5	18.7	50.0	92.7
Volume/Cap:	0.78	0.78	0.78	0.78	0.00	0.60	0.62	0.78	0.78	0.78	0.62	0.22
Delay/Veh:	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
HCM2kAvgQ:	8	8	8	18	0	13	9	23	23	8	15	5

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

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Cumulative PM

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	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

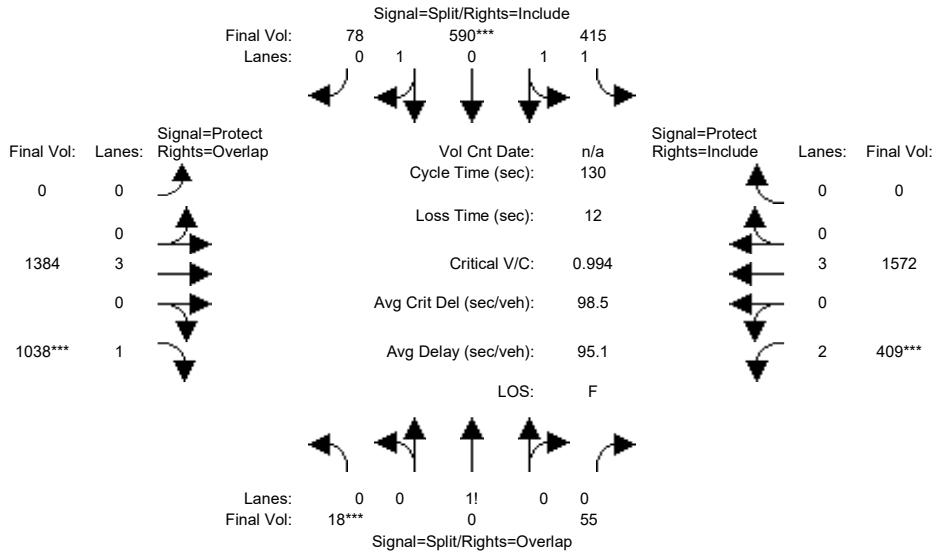
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.45	0.45	0.17	0.27	0.27
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.27	1.27	0.72	0.55	0.55
Delay/Veh:	31.3	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
HCM2kAvgQ:	6	6	6	10	10	10	2	55	55	11	14	14

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		
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	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
FinalVolume:	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

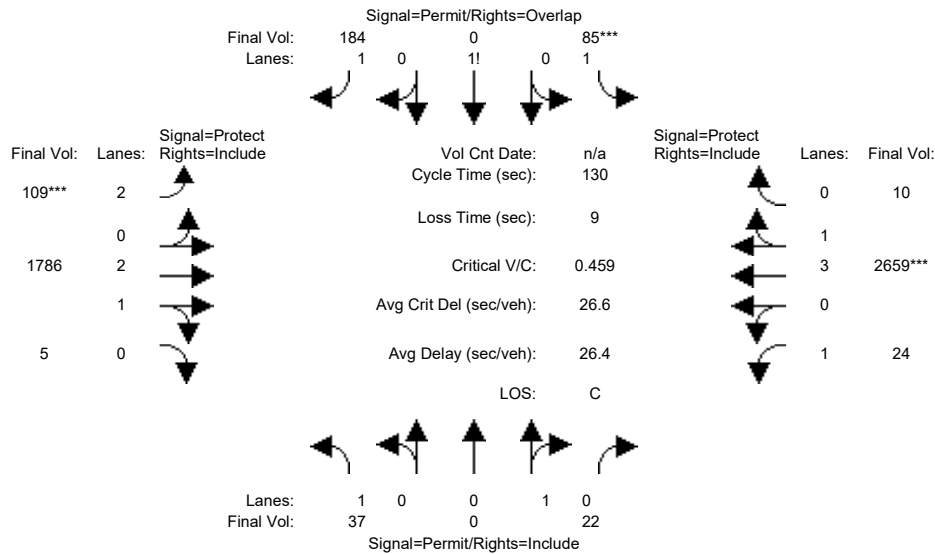
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.24	0.59	0.13	0.28	0.00
Crit Moves:	***			***	***		***	***	***	***	***	
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.14	1.21	0.81	0.74	0.00
Delay/Veh:	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
HCM2kAvgQ:	3	0	2	19	19	19	0	30	80	13	23	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:	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

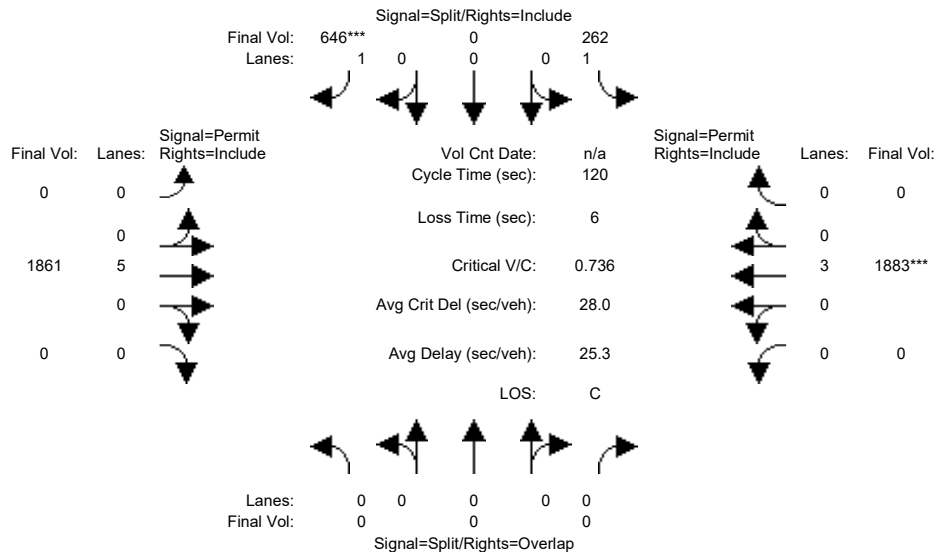
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.32	0.32	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.66	0.66	0.14	0.70	0.70
Delay/Veh:	28.4	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
HCM2kAvgQ:	1	0	1	2	0	3	2	17	17	1	20	20

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

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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:												
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

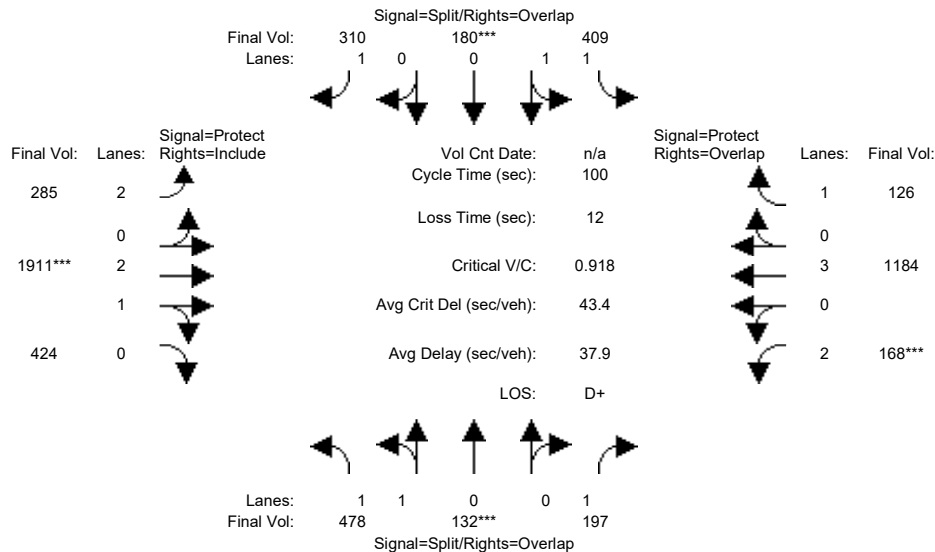
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.37	0.00	0.20	0.00	0.00	0.33	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	60.2	0.0	60.2	0.0	53.8	0.0	0.0	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.74	0.00	0.44	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	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
HCM2kAvgQ:	0	0	0	6	0	21	0	9	0	0	19	0

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:	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

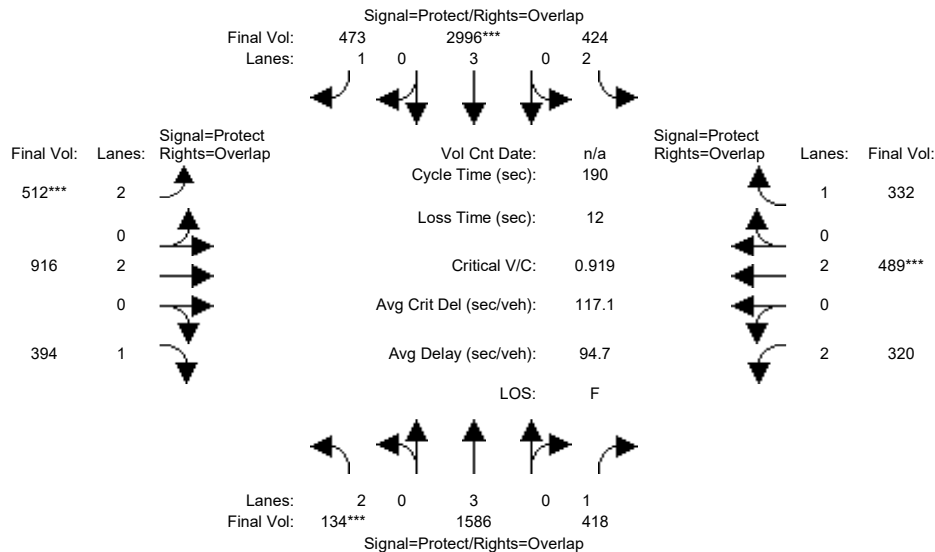
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.11	0.17	0.17	0.18	0.09	0.42	0.42	0.05	0.21	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.4	18.4	25.4	17.8	17.8	33.5	15.7	44.8	44.8	7.0	36.1	53.9
Volume/Cap:	0.93	0.93	0.44	0.93	0.93	0.53	0.58	0.93	0.93	0.76	0.58	0.13
Delay/Veh:	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+
HCM2kAvgQ:	14	14	6	14	14	9	5	24	24	5	10	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)
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

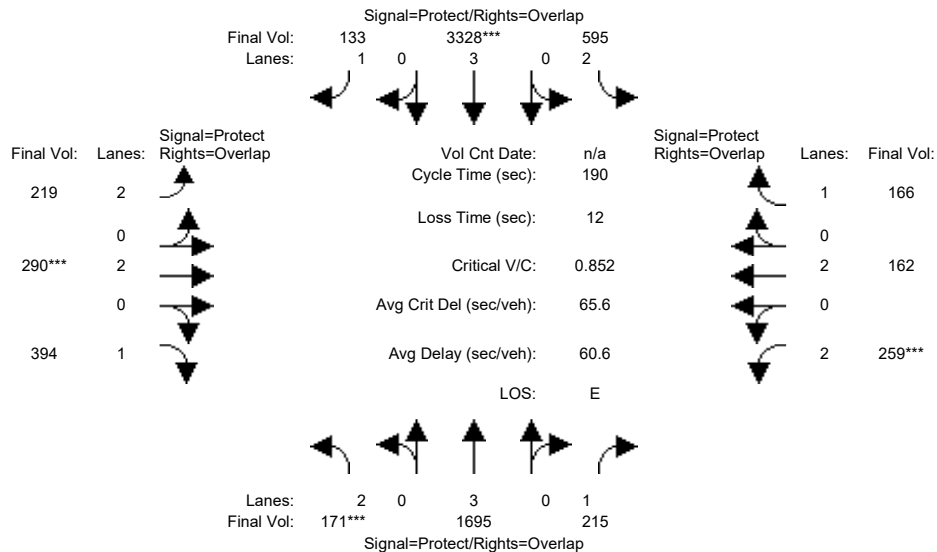
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.24	0.13	0.53	0.27	0.16	0.24	0.23	0.10	0.13	0.19
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.60	0.42	1.09	1.05	0.43	1.26	1.02	0.70	0.90	0.58	0.55
Delay/Veh:	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
HCM2kAvgQ:	4	27	21	20	66	24	24	27	20	14	13	16

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

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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:	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

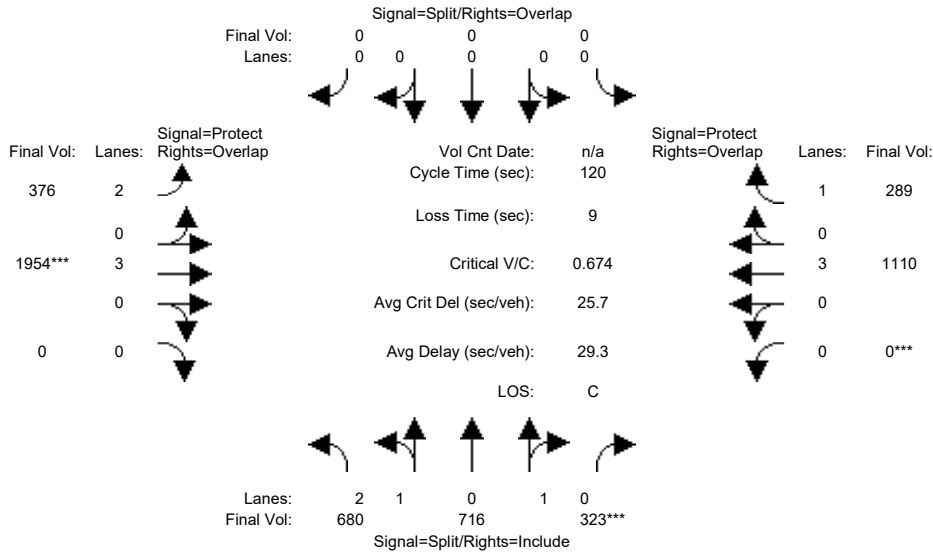
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.58	0.08	0.07	0.08	0.23	0.08	0.04	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.66	0.22	0.88	1.02	0.12	0.81	0.49	0.89	0.73	0.23	0.24
Delay/Veh:	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+
HCM2kAvgQ:	6	25	6	18	63	3	8	7	25	10	4	7

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

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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:	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:

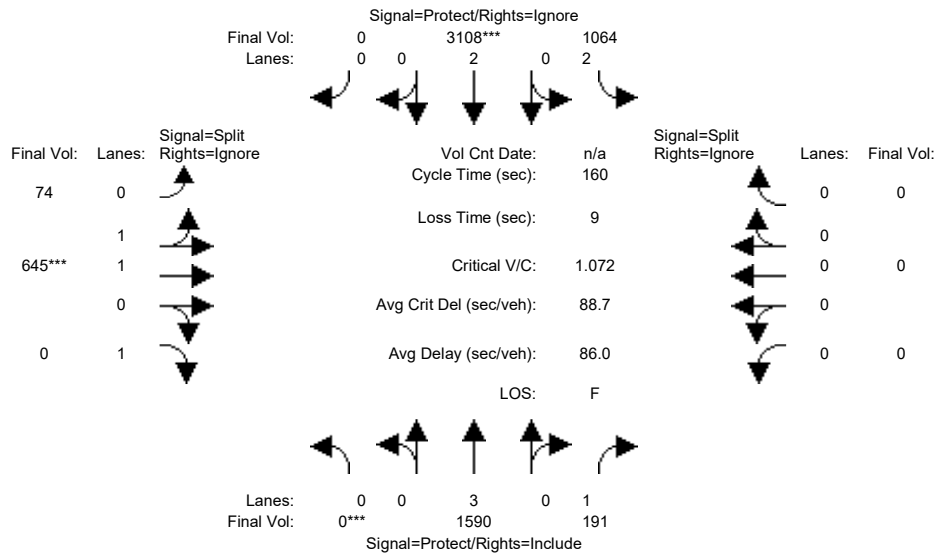
Vol/Sat:	0.22	0.28	0.28	0.00	0.00	0.00	0.12	0.34	0.00	0.00	0.19	0.17
Crit Moves:	****						****			****		
Green Time:	50.0	50.0	50.0	0.0	0.0	0.0	23.2	61.0	0.0	0.0	37.8	37.8
Volume/Cap:	0.52	0.67	0.67	0.00	0.00	0.00	0.62	0.67	0.00	0.00	0.62	0.52
Delay/Veh:	26.2	29.1	29.1	0.0	0.0	0.0	46.3	22.7	0.0	0.0	35.6	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-
HCM2kAvgQ:	11	16	16	0	0	0	8	18	0	0	11	9

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

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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

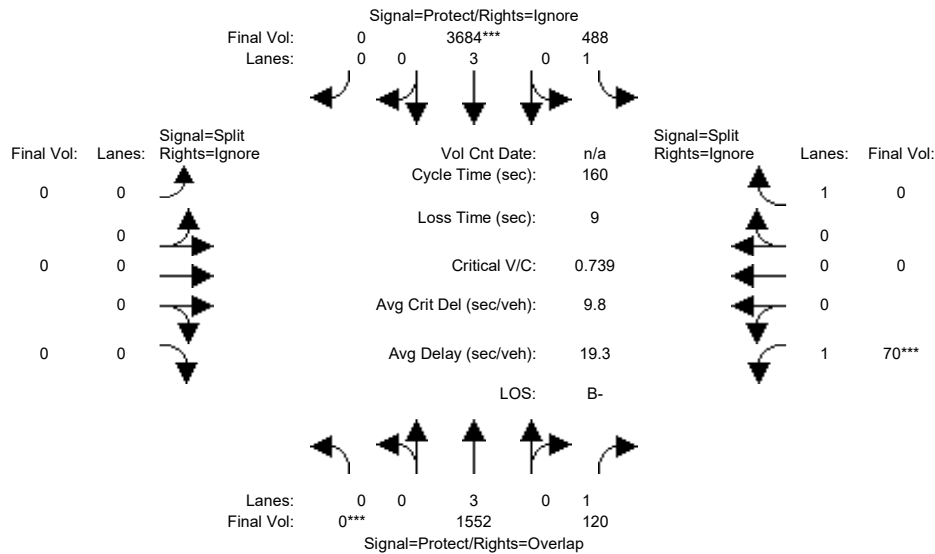
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.34	0.82	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.27	1.21	1.19	0.00	0.76	0.76	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.2	28.0	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
HCM2kAvgQ:	0	18	5	47	105	0	15	15	0	0	0	0

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

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Cumulative 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	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
FinalVolume:	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

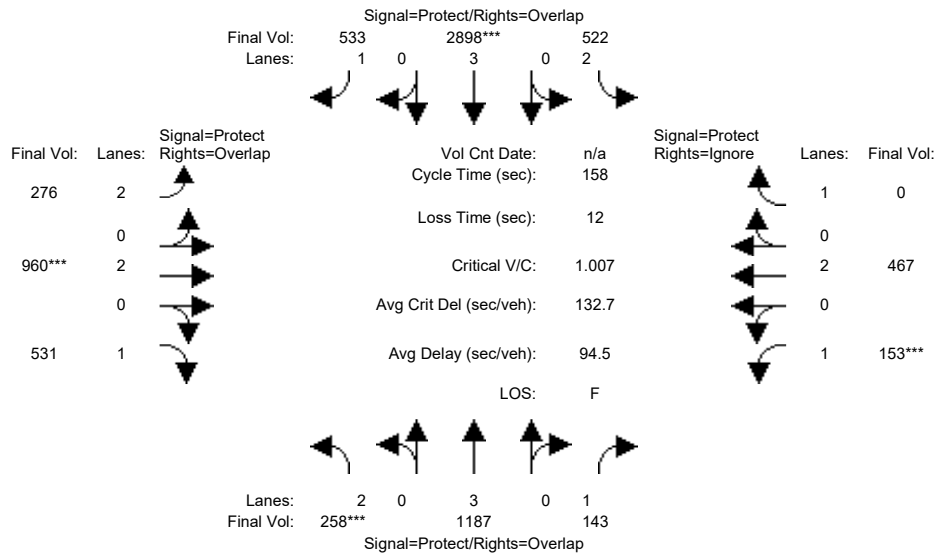
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.07	0.28	0.66	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.12	0.78	0.80	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.4	14.8	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
HCM2kAvgQ:	0	18	3	21	30	0	0	0	0	4	0	0

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

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Cumulative PM

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:	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

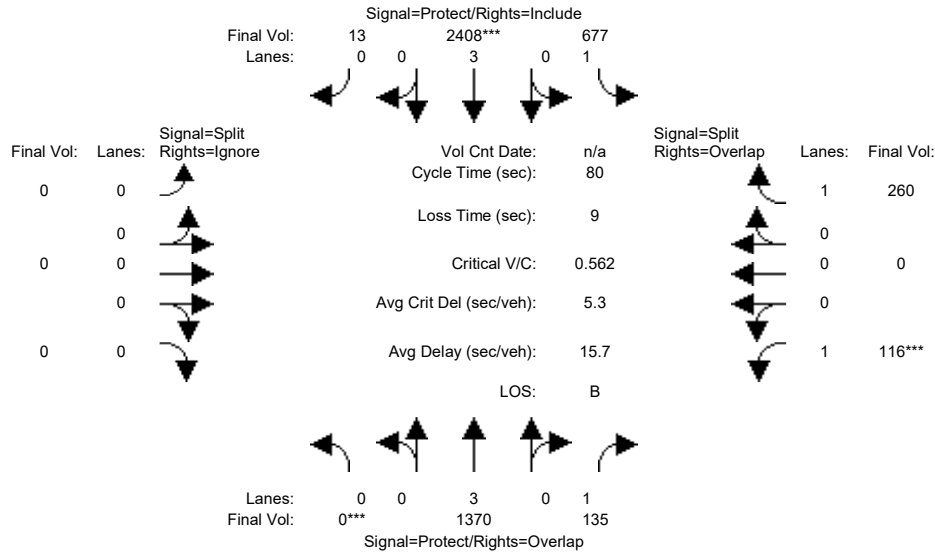
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.08	0.17	0.51	0.30	0.09	0.25	0.30	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.9	73.9	27.1	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.68	0.58	0.17	0.97	1.24	0.58	0.76	0.89	0.75	0.81	0.44	0.00
Delay/Veh:	71.6	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
HCM2kAvgQ:	7	13	3	16	67	21	8	24	24	10	9	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 #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

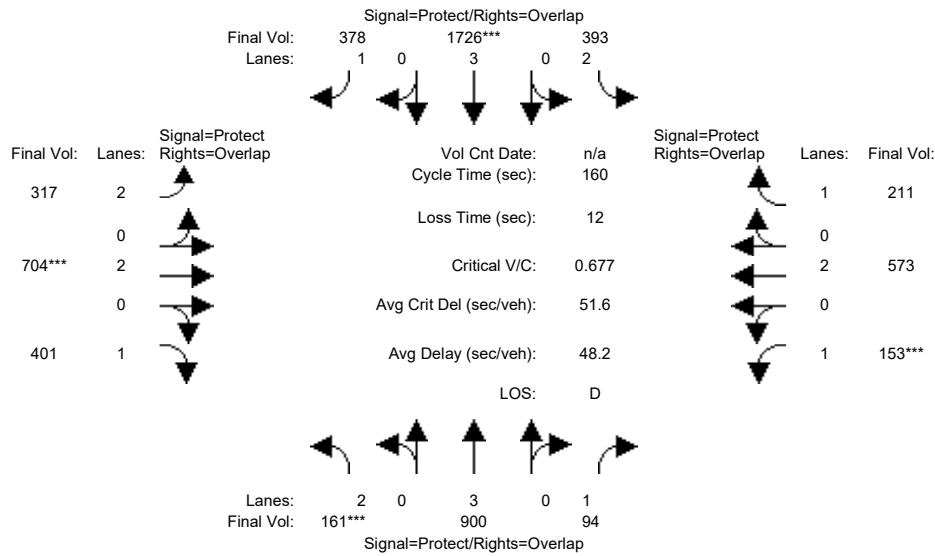
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.08	0.39	0.43	0.43	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.65	0.16	0.95	0.56	0.56	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	21.8	11.8	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+
HCM2kAvgQ:	0	9	2	17	7	7	0	0	0	4	0	4

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

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Cumulative PM

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:												
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

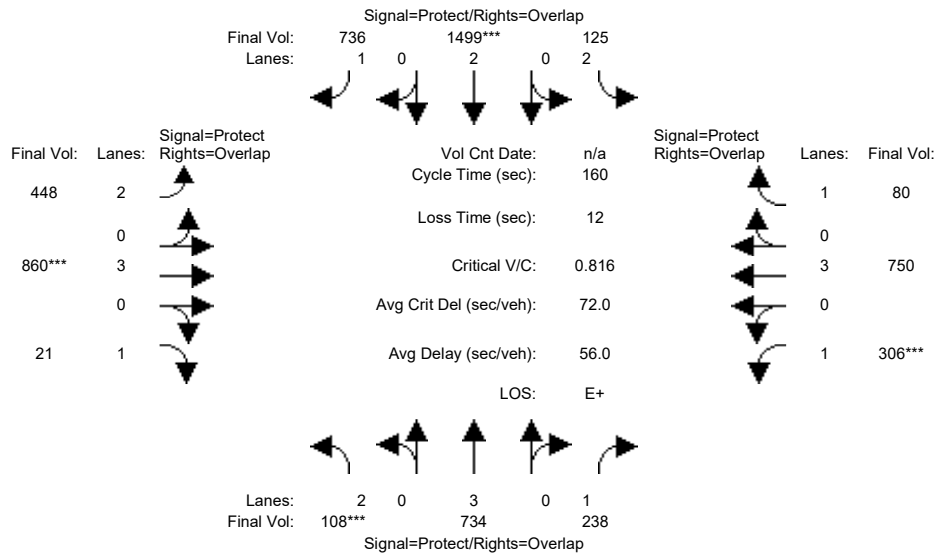
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.05	0.12	0.30	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.57	0.13	0.59	0.84	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	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.

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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	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

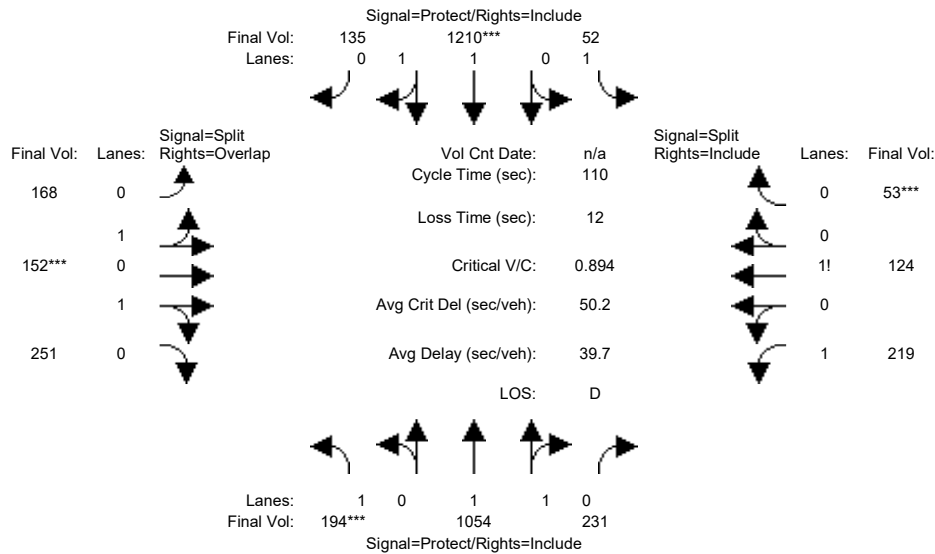
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.04	0.39	0.42	0.14	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	56.5	84.2	18.8	62.4	93.6	31.3	45.0	58.0	27.6	41.4	60.2
Volume/Cap:	0.42	0.36	0.26	0.34	1.01	0.72	0.73	0.54	0.03	1.01	0.51	0.12
Delay/Veh:	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-
HCM2kAvgQ:	3	9	7	4	44	28	12	11	1	21	10	3

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

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Level Of Service Computation Report
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Cumulative 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:												
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

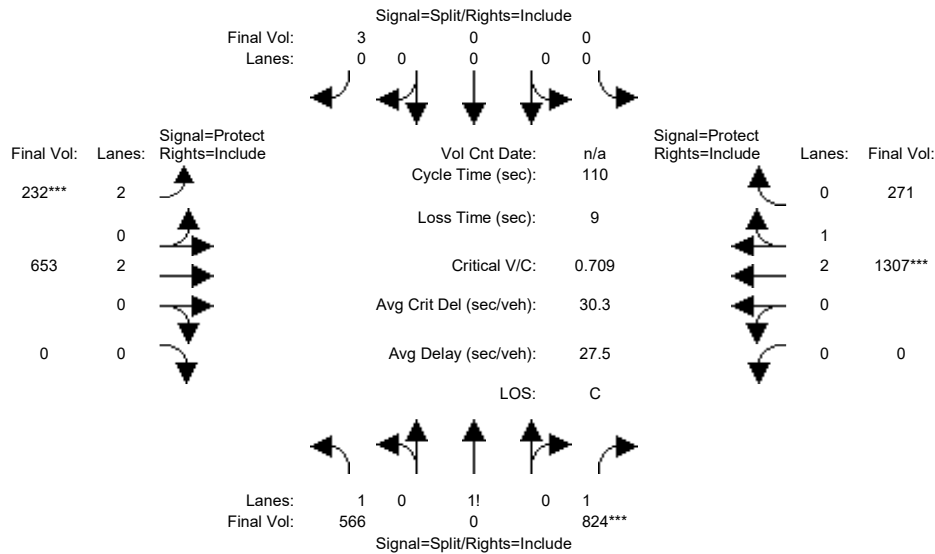
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.36	0.36	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.6	49.3	49.3	9.0	44.7	44.7	19.5	19.5	33.1	20.1	20.1	20.1
Volume/Cap:	0.89	0.77	0.77	0.36	0.89	0.89	0.89	0.89	0.53	0.49	0.89	0.89
Delay/Veh:	81.5	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
HCM2kAvgQ:	8	19	19	2	20	20	13	13	9	6	14	14

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

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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:	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

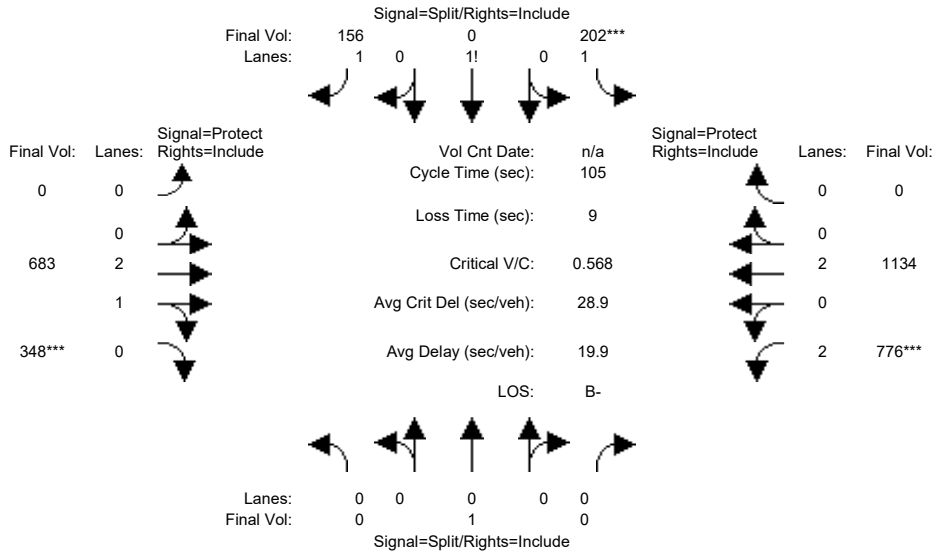
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.28	0.28
Crit Moves:			***				****				****	
Green Time:	45.9	0.0	45.9	0.0	0.0	0.0	11.4	55.1	0.0	0.0	43.7	43.7
Volume/Cap:	0.55	0.00	0.71	0.00	0.00	xxxx	0.71	0.34	0.00	0.00	0.71	0.71
Delay/Veh:	24.5	0.0	27.8	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
HCM2kAvgQ:	11	0	16	0	0	0	5	6	0	0	14	14

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

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Cumulative PM

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	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

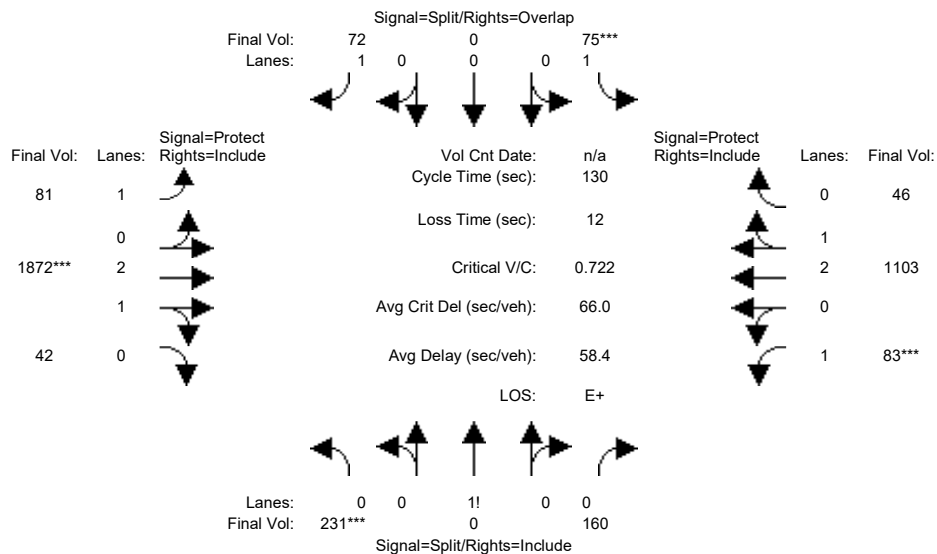
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.25	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.6	0.0	13.6	0.0	36.8	36.8	45.6	82.4	0.0
Volume/Cap:	0.00	xxxx	0.00	0.57	0.00	0.48	0.00	0.51	0.57	0.57	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	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
HCM2kAvgQ:	0	0	0	5	0	4	0	9	10	11	5	0

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

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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:	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:

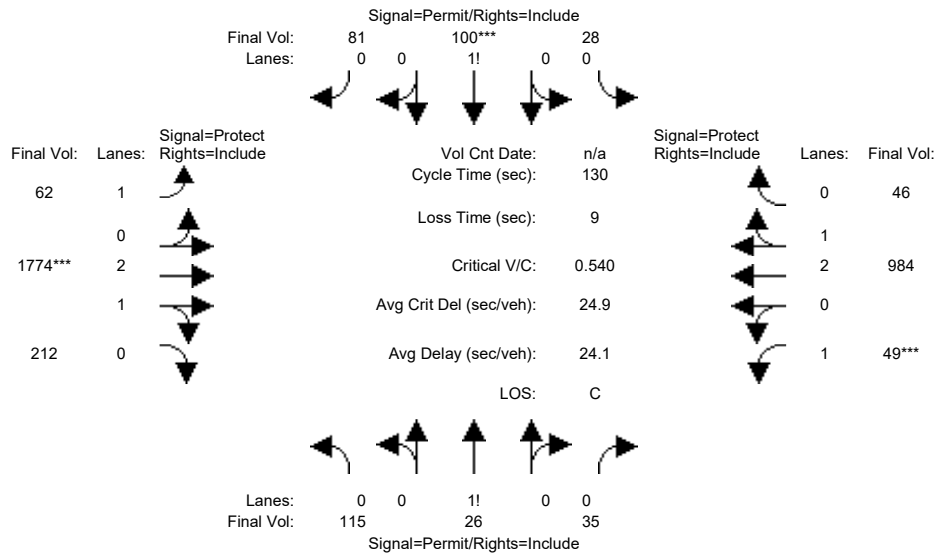
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.34	0.34	0.05	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.33	1.01	1.01	0.62	0.74	0.74
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.7	51.4	66.1	66.1	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
HCM2kAvgQ:	20	0	20	3	0	2	3	30	30	4	14	14

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

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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:	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

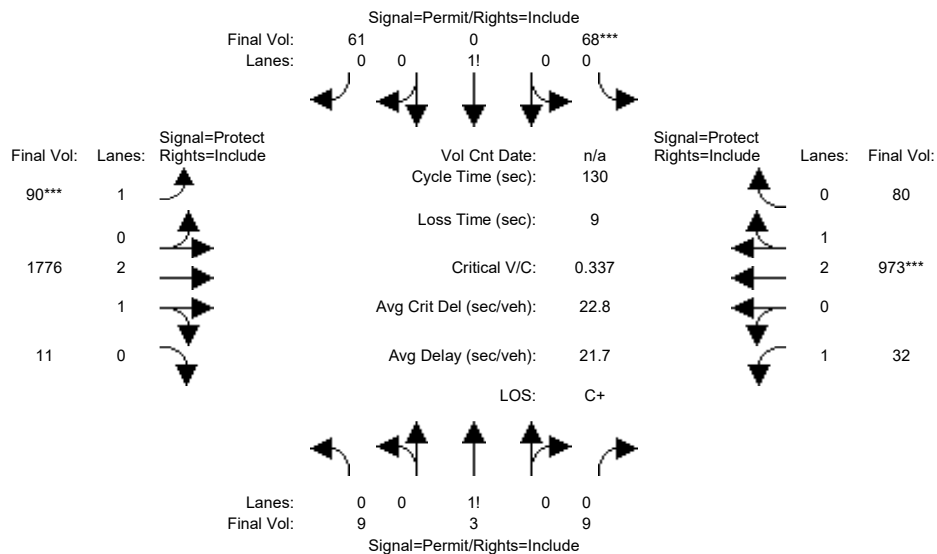
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.35	0.35	0.03	0.18	0.18
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.35	0.35	0.35	0.42	0.42	0.42	0.28	0.67	0.67	0.25	0.35	0.35
Delay/Veh:	37.4	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-
HCM2kAvgQ:	6	6	6	7	7	7	2	18	18	2	8	8

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

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Cumulative PM

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:												
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

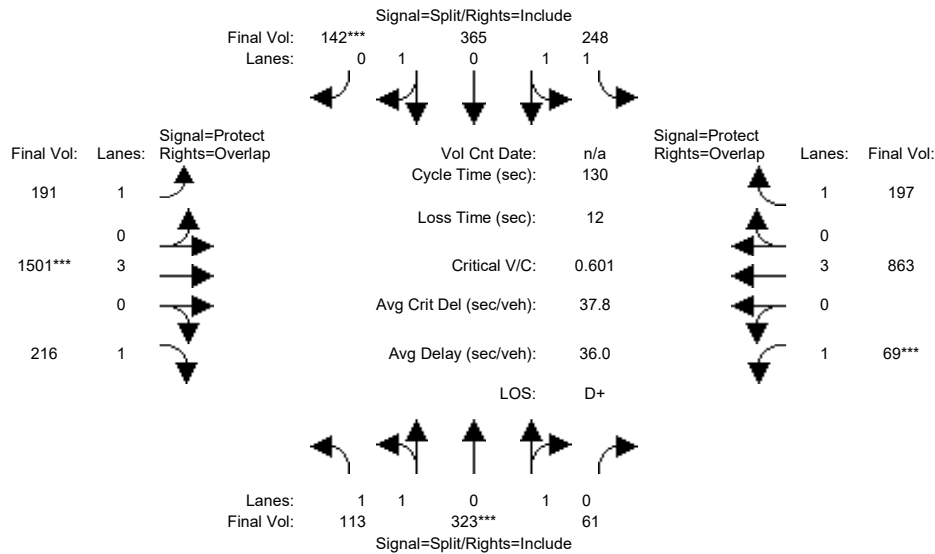
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.07	0.05	0.32	0.32	0.02	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	18.4	70.6	70.6	15.4	67.6	67.6
Volume/Cap:	0.05	0.05	0.05	0.28	0.00	0.28	0.36	0.59	0.59	0.15	0.36	0.36
Delay/Veh:	35.2	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-
HCM2kAvgQ:	1	1	1	4	0	4	3	16	16	1	8	8

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

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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:												
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

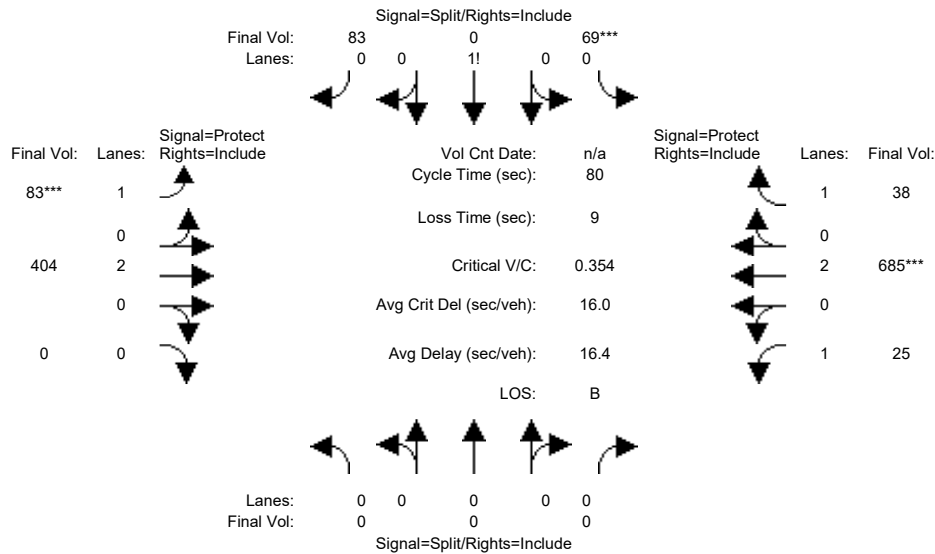
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.14	0.14	0.11	0.26	0.12	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.5	22.5	22.5	30.0	30.0	30.0	27.5	57.0	79.5	8.5	38.1	68.1
Volume/Cap:	0.37	0.60	0.60	0.60	0.60	0.60	0.52	0.60	0.20	0.60	0.52	0.21
Delay/Veh:	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
HCM2kAvgQ:	5	8	8	10	10	10	7	15	4	4	10	4

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

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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

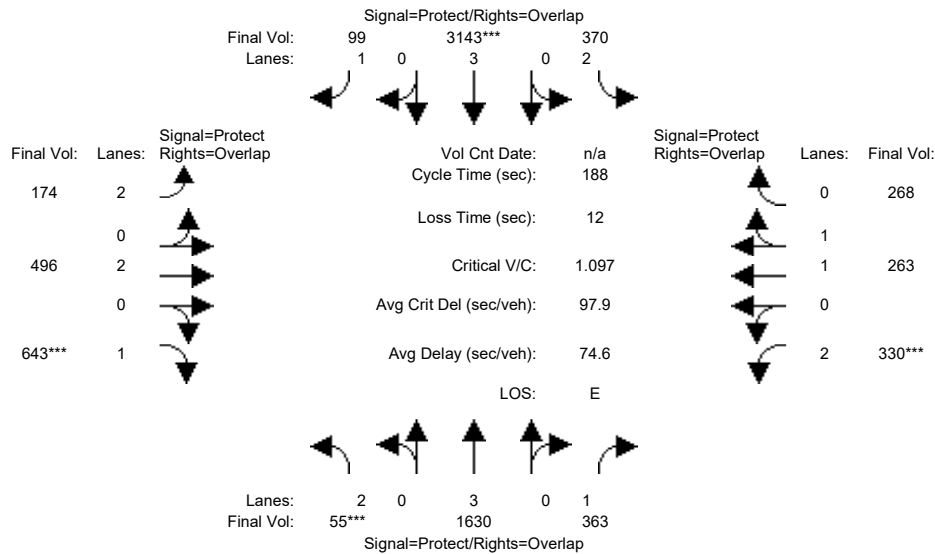
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.05	0.11	0.00	0.01	0.18	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	19.6	0.0	19.6	10.7	30.2	0.0	21.2	40.7	40.7
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.35	0.35	0.28	0.00	0.05	0.35	0.04
Delay/Veh:	0.0	0.0	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
HCM2kAvgQ:	0	0	0	4	0	4	2	3	0	0	5	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 #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	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

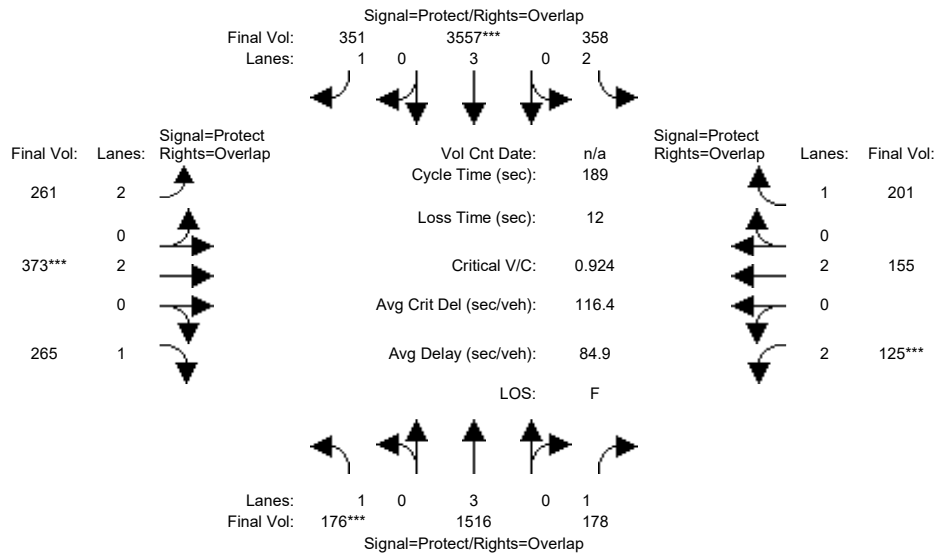
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.21	0.12	0.55	0.06	0.06	0.13	0.37	0.10	0.14	0.15
Crit Moves:	***			****			****			****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.26	0.60	0.34	0.81	0.99	0.09	0.68	0.76	1.54	0.75	0.60	0.41
Delay/Veh:	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
HCM2kAvgQ:	2	21	10	14	63	2	7	14	68	12	13	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

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	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

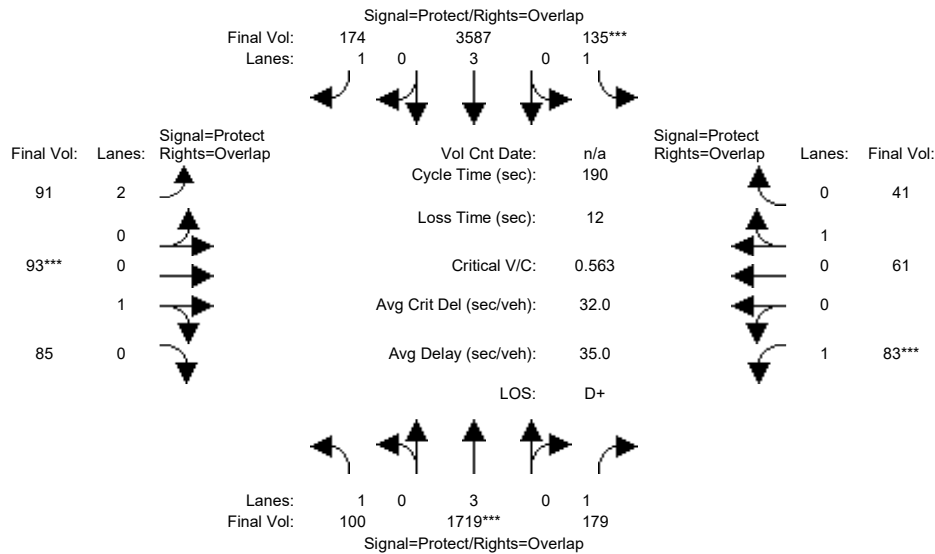
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.10	0.11	0.62	0.20	0.08	0.10	0.15	0.04	0.04	0.11
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.95	0.54	0.17	0.80	1.17	0.32	0.88	0.48	0.49	0.45	0.20	0.34
Delay/Veh:	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
HCM2kAvgQ:	12	18	5	11	82	9	11	9	13	4	3	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 #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+
HCM2kAvgQ:	5	16	3	7	57	3	3	12	9	6	6	5

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 PP					???				
	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	0.614	+ 0.005	39.4	- 0.1	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	24.5	0.897	55.8	C	27.0	0.954	+ 0.057	64.9	+ 9.0	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D-	53.7	0.941	64.9	E+	59.3	0.995	+ 0.053	75.3	+ 10.4	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E	71.4	1.055	85.2	E	74.6	1.069	+ 0.014	90.6	+ 5.4	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	E	73.8	1.063	87.5	E-	77.2	1.078	+ 0.014	93.0	+ 5.5	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.6	0.677	8.0	B+	10.6	0.685	+ 0.008	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	0.817	+ 0.008	27.2	+ 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D-	52.0	0.987	61.9	E+	55.4	1.003	+ 0.016	66.3	+ 4.4	?	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+	22.6	0.894	+ 0.009	50.3	+ 1.0	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D-	53.4	0.982	59.5	E-	77.3	1.094	+ 0.111	98.2	+ 38.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	73.0	1.029	88.2	F	80.0	1.065	+ 0.036	98.4	+ 10.2	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.4	0.711	36.1	C	23.8	0.727	+ 0.017	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	0.936	+ 0.062	24.7	+ 4.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.2	0.649	26.8	B	16.4	0.714	+ 0.066	28.3	+ 1.5	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.6	0.764	28.5	C	27.3	0.778	+ 0.014	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	0.655	+ 0.043	22.4	- 0.0	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	25.8	0.842	33.3	C	26.6	0.852	+ 0.011	33.8	+ 0.5	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.3	0.796	34.2	C-	34.9	0.858	+ 0.063	37.4	+ 3.2	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.1	0.481	7.0	B+	11.2	0.525	+ 0.045	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-	34.6	0.824	+ 0.233	34.0	+ 19.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E	66.9	1.014	91.7	E	71.5	1.045	+ 0.031	100.8	+ 9.0	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E	64.9	0.946	57.7	E	70.6	0.974	+ 0.028	63.1	+ 5.4	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	C+	20.2	0.728	33.5	C+	20.8	0.775	+ 0.047	34.1	+ 0.6	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	24.7	0.767	23.9	C	25.3	0.800	+ 0.033	24.9	+ 1.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D-	54.2	0.920	68.8	E+	58.8	0.961	+ 0.041	71.2	+ 2.4	?	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	???				Cumulative PM				Cumulative PM PP					???				
	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	0.714	+ 0.029	36.3	+ 0.4	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C+	21.6	0.825	24.3	C+	22.2	0.856	+ 0.031	26.0	+ 1.6	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	13.8	0.799	15.2	B	15.0	0.831	+ 0.032	16.0	+ 0.8	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B+	10.1	0.592	11.8	B+	10.5	0.662	+ 0.069	12.2	+ 0.5	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.1	0.679	33.3	E	74.7	1.016	+ 0.337	87.2	+ 53.9	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	64.1	1.054	89.3	F	90.9	1.175	+ 0.121	135.4	+ 46.0	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.446	3.4	A	2.8	0.481	+ 0.035	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	0.462	+ 0.032	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	48.9	0.886	+ 0.025	57.3	+ 2.7	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	23.5	0.581	22.6	C	23.7	0.607	+ 0.026	23.2	+ 0.6	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.3	0.700	23.3	C+	22.5	0.779	+ 0.079	24.4	+ 1.1	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	53.0	0.923	63.2	D-	55.0	0.945	+ 0.022	67.2	+ 4.0	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.6	0.547	+ 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	28.7	0.801	+ 0.053	40.0	+ 4.5	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	34.9	0.723	+ 0.167	42.9	+ 8.6	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.7	0.779	48.7	D	50.7	0.896	+ 0.116	56.6	+ 7.9	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	100.5	0.837	143.1	F	150.1	0.911	+ 0.074	218.1	+ 75.0	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	95.1	0.994	98.5	F	133.3	1.116	+ 0.122	146.6	+ 48.2	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	26.4	0.459	26.6	C	27.5	0.482	+ 0.023	27.4	+ 0.9	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.3	0.736	28.0	C	26.0	0.776	+ 0.040	29.2	+ 1.2	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	37.9	0.918	43.4	D	44.3	0.967	+ 0.049	52.7	+ 9.2	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	94.7	0.919	117.1	F	100.3	0.944	+ 0.025	126.8	+ 9.7	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.6	0.852	65.6	E	62.3	0.862	+ 0.010	67.4	+ 1.8	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	29.3	0.674	25.7	C	29.9	0.695	+ 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	86.3	1.102	+ 0.029	89.4	+ 0.7	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	19.3	0.739	9.8	B-	19.7	0.757	+ 0.018	10.4	+ 0.6	?	xx.x	x.xxx	xx.x

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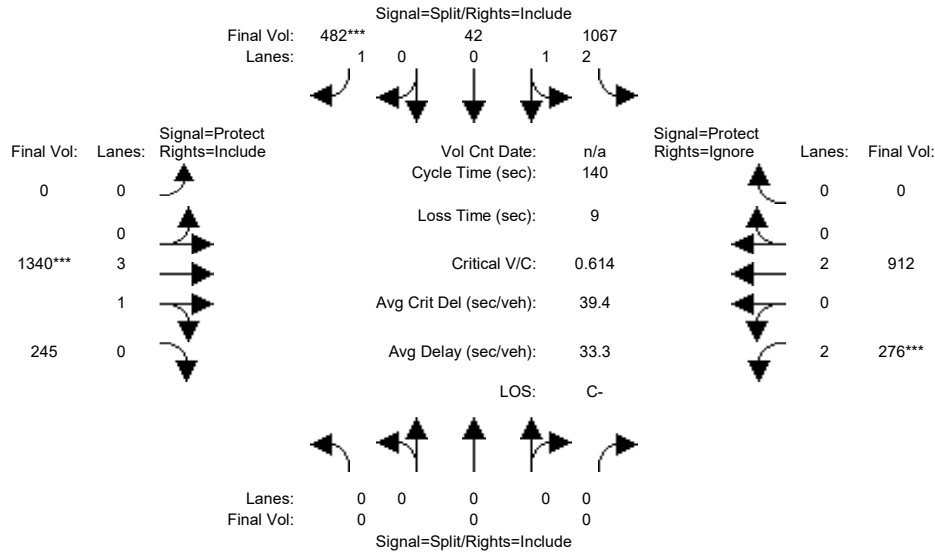
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM PP					???				
	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	101.4	1.036	+ 0.029	144.1	+ 11.4	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	15.7	0.562	5.3	B	15.9	0.596	+ 0.034	5.5	+ 0.2	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	48.2	0.677	51.6	D	50.2	0.709	+ 0.032	55.3	3.8	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	E+	56.0	0.816	72.0	E+	59.2	0.833	+ 0.018	77.7	+ 5.7	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.7	0.894	50.2	D	41.3	0.926	+ 0.032	53.8	+ 3.6	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.5	0.709	30.3	C	27.8	0.735	+ 0.025	30.8	+ 0.5	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.9	0.568	28.9	C+	20.2	0.595	+ 0.027	29.2	+ 0.3	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.722	66.0	E	68.3	0.744	+ 0.022	80.6	+ 14.6	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	24.1	0.540	24.9	C	24.6	0.562	+ 0.022	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	0.357	+ 0.020	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	C	28.1	0.749	+ 0.394	29.4	13.4	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	74.6	1.097	97.9	E-	76	1.109	+ 0.012	100.6	2.7	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	F	84.9	0.924	116.4	F	87.1	0.939	+ 0.014	120.8	4.4	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35	0.563	32	D+	36.2	0.579	+ 0.017	32	0	?	xx.x	x.xxx	xx.x

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

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	104	0	0	0	148	0	75	169	0
PasserByVol:	0	0	0	3	0	14	0	25	0	0	56	0
Initial Fut:	0	0	0	1067	42	482	0	1340	245	276	912	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	1067	42	482	0	1340	245	276	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1067	42	482	0	1340	245	276	912	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	1067	42	482	0	1340	245	276	912	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	4761	187	1750	0	6339	1159	3150	3800	0

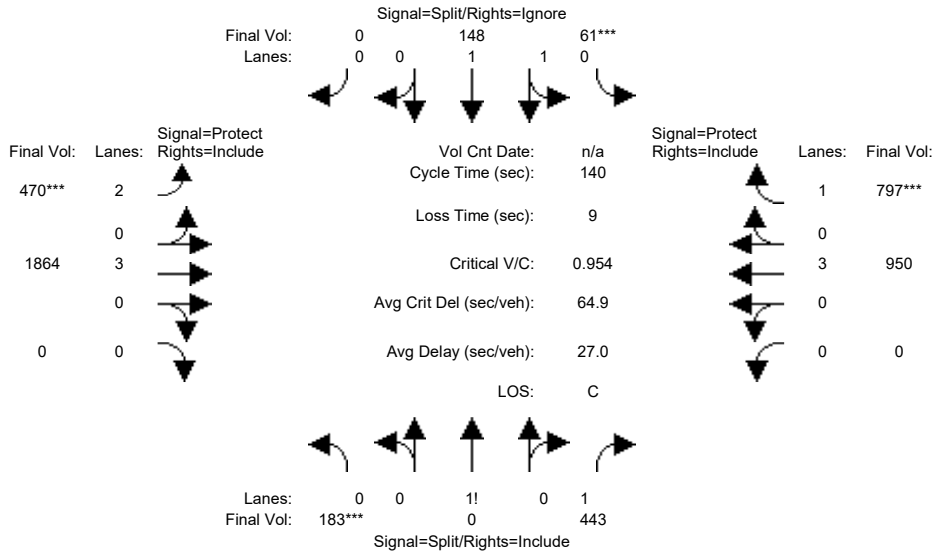
Capacity Analysis Module:	SR-85 (West)						Stevens Creek Boulevard					
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.28	0.00	0.21	0.21	0.09	0.24	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	62.8	62.8	62.8	0.0	48.2	48.2	20.0	68.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.61	0.00	0.61	0.61	0.61	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	27.6	30.8	0.0	38.6	38.6	58.9	24.4	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	27.6	27.6	30.8	0.0	38.6	38.6	58.9	24.4	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E+	C	A
HCM2kAvgQ:	0	0	0	13	13	17	0	12	12	6	6	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 PP

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	252	0	0	245	224
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1864	0	0	950	797
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	1864	0	0	950	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1864	0	0	950	797
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	1864	0	0	950	797

Saturation 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

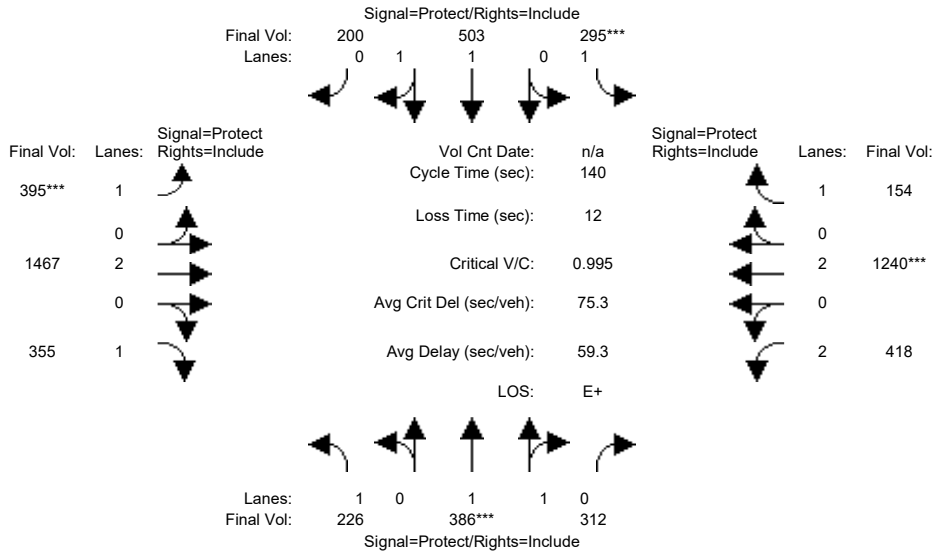
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.17	0.46
Crit Moves:	***			***			***					***
Green Time:	33.5	0.0	33.5	10.0	10.0	0.0	21.6	87.5	0.0	0.0	65.9	65.9
Volume/Cap:	0.97	0.00	0.68	0.79	0.79	0.00	0.97	0.52	0.00	0.00	0.35	0.97
Delay/Veh:	80.0	0.0	50.6	78.8	78.8	0.0	84.0	0.1	0.0	0.0	9.6	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:	80.0	0.0	50.6	78.8	78.8	0.0	84.0	0.1	0.0	0.0	9.6	38.1
LOS by Move:	E-	A	D	E-	E-	A	F	A	A	A	A	D+
HCM2kAvgQ:	23	0	13	6	6	0	14	1	0	0	4	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 PP

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	1	10	0	16	29	379	49	6	369	20
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	312	295	503	200	395	1467	355	418	1240	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	312	295	503	200	395	1467	355	418	1240	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	312	295	503	200	395	1467	355	418	1240	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	312	295	503	200	395	1467	355	418	1240	154

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	1.08	0.92	1.00	1.42	0.58	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2045	1653	1750	2647	1052	1750	3800	1750	3150	3800	1750

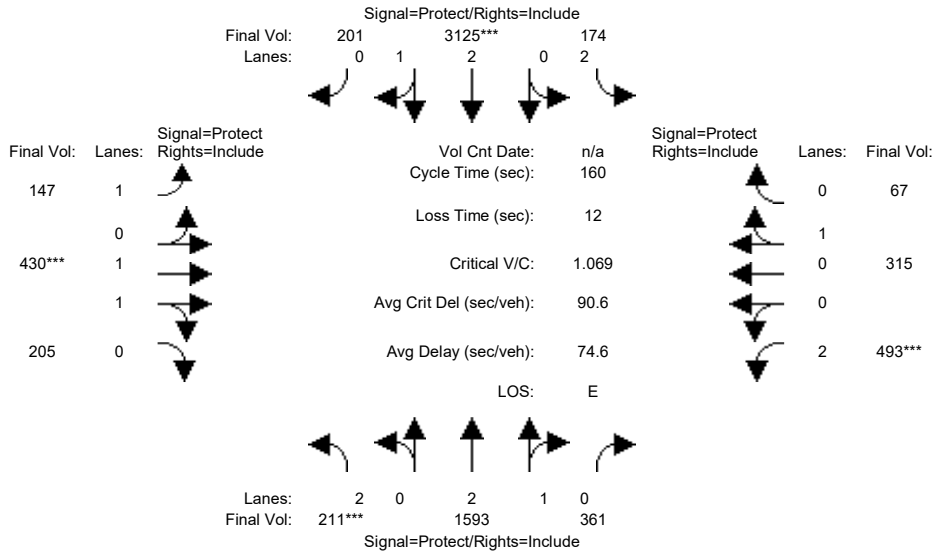
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.17	0.19	0.19	0.23	0.39	0.20	0.13	0.33	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.3	26.6	26.6	23.7	29.9	29.9	31.8	57.8	57.8	19.9	45.9	45.9
Volume/Cap:	0.89	0.99	0.99	0.99	0.89	0.89	0.99	0.93	0.49	0.93	0.99	0.27
Delay/Veh:	88.0	89.2	89.2	108.8	65.4	65.4	87.1	31.6	16.6	79.8	55.8	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:	88.0	89.2	89.2	108.8	65.4	65.4	87.1	31.6	16.6	79.8	55.8	23.6
LOS by Move:	F	F	F	F	E	E	F	C	B	E-	E+	C
HCM2kAvgQ:	13	21	21	19	18	18	21	30	8	11	29	4

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM PP

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	523	13	0	837	0	0	0	8	13	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	211	1593	361	174	3125	201	147	430	205	493	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	1593	361	174	3125	201	147	430	205	493	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1593	361	174	3125	201	147	430	205	493	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	1593	361	174	3125	201	147	430	205	493	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	4564	1034	3150	5261	338	1750	2505	1194	3150	1484	316

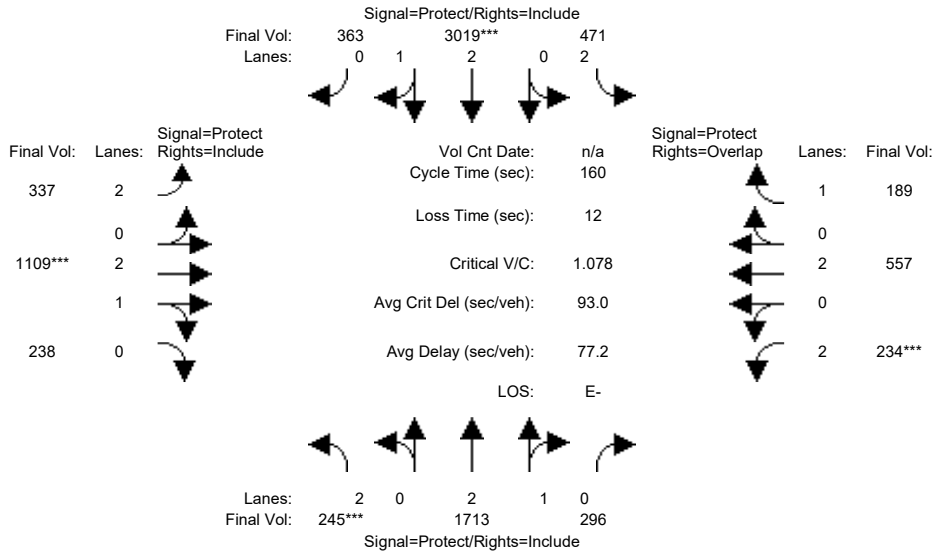
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.06	0.59	0.59	0.08	0.17	0.17	0.16	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	10.0	85.4	85.4	13.5	88.9	88.9	13.9	25.7	25.7	23.4	35.2	35.2
Volume/Cap:	1.07	0.65	0.65	0.65	1.07	1.07	0.97	1.07	1.07	1.07	0.97	0.97
Delay/Veh:	158.7	27.3	27.3	76.7	74.0	74.0	135.0	124	124.0	130.0	97.9	97.9
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:	158.7	27.3	27.3	76.7	74.0	74.0	135.0	124	124.0	130.0	97.9	97.9
LOS by Move:	F	C	C	E-	E	E	F	F	F	F	F	F
HCM2kAvgQ:	8	22	22	5	67	67	11	22	22	21	24	24

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM PP

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:	19	504	11	43	815	0	0	33	8	19	42	42
PasserByVol:	10	50	0	24	37	6	5	23	3	0	7	32
Initial Fut:	245	1713	296	471	3019	363	337	1109	238	234	557	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:	245	1713	296	471	3019	363	337	1109	238	234	557	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1713	296	471	3019	363	337	1109	238	234	557	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:	245	1713	296	471	3019	363	337	1109	238	234	557	189

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	4774	825	3150	4998	601	3150	4609	989	3150	3800	1750

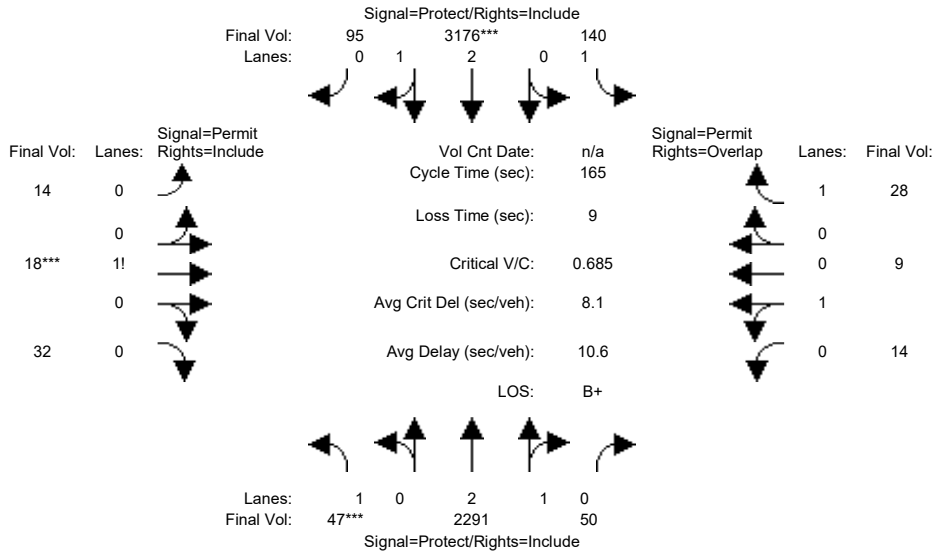
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.15	0.60	0.60	0.11	0.24	0.24	0.07	0.15	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.5	71.5	71.5	29.8	89.7	89.7	19.7	35.7	35.7	11.0	27.0	56.8
Volume/Cap:	1.08	0.80	0.80	0.80	1.08	1.08	0.87	1.08	1.08	1.08	0.87	0.30
Delay/Veh:	156.0	40.2	40.2	70.2	76.7	76.7	87.2	111	111.2	157.7	76.8	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:	156.0	40.2	40.2	70.2	76.7	76.7	87.2	111	111.2	157.7	76.8	37.6
LOS by Move:	F	D	D	E	E-	E-	F	F	F	F	E-	D+
HCM2kAvgQ:	9	29	29	12	62	62	12	30	30	9	14	7

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 PP

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	534	0	0	843	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	3176	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	3176	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	3176	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	3176	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	5437	163	383	492	875	1096	704	1750

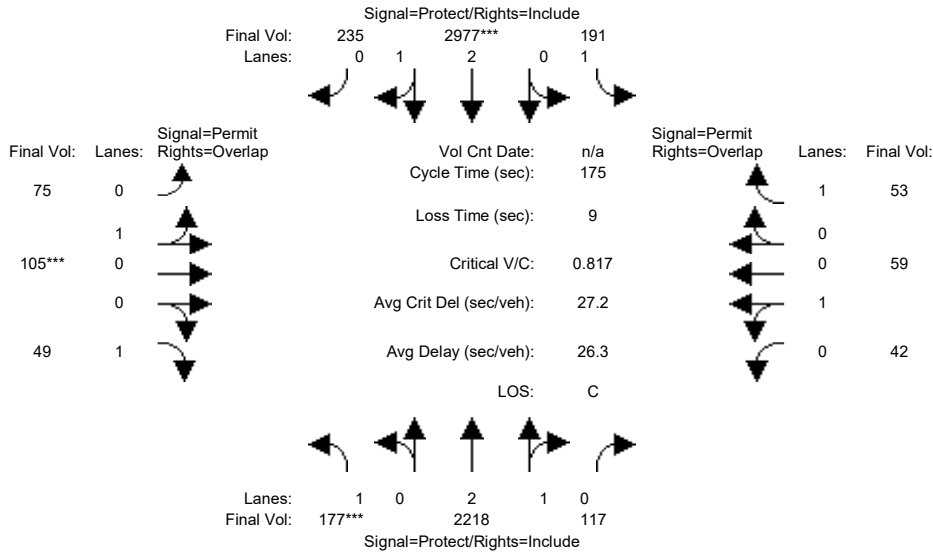
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.08	0.58	0.58	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	123	122.5	23.5	139	139.0	10.0	10.0	10.0	10.0	10.0	33.5
Volume/Cap:	0.63	0.56	0.56	0.56	0.69	0.69	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	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-
HCM2kAvgQ:	3	17	17	7	20	20	4	4	4	1	1	1

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

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Cumulative PM PP

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	534	0	0	843	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	2977	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	2977	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	2977	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	2977	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	5319	281	1750	5190	410	750	1050	1750	749	1051	1750

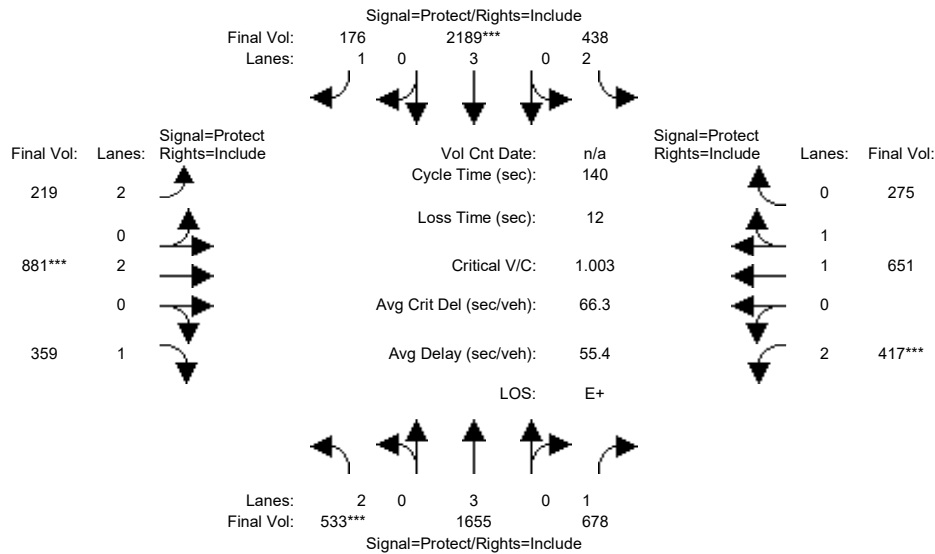
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.11	0.57	0.57	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.7	115	114.6	30.0	123	122.9	21.4	21.4	43.1	21.4	21.4	51.4
Volume/Cap:	0.82	0.64	0.64	0.64	0.82	0.82	0.82	0.82	0.11	0.46	0.46	0.10
Delay/Veh:	95.6	18.3	18.3	71.9	19.6	19.6	95.5	95.5	51.3	72.9	72.9	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:	95.6	18.3	18.3	71.9	19.6	19.6	95.5	95.5	51.3	72.9	72.9	45.1
LOS by Move:	F	B-	B-	E	B-	B-	F	F	D-	E	E	D
HCM2kAvgQ:	10	24	24	10	40	40	12	12	2	6	6	2

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

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Cumulative PM PP

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:	26	431	42	78	727	38	28	67	16	59	74	75
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	533	1655	678	438	2189	176	219	881	359	417	651	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1655	678	438	2189	176	219	881	359	417	651	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1655	678	438	2189	176	219	881	359	417	651	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1655	678	438	2189	176	219	881	359	417	651	275

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	2600	1098

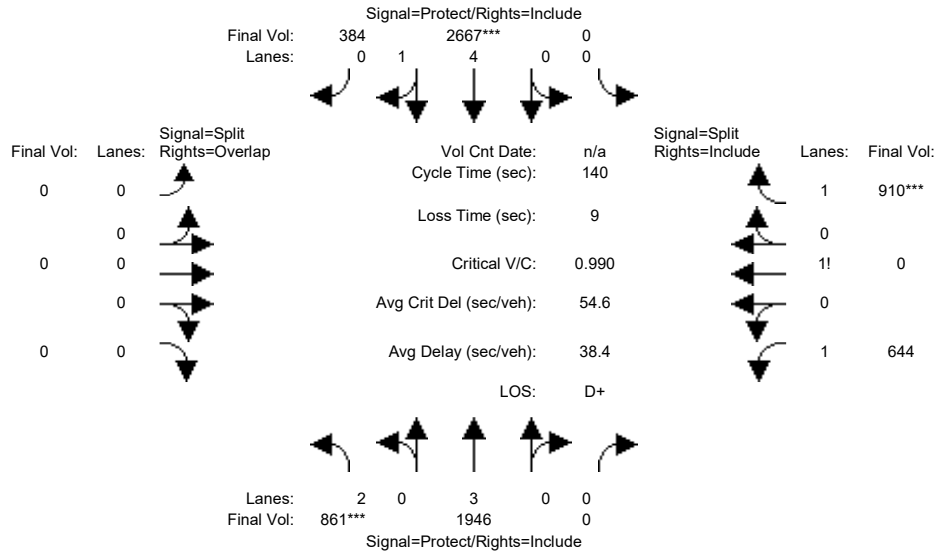
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.39	0.14	0.38	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	23.6	56.8	56.8	20.4	53.6	53.6	11.0	32.3	32.3	18.5	39.8	39.8
Volume/Cap:	1.00	0.72	0.95	0.95	1.00	0.26	0.88	1.00	0.89	1.00	0.88	0.88
Delay/Veh:	90.2	20.1	45.2	83.3	45.5	17.6	92.3	85.0	72.6	105.8	56.7	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:	90.2	20.1	45.2	83.3	45.5	17.6	92.3	85.0	72.6	105.8	56.7	56.7
LOS by Move:	F	C+	D	F	D	B	F	F	E	F	E+	E+
HCM2kAvgQ:	19	16	34	12	34	3	6	23	17	13	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 PP

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



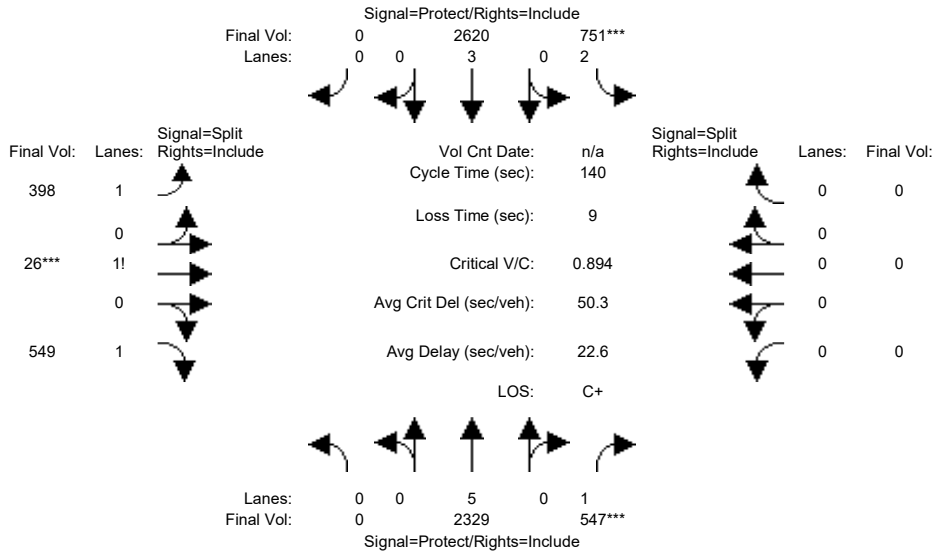
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	762	1616	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:	82	311	0	0	800	12	0	0	0	14	0	205
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	861	1946	0	0	2667	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:	861	1946	0	0	2667	384	0	0	0	644	0	910
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	861	1946	0	0	2667	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:	861	1946	0	0	2667	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	4.34	0.66	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	3150	5700	0	0	8215	1183	0	0	0	2475	0	2775
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:	***			****								****
Green Time:	38.7	84.6	0.0	0.0	45.9	45.9	0.0	0.0	0.0	46.4	0.0	46.4
Volume/Cap:	0.99	0.56	0.00	0.00	0.99	0.99	0.00	0.00	0.00	0.79	0.00	0.99
Delay/Veh:	65.5	0.2	0.0	0.0	45.4	45.4	0.0	0.0	0.0	44.4	0.0	66.7
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:	65.5	0.2	0.0	0.0	45.4	45.4	0.0	0.0	0.0	44.4	0.0	66.7
LOS by Move:	E	A	A	A	D	D	A	A	A	D	A	E
HCM2kAvgQ:	25	1	0	0	32	32	0	0	0	20	0	33

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

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Cumulative PM PP

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	376	26	313	501	0	17	0	25	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2329	547	751	2620	0	398	26	549	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	2329	547	751	2620	0	398	26	549	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2329	547	751	2620	0	398	26	549	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	2329	547	751	2620	0	398	26	549	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	2447	91	2712	0	0	0

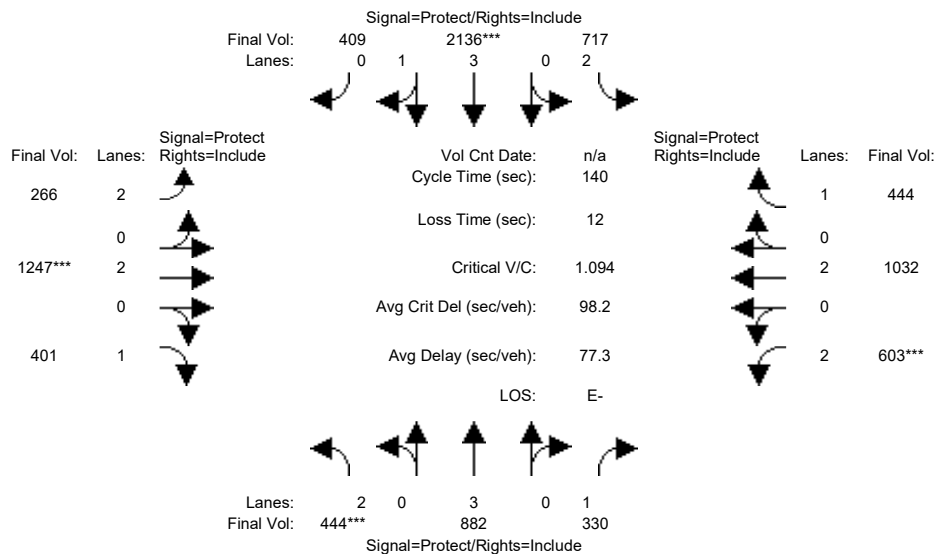
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.31	0.24	0.46	0.00	0.16	0.29	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.0	49.0	37.3	86.3	0.0	44.7	44.7	44.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.89	0.89	0.75	0.00	0.51	0.89	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	25.8	43.2	49.4	0.9	0.0	39.0	55.0	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	25.8	43.2	49.4	0.9	0.0	39.0	55.0	41.5	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D+	E+	D	A	A	A
HCM2kAvgQ:	0	14	24	17	0	0	11	25	14	0	0	0

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

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Level Of Service Computation Report
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Cumulative PM PP

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:	14	149	83	128	339	59	77	271	27	264	328	177
PasserByVol:	0	4	29	29	10	0	0	34	0	64	86	21
Initial Fut:	444	882	330	717	2136	409	266	1247	401	603	1032	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	330	717	2136	409	266	1247	401	603	1032	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	882	330	717	2136	409	266	1247	401	603	1032	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	330	717	2136	409	266	1247	401	603	1032	444

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

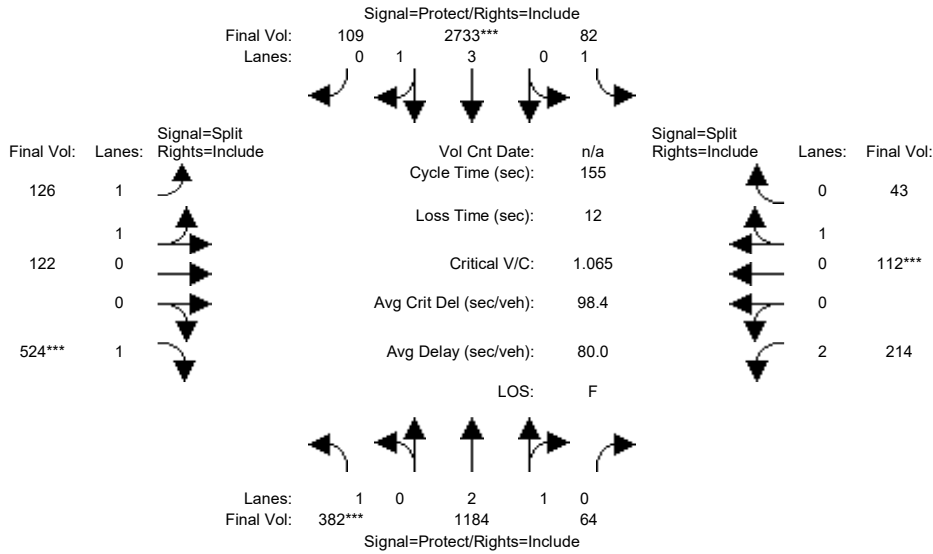
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.19	0.23	0.34	0.34	0.08	0.33	0.23	0.19	0.27	0.25
Crit Moves:	***			****			****			****		
Green Time:	18.0	27.9	27.9	33.6	43.4	43.4	15.8	42.0	42.0	24.5	50.7	50.7
Volume/Cap:	1.09	0.78	0.95	0.95	1.09	1.09	0.75	1.09	0.76	1.09	0.75	0.70
Delay/Veh:	127.3	47.8	80.8	62.2	83.6	83.6	68.8	105	51.1	124.1	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:	127.3	47.8	80.8	62.2	83.6	83.6	68.8	105	51.1	124.1	41.4	41.6
LOS by Move:	F	D	F	E	F	F	E	F	D-	F	D	D
HCM2kAvgQ:	16	12	17	20	36	36	6	32	15	21	18	16

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

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Cumulative PM PP

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	245	0	0	630	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1184	64	82	2733	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	1184	64	82	2733	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1184	64	82	2733	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	1184	64	82	2733	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	5312	287	1750	7212	288	1803	1746	1750	3150	1301	499

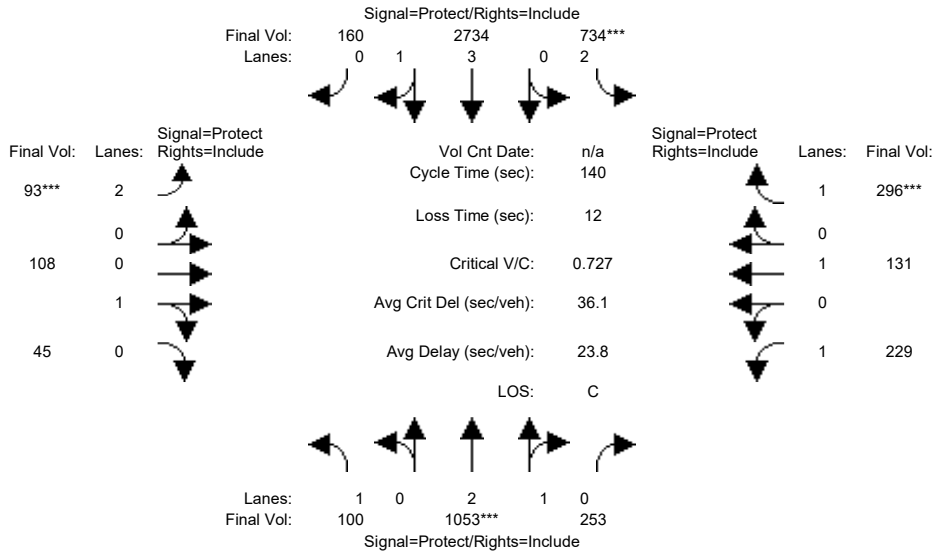
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.38	0.38	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	31.8	71.8	71.8	15.1	55.1	55.1	43.6	43.6	43.6	12.5	12.5	12.5
Volume/Cap:	1.07	0.48	0.48	0.48	1.07	1.07	0.25	0.25	1.07	0.84	1.07	1.07
Delay/Veh:	127.5	28.9	28.9	68.4	87.8	87.8	43.2	43.2	114.8	91.6	164	164.3
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:	127.5	28.9	28.9	68.4	87.8	87.8	43.2	43.2	114.8	91.6	164	164.3
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2kAvgQ:	24	13	13	4	37	37	5	5	35	8	12	12

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

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Cumulative PM PP

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						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:	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	232	1	29	596	5	2	2	0	3	5	11
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1053	253	734	2734	160	93	108	45	229	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	1053	253	734	2734	160	93	108	45	229	131	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1053	253	734	2734	160	93	108	45	229	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	1053	253	734	2734	160	93	108	45	229	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	4514	1084	3150	7085	415	3150	1271	529	1750	1900	1750

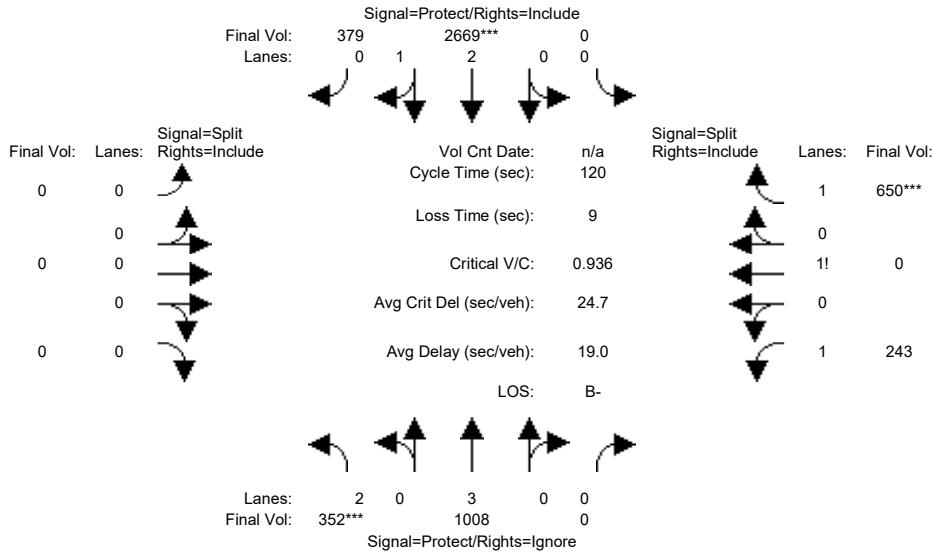
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.39	0.39	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.5	44.4	44.4	44.4	77.3	77.3	7.0	15.4	15.4	23.8	32.2	32.2
Volume/Cap:	0.70	0.74	0.74	0.74	0.70	0.70	0.59	0.77	0.77	0.77	0.30	0.74
Delay/Veh:	73.1	31.0	31.0	32.3	4.6	4.6	70.9	77.3	77.3	67.2	45.0	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	31.0	31.0	32.3	4.6	4.6	70.9	77.3	77.3	67.2	45.0	56.9
LOS by Move:	E	C	C	C-	A	A	E	E-	E-	E	D	E+
HCM2kAvgQ:	5	15	15	13	7	7	3	9	9	11	4	13

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

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Cumulative PM PP

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	136	0	0	478	121	0	0	0	0	0	97
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	1008	0	0	2669	379	0	0	0	243	0	650
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	1008	0	0	2669	379	0	0	0	243	0	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1008	0	0	2669	379	0	0	0	243	0	650
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	1008	0	0	2669	379	0	0	0	243	0	650

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	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4903	696	0	0	0	2236	0	3100

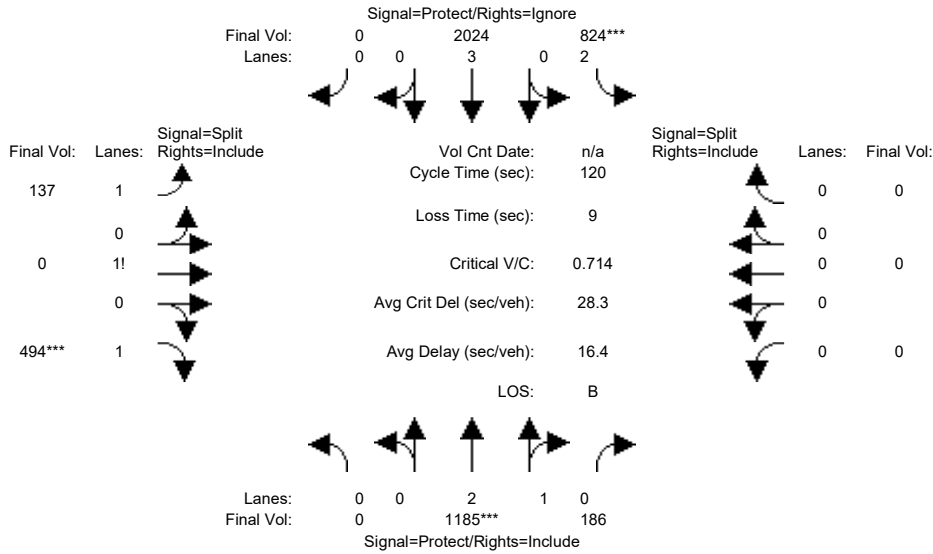
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.3	84.1	0.0	0.0	69.8	69.8	0.0	0.0	0.0	26.9	0.0	26.9
Volume/Cap:	0.94	0.25	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.49	0.00	0.94
Delay/Veh:	78.2	0.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0	40.7	0.0	61.7
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:	78.2	0.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0	40.7	0.0	61.7
LOS by Move:	E-	A	A	A	A	A	A	A	A	D	A	E
HCM2kAvgQ:	9	0	0	0	17	17	0	0	0	7	0	19

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

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Cumulative PM PP

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	136	0	180	298	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1185	186	824	2024	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	1185	186	824	2024	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	186	824	2024	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	1185	186	824	2024	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

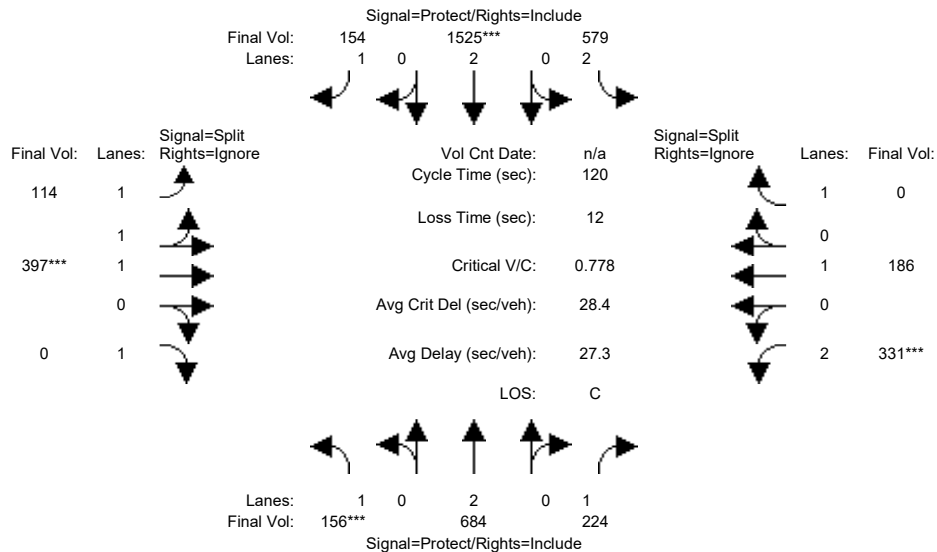
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.26	0.36	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	41.1	41.1	43.9	85.1	0.0	25.9	0.0	25.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.71	0.71	0.50	0.00	0.30	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	23.7	23.7	22.2	0.1	0.0	39.5	0.0	46.4	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	23.7	23.7	22.2	0.1	0.0	39.5	0.0	46.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C+	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	12	12	12	0	0	4	0	11	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM PP

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	277	21	7	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	684	224	579	1525	154	114	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	1525	154	114	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	1525	154	114	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	1525	154	114	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

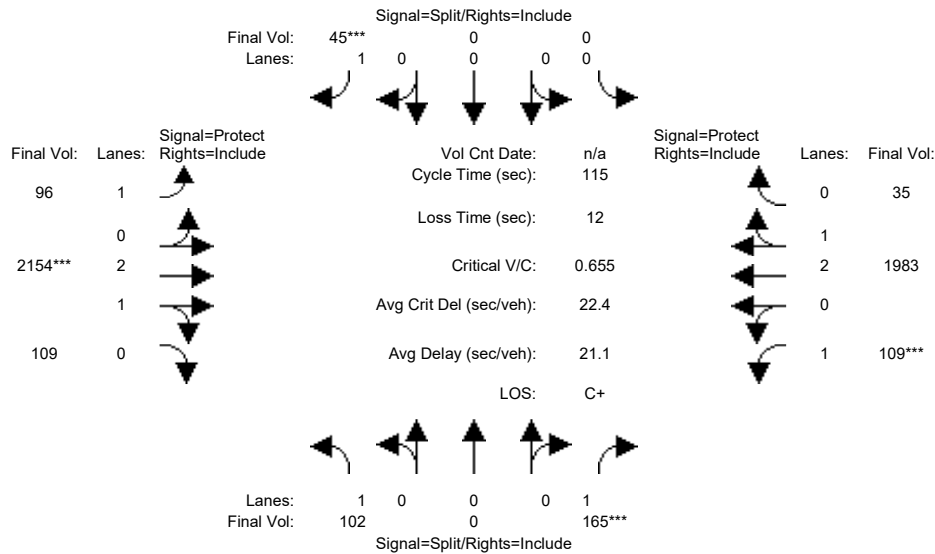
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.18	0.40	0.09	0.07	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	13.8	37.4	37.4	38.2	61.9	61.9	16.1	16.1	0.0	16.2	16.2	0.0
Volume/Cap:	0.78	0.58	0.41	0.58	0.78	0.17	0.48	0.78	0.00	0.78	0.72	0.00
Delay/Veh:	64.5	24.9	23.2	24.3	8.8	4.5	48.5	56.1	0.0	59.0	59.6	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:	64.5	24.9	23.2	24.3	8.8	4.5	48.5	56.1	0.0	59.0	59.6	0.0
LOS by Move:	E	C	C	C	A	A	D	E+	A	E+	E+	A
HCM2kAvgQ:	8	9	6	9	13	1	5	9	0	8	7	0

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

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Cumulative PM PP

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	482	0	0	768	0
PasserByVol:	0	0	0	0	0	0	0	128	0	0	192	0
Initial Fut:	102	0	165	0	0	45	96	2154	109	109	1983	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	2154	109	109	1983	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2154	109	109	1983	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	2154	109	109	1983	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	2.85	0.15	1.00	2.95	0.05
Final Sat.:	1750	0	1750	0	0	1750	1750	5330	270	1750	5503	97

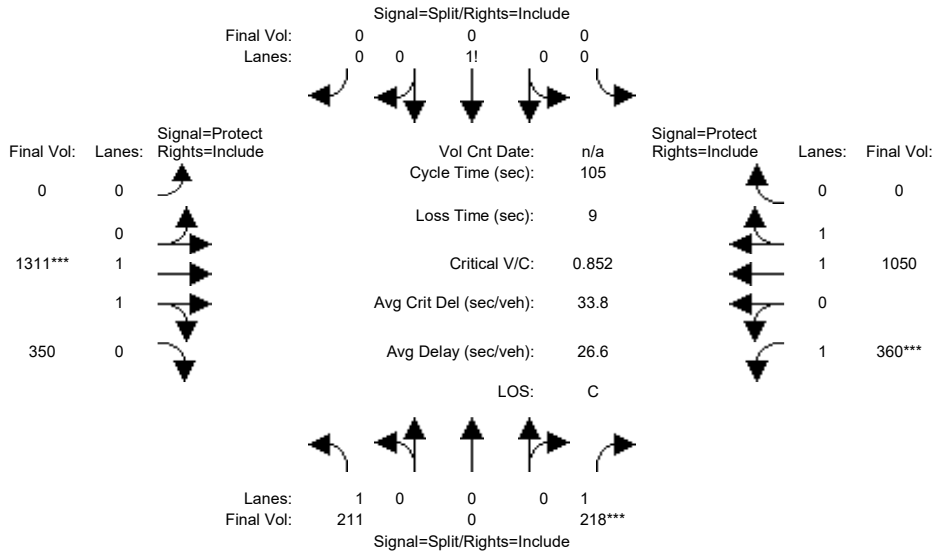
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.40	0.40	0.06	0.36	0.36
Crit Moves:			***			***		***			***	
Green Time:	15.6	0.0	15.6	0.0	0.0	10.0	11.2	67.0	67.0	10.3	66.2	66.2
Volume/Cap:	0.43	0.00	0.69	0.00	0.00	0.30	0.56	0.69	0.69	0.69	0.63	0.63
Delay/Veh:	46.8	0.0	55.9	0.0	0.0	50.3	53.9	17.4	17.4	63.4	16.6	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:	46.8	0.0	55.9	0.0	0.0	50.3	53.9	17.4	17.4	63.4	16.6	16.6
LOS by Move:	D	A	E+	A	A	D	D-	B	B	E	B	B
HCM2kAvgQ:	4	0	7	0	0	2	3	17	17	4	15	15

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

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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:												
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:	16	0	1	0	0	0	0	177	11	1	192	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	145	0
Initial Fut:	211	0	218	0	0	0	0	1311	350	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:	211	0	218	0	0	0	0	1311	350	360	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	218	0	0	0	0	1311	350	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:	211	0	218	0	0	0	0	1311	350	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	2920	779	1750	3700	0

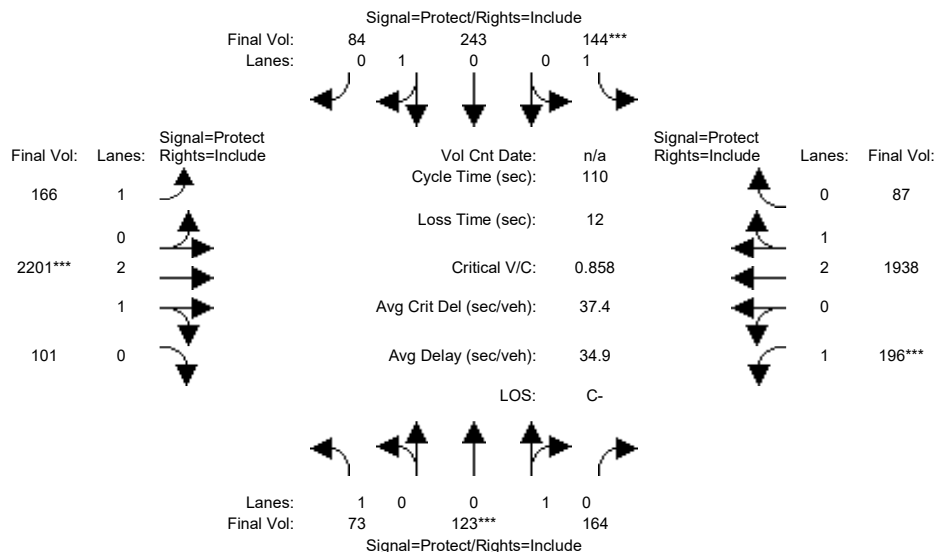
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.45	0.45	0.21	0.28	0.00
Crit Moves:			****					****		****		
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	55.3	55.3	25.3	80.7	0.0
Volume/Cap:	0.82	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.85	0.85	0.37	0.00
Delay/Veh:	62.7	0.0	66.8	0.0	0.0	0.0	0.0	25.2	25.2	53.3	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:	62.7	0.0	66.8	0.0	0.0	0.0	0.0	25.2	25.2	53.3	4.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D-	A	A
HCM2kAvgQ:	10	0	10	0	0	0	0	25	25	12	5	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:	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	5	11	0	1	1	481	0	15	767	16
PasserByVol:	0	0	0	0	0	0	0	129	0	0	194	0
Initial Fut:	73	123	164	144	243	84	166	2201	101	196	1938	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	164	144	243	84	166	2201	101	196	1938	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	164	144	243	84	166	2201	101	196	1938	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	164	144	243	84	166	2201	101	196	1938	87

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	2.86	0.14	1.00	2.87	0.13
Final Sat.:	1750	771	1029	1750	1338	462	1750	5354	246	1750	5359	241

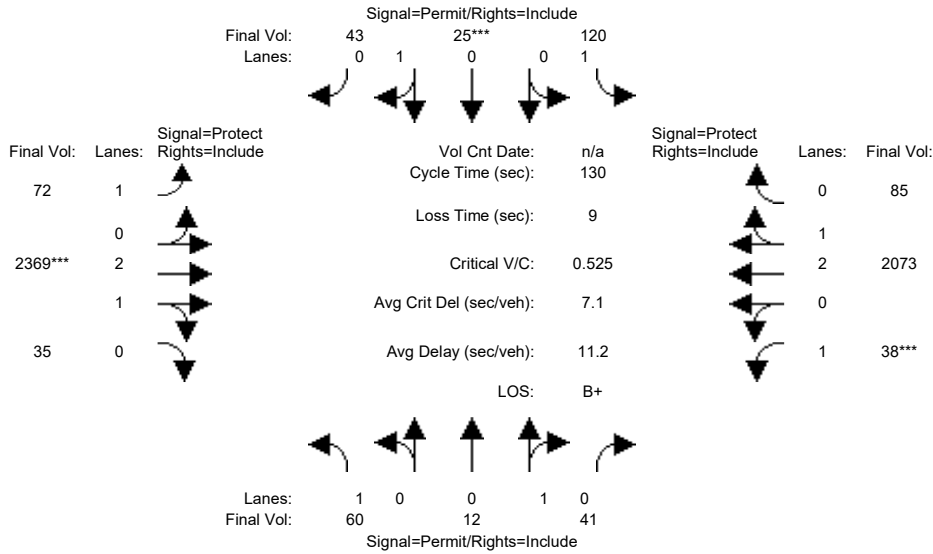
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.41	0.41	0.11	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	8.0	20.4	20.4	10.5	22.9	22.9	13.9	52.7	52.7	14.4	53.1	53.1
Volume/Cap:	0.57	0.86	0.86	0.86	0.87	0.87	0.75	0.86	0.86	0.86	0.75	0.75
Delay/Veh:	55.4	62.8	62.8	82.1	61.4	61.4	59.6	28.4	28.4	73.0	24.3	24.3
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:	55.4	62.8	62.8	82.1	61.4	61.4	59.6	28.4	28.4	73.0	24.3	24.3
LOS by Move:	E+	E	E	F	E	E	E+	C	C	E	C	C
HCM2kAvgQ:	3	11	11	8	14	14	6	24	24	8	19	19

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:	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	496	0	0	798	0
PasserByVol:	0	0	0	0	0	0	0	88	0	0	223	0
Initial Fut:	60	12	41	120	25	43	72	2369	35	38	2073	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	2369	35	38	2073	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2369	35	38	2073	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	2369	35	38	2073	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	2.88	0.12
Final Sat.:	1750	408	1392	1750	662	1138	1750	5518	82	1750	5379	221

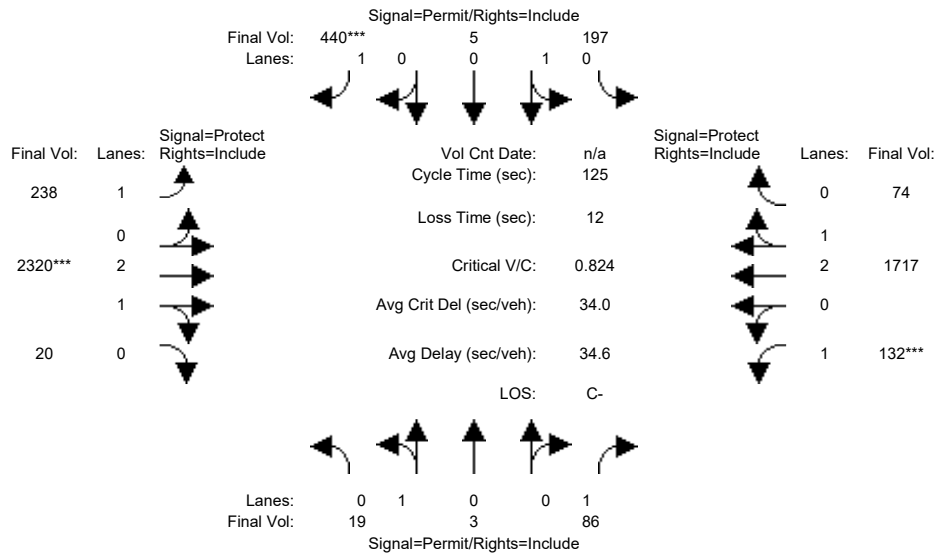
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.43	0.43	0.02	0.39	0.39
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	13.6	104	104.0	7.0	97.4	97.4
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.39	0.54	0.54	0.40	0.51	0.51
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	55.7	4.7	4.7	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	55.7	4.7	4.7	62.3	6.8	6.8
LOS by Move:	E+	E+	E+	F	E	E	E+	A	A	E	A	A
HCM2kAvgQ:	3	3	3	8	3	3	3	11	11	2	11	11

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

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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:												
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	155	0	413	188	308	0	0	386	51
PasserByVol:	0	0	0	0	0	0	0	131	0	0	201	0
Initial Fut:	19	3	86	197	5	440	238	2320	20	132	1717	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:	19	3	86	197	5	440	238	2320	20	132	1717	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	197	5	440	238	2320	20	132	1717	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:	19	3	86	197	5	440	238	2320	20	132	1717	74

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	0.98	0.02	1.00	1.00	2.97	0.03	1.00	2.87	0.13
Final Sat.:	1555	245	1750	1755	45	1750	1750	5552	48	1750	5368	231

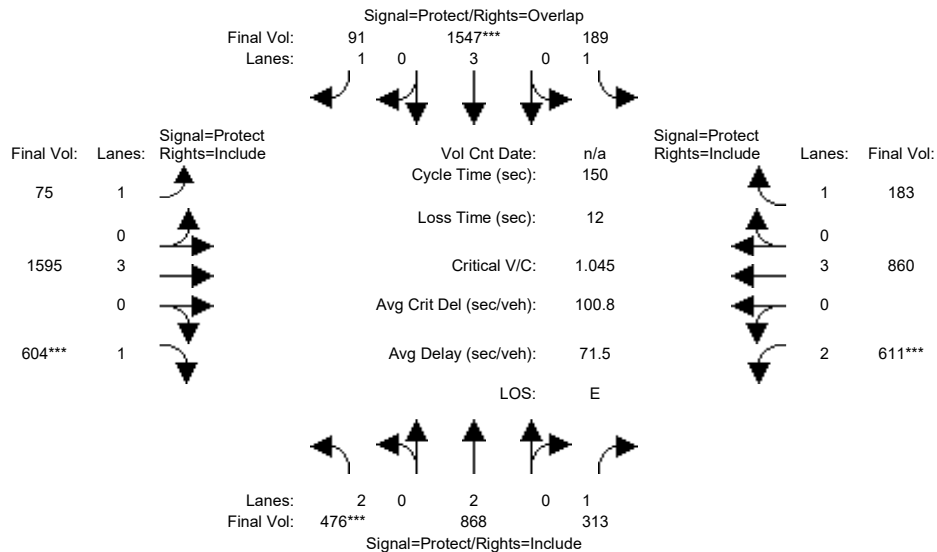
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.11	0.25	0.14	0.42	0.42	0.08	0.32	0.32
Crit Moves:						****		****				****
Green Time:	38.2	38.2	38.2	38.2	38.2	38.2	22.3	63.4	63.4	11.4	52.5	52.5
Volume/Cap:	0.04	0.04	0.16	0.37	0.37	0.82	0.76	0.82	0.82	0.82	0.76	0.76
Delay/Veh:	30.6	30.6	31.9	34.4	34.4	50.3	59.3	28.1	28.1	83.7	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	31.9	34.4	34.4	50.3	59.3	28.1	28.1	83.7	32.4	32.4
LOS by Move:	C	C	C	C-	C-	D	E+	C	C	F	C-	C-
HCM2kAvgQ:	1	1	3	6	6	19	10	26	26	5	18	18

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

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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:	39	100	111	10	108	0	0	206	38	155	145	7
PasserByVol:	81	79	0	0	70	0	0	0	70	4	8	0
Initial Fut:	476	868	313	189	1547	91	75	1595	604	611	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:	476	868	313	189	1547	91	75	1595	604	611	860	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	868	313	189	1547	91	75	1595	604	611	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:	476	868	313	189	1547	91	75	1595	604	611	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

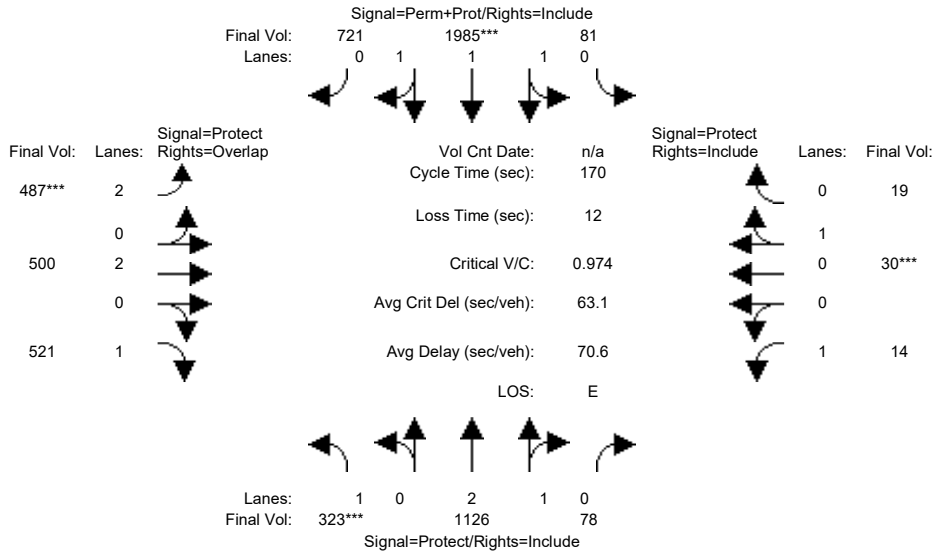
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.18	0.11	0.27	0.05	0.04	0.28	0.35	0.19	0.15	0.10
Crit Moves:	***			****					****	****		
Green Time:	21.7	41.2	41.2	19.5	38.9	57.2	18.3	49.5	49.5	27.8	59.1	59.1
Volume/Cap:	1.05	0.83	0.65	0.83	1.05	0.14	0.35	0.85	1.05	1.05	0.38	0.27
Delay/Veh:	118.6	57.0	51.3	85.9	91.7	30.4	61.4	50.5	100.0	110.7	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:	118.6	57.0	51.3	85.9	91.7	30.4	61.4	50.5	100.0	110.7	32.6	31.0
LOS by Move:	F	E+	D-	F	F	C	E	D	F	F	C-	C
HCM2kAvgQ:	14	17	13	11	31	3	4	25	38	21	9	6

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

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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:	42	193	0	0	198	103	57	0	34	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	323	1126	78	81	1985	721	487	500	521	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:	323	1126	78	81	1985	721	487	500	521	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	1126	78	81	1985	721	487	500	521	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:	323	1126	78	81	1985	721	487	500	521	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	2.12	0.79	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5237	363	160	3917	1423	3150	3800	1750	1750	1102	698

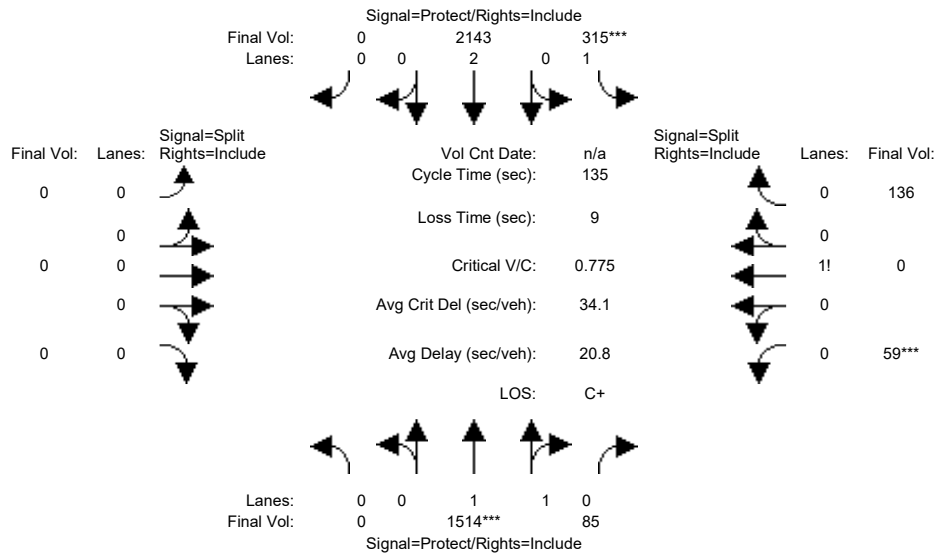
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.22	0.00	0.51	0.51	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	32.5	36.3	36.3	88.6	89.4	89.4	26.1	27.5	60.0	8.6	10.0	10.0
Volume/Cap:	0.96	1.01	1.01	0.97	0.96	0.96	1.01	0.81	0.84	0.16	0.46	0.46
Delay/Veh:	107.7	94.5	94.5	50.7	48.6	48.6	114.5	76.9	60.9	78.1	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:	107.7	94.5	94.5	50.7	48.6	48.6	114.5	76.9	60.9	78.1	80.6	80.6
LOS by Move:	F	F	F	D	D	D	F	E-	E	E-	F	F
HCM2kAvgQ:	19	23	23	46	45	45	15	12	25	1	3	3

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	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	235	11	0	233	0	0	0	0	4	0	0
PasserByVol:	0	233	0	0	222	0	0	0	0	0	0	0
Initial Fut:	0	1514	85	315	2143	0	0	0	0	59	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	1514	85	315	2143	0	0	0	0	59	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1514	85	315	2143	0	0	0	0	59	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	1514	85	315	2143	0	0	0	0	59	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	0.30	0.00	0.70
Final Sat.:	0	3503	197	1750	3800	0	0	0	0	529	0	1221

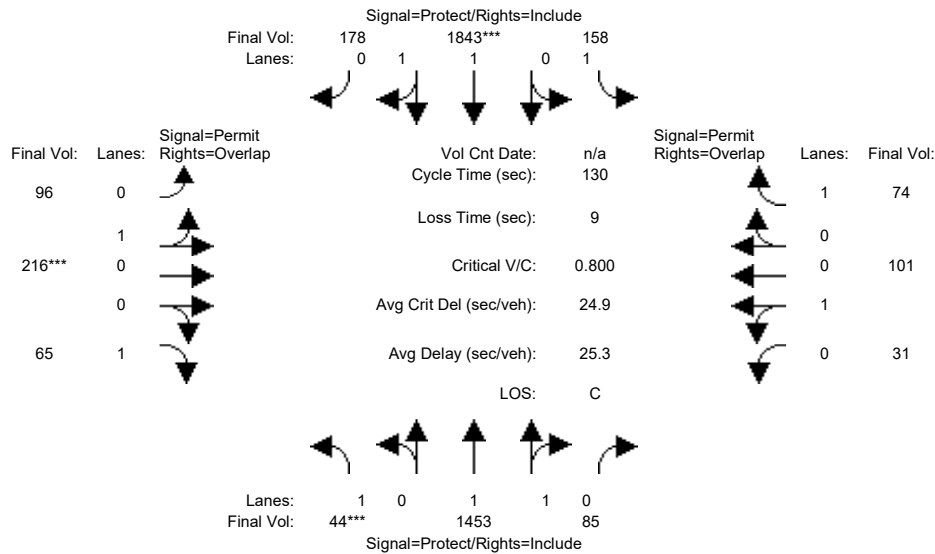
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.18	0.56	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	75.3	75.3	31.3	107	0.0	0.0	0.0	0.0	19.4	0.0	19.4
Volume/Cap:	0.00	0.78	0.78	0.78	0.71	0.00	0.00	0.00	0.00	0.78	0.00	0.78
Delay/Veh:	0.0	25.2	25.2	57.6	7.7	0.0	0.0	0.0	0.0	69.7	0.0	69.7
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	25.2	25.2	57.6	7.7	0.0	0.0	0.0	0.0	69.7	0.0	69.7
LOS by Move:	A	C	C	E+	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	26	26	12	20	0	0	0	0	10	0	10

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:	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:	11	246	11	0	237	0	0	0	4	4	0	0
PasserByVol:	12	233	2	0	222	0	0	0	4	1	0	0
Initial Fut:	44	1453	85	158	1843	178	96	216	65	31	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:	44	1453	85	158	1843	178	96	216	65	31	101	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1453	85	158	1843	178	96	216	65	31	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:	44	1453	85	158	1843	178	96	216	65	31	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	0.23	0.77	1.00
Final Sat.:	1750	3495	204	1750	3374	326	554	1246	1750	423	1377	1750

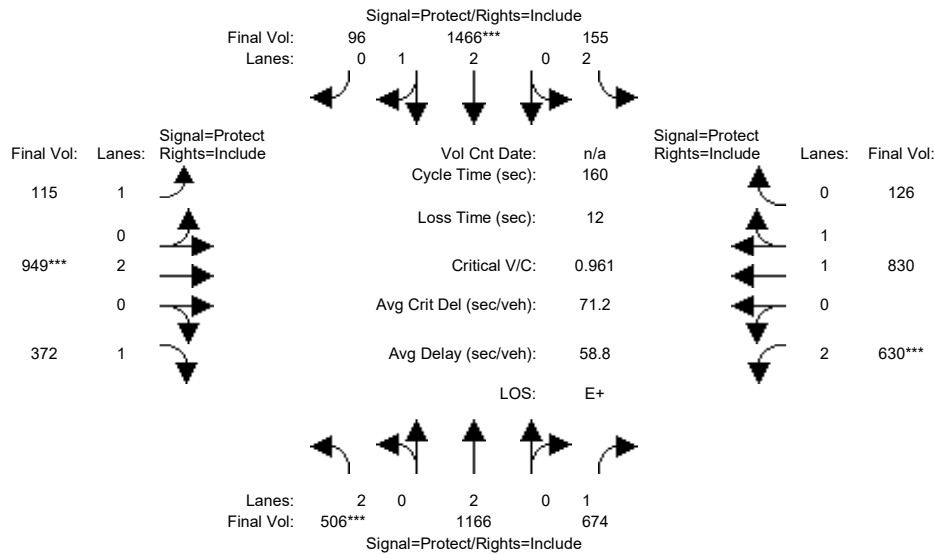
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.09	0.55	0.55	0.17	0.17	0.04	0.07	0.07	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	76.8	76.8	16.7	86.5	86.5	27.5	27.5	34.5	27.5	27.5	44.2
Volume/Cap:	0.47	0.70	0.70	0.70	0.82	0.82	0.82	0.82	0.14	0.35	0.35	0.12
Delay/Veh:	63.3	19.6	19.6	63.9	18.3	18.3	62.2	62.2	36.6	44.2	44.2	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:	63.3	19.6	19.6	63.9	18.3	18.3	62.2	62.2	36.6	44.2	44.2	29.7
LOS by Move:	E	B-	B-	E	B-	B-	E	E	D+	D	D	C
HCM2kAvgQ:	2	21	21	6	30	30	15	15	2	5	5	2

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:	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:	81	245	65	14	212	18	12	97	73	65	104	10
PasserByVol:	161	221	176	14	219	0	0	59	67	124	103	30
Initial Fut:	506	1166	674	155	1466	96	115	949	372	630	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:	506	1166	674	155	1466	96	115	949	372	630	830	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	1166	674	155	1466	96	115	949	372	630	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:	506	1166	674	155	1466	96	115	949	372	630	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	2.81	0.19	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	5255	344	1750	3800	1750	3150	3212	488

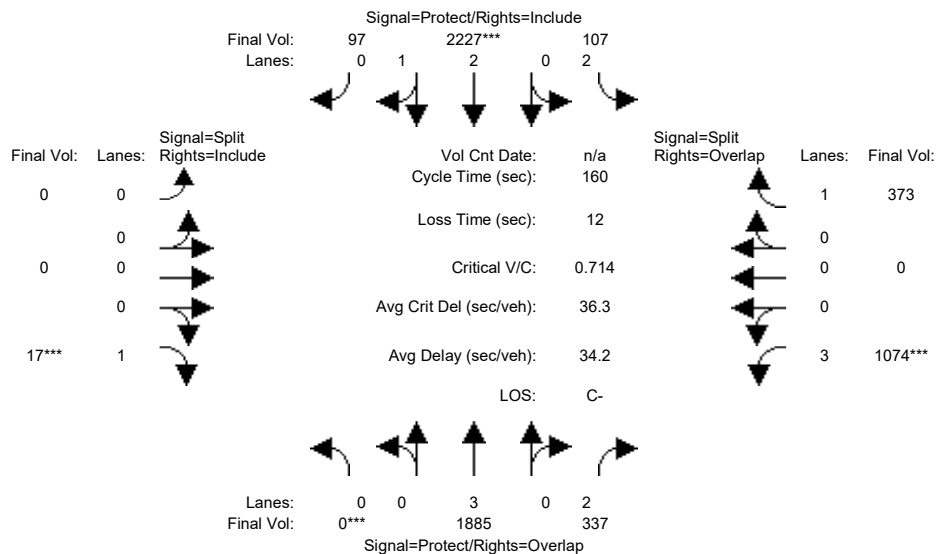
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.39	0.05	0.28	0.28	0.07	0.25	0.21	0.20	0.26	0.26
Crit Moves:	***				***			***			***	
Green Time:	26.7	64.9	64.9	8.3	46.4	46.4	15.2	41.6	41.6	33.3	59.7	59.7
Volume/Cap:	0.96	0.76	0.95	0.95	0.96	0.96	0.69	0.96	0.82	0.96	0.69	0.69
Delay/Veh:	86.9	24.5	47.4	128.5	54.9	54.9	82.1	78.3	66.8	88.5	44.0	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:	86.9	24.5	47.4	128.5	54.9	54.9	82.1	78.3	66.8	88.5	44.0	44.0
LOS by Move:	F	C	D	F	D-	D-	F	E-	E	F	D	D
HCM2kAvgQ:	16	19	35	5	26	26	6	24	17	20	18	18

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

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Cumulative PM PP

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	391	0	0	343	7	0	0	0	0	0	0
PasserByVol:	0	284	325	66	268	75	0	0	0	891	0	272
Initial Fut:	0	1885	337	107	2227	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	1885	337	107	2227	97	0	0	17	1074	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1885	337	107	2227	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	1885	337	107	2227	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	5366	234	0	0	1750	4551	0	1750

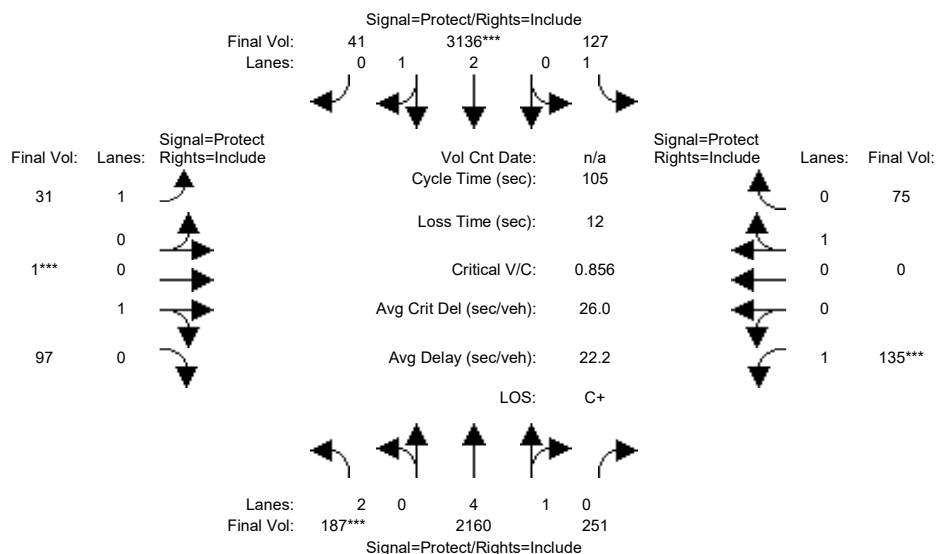
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.03	0.42	0.42	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***				****				****	****		
Green Time:	0.0	77.7	127.7	10.3	88.0	88.0	0.0	0.0	10.0	50.0	0.0	60.3
Volume/Cap:	0.00	0.68	0.13	0.53	0.75	0.75	0.00	0.00	0.16	0.75	0.00	0.57
Delay/Veh:	0.0	32.3	3.7	75.1	28.8	28.8	0.0	0.0	71.7	51.8	0.0	40.6
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	32.3	3.7	75.1	28.8	28.8	0.0	0.0	71.7	51.8	0.0	40.6
LOS by Move:	A	C-	A	E-	C	C	A	A	E	D-	A	D
HCM2kAvgQ:	0	23	2	3	28	28	0	0	1	21	0	16

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

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Level Of Service Computation Report
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Cumulative PM PP

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:												
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	333	181	87	254	2	8	0	20	103	0	50
PasserByVol:	0	610	0	0	1165	0	0	0	0	0	0	0
Initial Fut:	187	2160	251	127	3136	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	2160	251	127	3136	41	31	1	97	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	2160	251	127	3136	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	2160	251	127	3136	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	8420	978	1750	5528	72	1750	18	1782	1750	0	1800

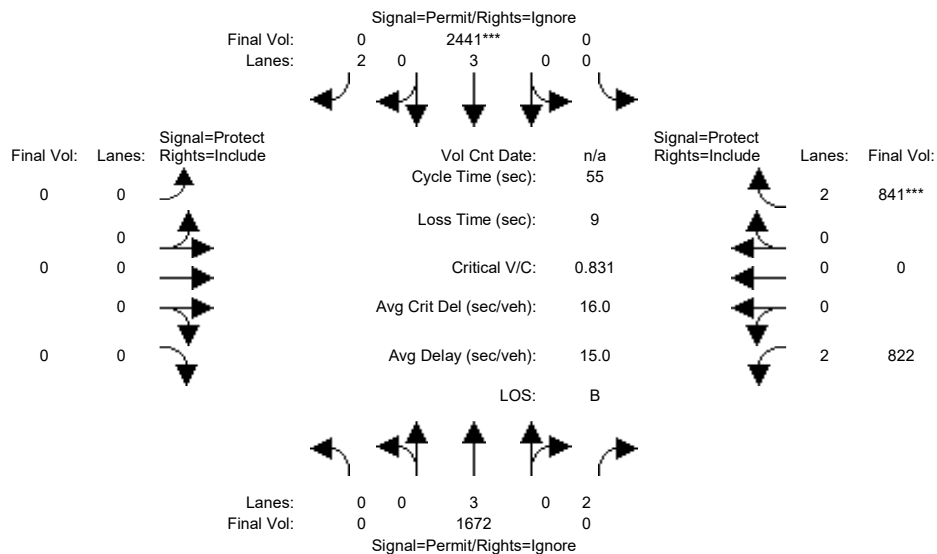
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.07	0.57	0.57	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	57.6	57.6	16.3	66.9	66.9	7.9	10.0	10.0	9.1	0.0	11.2
Volume/Cap:	0.89	0.47	0.47	0.47	0.89	0.89	0.24	0.57	0.57	0.89	0.00	0.39
Delay/Veh:	82.6	14.5	14.5	41.7	19.1	19.1	46.7	50.0	50.0	90.1	0.0	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:	82.6	14.5	14.5	41.7	19.1	19.1	46.7	50.0	50.0	90.1	0.0	45.0
LOS by Move:	F	B	B	D	B-	B-	D	D	D	F	A	D
HCM2kAvgQ:	4	9	9	4	30	30	1	4	4	8	0	3

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

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Cumulative PM PP

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



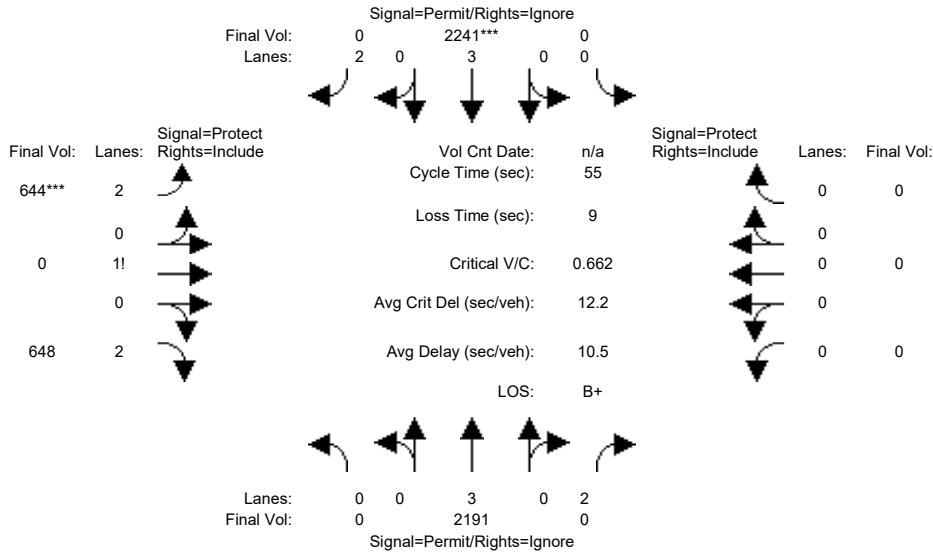
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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	452	326	0	337	41	0	0	0	165	0	86
PasserByVol:	0	438	279	0	687	479	0	0	0	100	0	172
Initial Fut:	0	1672	1131	0	2441	1082	0	0	0	822	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	1672	0	0	2441	0	0	0	0	822	0	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1672	0	0	2441	0	0	0	0	822	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	1672	0	0	2441	0	0	0	0	822	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	0.29	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.26	0.00	0.27
Crit Moves:					****							****
Green Time:	0.0	28.3	0.0	0.0	28.3	0.0	0.0	0.0	0.0	17.7	0.0	17.7
Volume/Cap:	0.00	0.57	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.81	0.00	0.83
Delay/Veh:	0.0	9.4	0.0	0.0	13.4	0.0	0.0	0.0	0.0	22.2	0.0	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:	0.0	9.4	0.0	0.0	13.4	0.0	0.0	0.0	0.0	22.2	0.0	23.2
LOS by Move:	A	A	A	A	B	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	3	0	0	7	0	0	0	0	10	0	11

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

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Cumulative PM PP

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



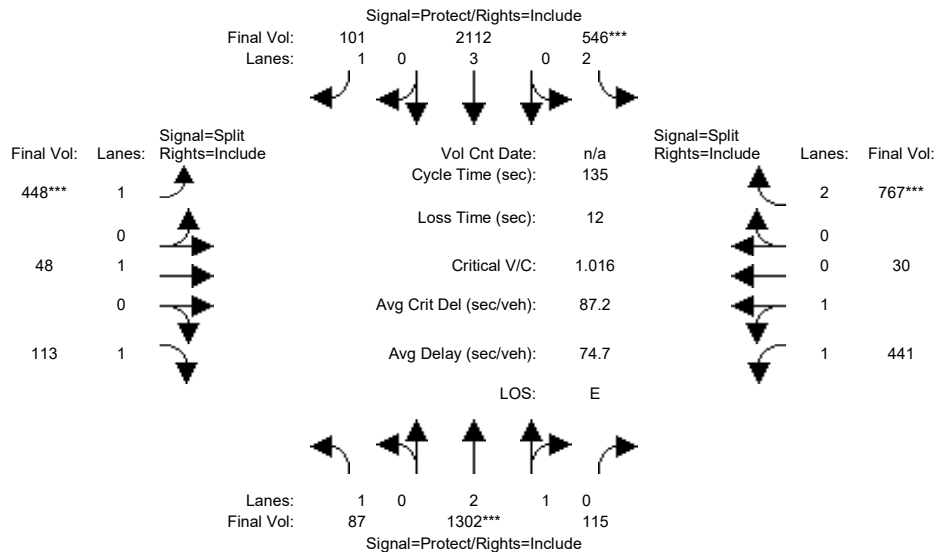
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	422	0	450	51	65	0	133	0	0	0
PasserByVol:	0	379	12	0	390	397	348	0	140	0	0	0
Initial Fut:	0	2191	897	0	2241	1013	644	0	648	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	2241	0	644	0	648	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2191	0	0	2241	0	644	0	648	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	2241	0	644	0	648	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	0.85	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.50	0.00	2.50	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4022	0	4028	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.39	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	32.7	0.0	0.0	32.7	0.0	13.3	0.0	13.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.00	0.00	0.66	0.00	0.66	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	7.8	0.0	0.0	8.0	0.0	19.7	0.0	19.7	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	7.8	0.0	0.0	8.0	0.0	19.7	0.0	19.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	6	0	6	0	0	0

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

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Cumulative PM PP

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:	44	245	39	178	175	44	414	36	95	284	24	98
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	87	1302	115	546	2112	101	448	48	113	441	30	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1302	115	546	2112	101	448	48	113	441	30	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1302	115	546	2112	101	448	48	113	441	30	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	1302	115	546	2112	101	448	48	113	441	30	767

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	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.87	0.13	2.00
Final Sat.:	1750	5145	454	3150	5700	1750	1750	1900	1750	3324	226	3150

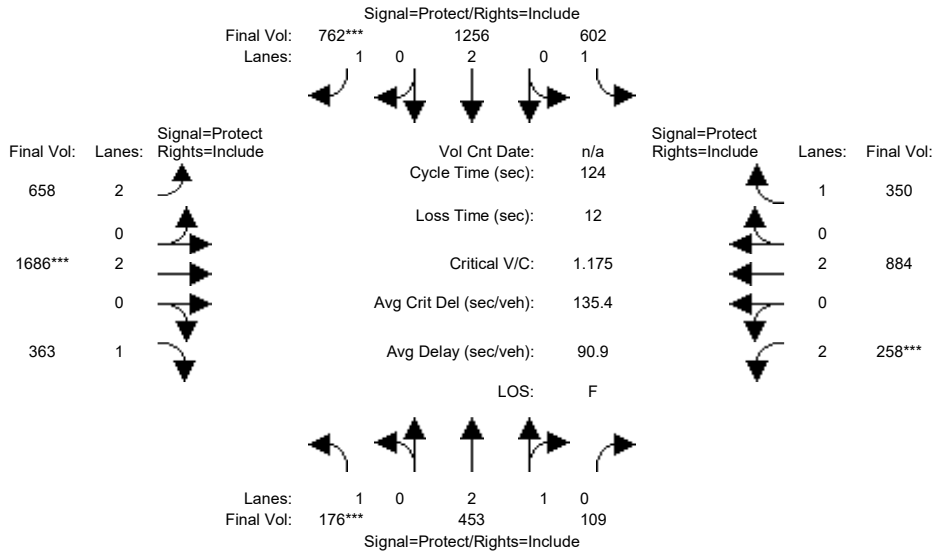
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.17	0.37	0.06	0.26	0.03	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.0	33.6	33.6	23.0	49.6	49.6	34.0	34.0	34.0	32.3	32.3	32.3
Volume/Cap:	0.96	1.02	1.02	1.02	1.01	0.16	1.02	0.10	0.26	0.55	0.55	1.02
Delay/Veh:	144.5	78.9	78.9	98.9	64.2	28.8	97.5	38.8	40.7	45.8	45.8	88.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.5	78.9	78.9	98.9	64.2	28.8	97.5	38.8	40.7	45.8	45.8	88.2
LOS by Move:	F	E-	E-	F	E	C	F	D+	D	D	D	F
HCM2kAvgQ:	4	21	21	17	34	3	27	1	4	9	9	23

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

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Cumulative PM PP

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:	24	93	11	204	188	185	163	276	36	30	183	72
PasserByVol:	0	46	10	111	164	148	69	62	0	21	88	77
Initial Fut:	176	453	109	602	1256	762	658	1686	363	258	884	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:	176	453	109	602	1256	762	658	1686	363	258	884	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	453	109	602	1256	762	658	1686	363	258	884	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:	176	453	109	602	1256	762	658	1686	363	258	884	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	2.40	0.60	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4512	1086	1750	3800	1750	3150	3800	1750	3150	3800	1750

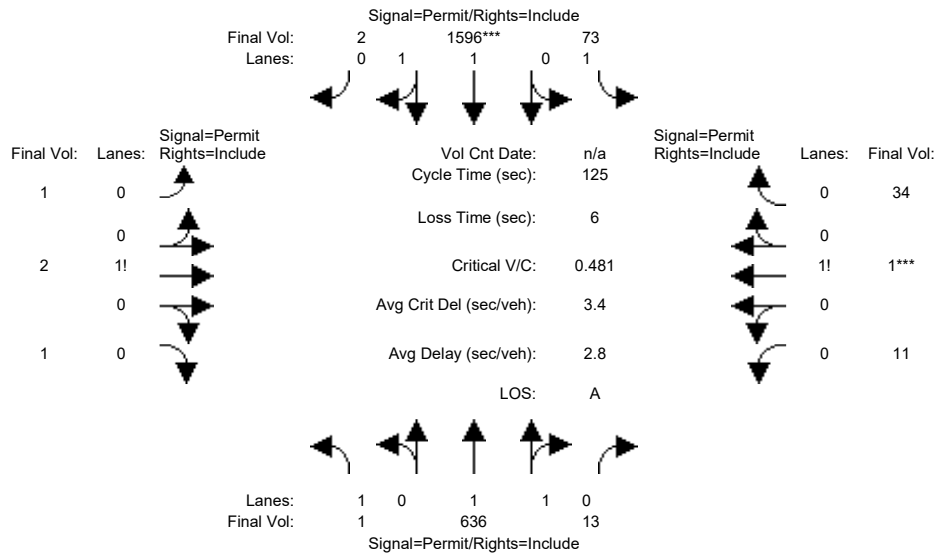
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.34	0.33	0.44	0.21	0.44	0.21	0.08	0.23	0.20
Crit Moves:	***					****		****		****		
Green Time:	10.6	12.8	12.8	43.8	45.9	45.9	26.2	46.8	46.8	8.6	29.2	29.2
Volume/Cap:	1.18	0.97	0.97	0.97	0.89	1.18	0.99	1.18	0.55	1.18	0.99	0.85
Delay/Veh:	185.1	86.4	86.4	69.3	44.3	133.5	80.3	125	31.3	173.9	74.1	60.5
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:	185.1	86.4	86.4	69.3	44.3	133.5	80.3	125	31.3	173.9	74.1	60.5
LOS by Move:	F	F	F	E	D	F	F	F	C	F	E	E
HCM2kAvgQ:	11	9	9	23	20	44	17	47	8	9	20	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)
Cumulative PM PP

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	128	0	0	254	0	0	0	0	0	0	0
PasserByVol:	0	49	0	0	150	0	0	0	0	0	0	0
Initial Fut:	1	636	13	73	1596	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	636	13	73	1596	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	636	13	73	1596	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	636	13	73	1596	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

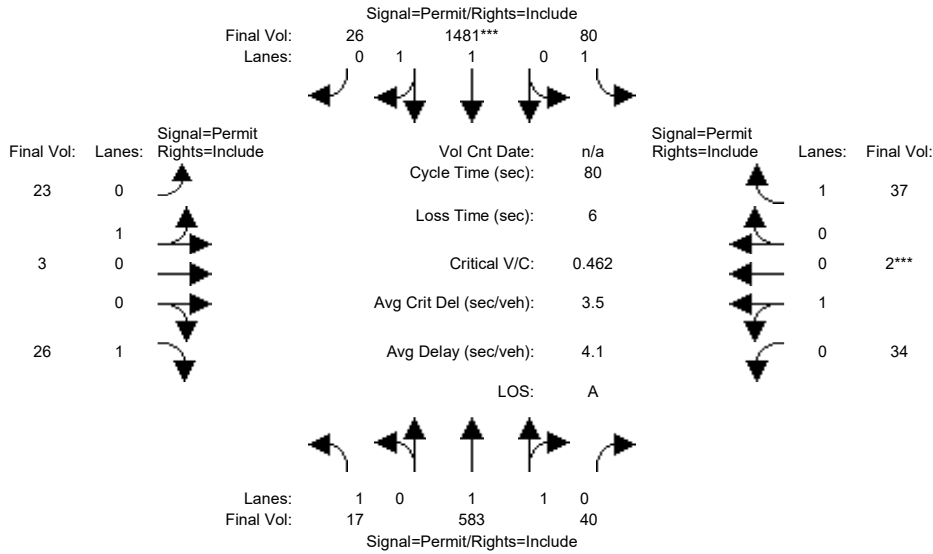
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.04	0.43	0.43	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.20	0.20	0.05	0.50	0.50	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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+
HCM2kAvgQ:	0	2	2	0	7	7	0	0	0	2	2	2

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

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Cumulative PM PP

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	15	240	0	0	0	0	0	0	7
PasserByVol:	0	39	0	0	130	0	0	0	0	0	0	0
Initial Fut:	17	583	40	80	1481	26	23	3	26	34	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	80	1481	26	23	3	26	34	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	583	40	80	1481	26	23	3	26	34	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	1481	26	23	3	26	34	2	37

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	3636	64	1592	208	1750	1700	100	1750

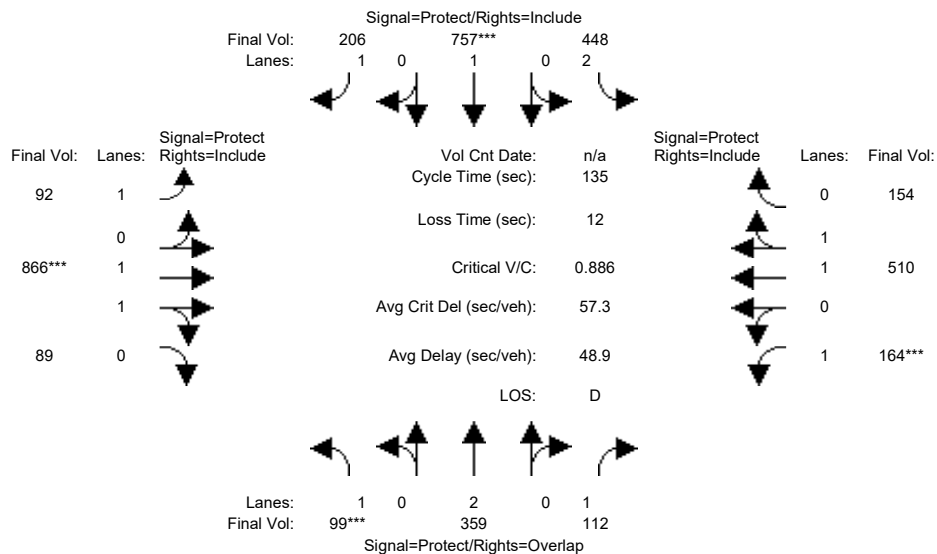
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.17	0.17	0.05	0.41	0.41	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.21	0.21	0.06	0.51	0.51	0.12	0.12	0.12	0.16	0.16	0.17
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
HCM2kAvgQ:	0	2	2	0	7	7	1	1	1	1	1	1

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:	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	53	174	13	4	27	0	26	10	20
PasserByVol:	0	27	0	2	96	9	6	0	0	0	0	1
Initial Fut:	99	359	112	448	757	206	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	448	757	206	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	448	757	206	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	448	757	206	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

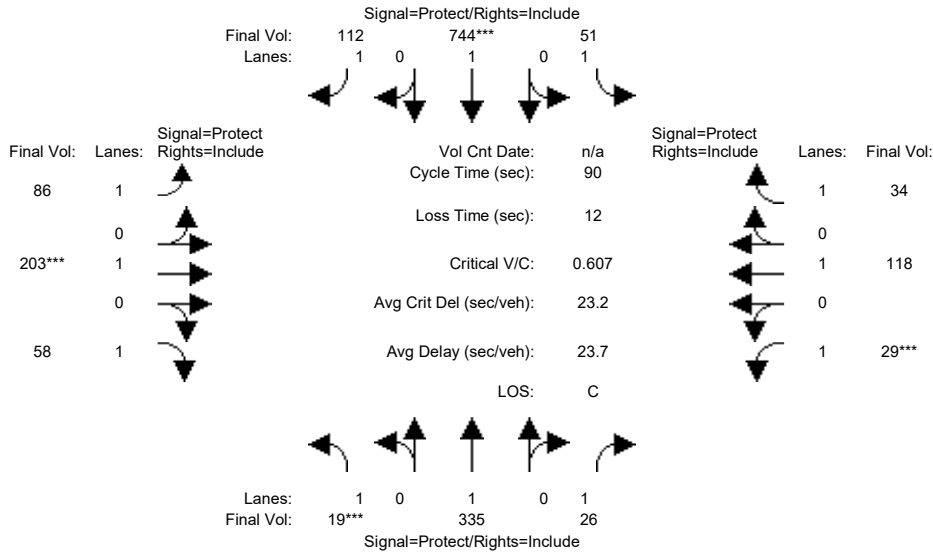
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.14	0.40	0.12	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	8.6	27.7	42.0	41.7	60.7	60.7	12.2	39.4	39.4	14.3	41.5	41.5
Volume/Cap:	0.89	0.46	0.21	0.46	0.89	0.26	0.58	0.89	0.89	0.89	0.58	0.58
Delay/Veh:	113.8	47.5	34.4	38.0	44.9	23.3	64.5	54.7	54.7	95.7	40.3	40.3
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:	113.8	47.5	34.4	38.0	44.9	23.3	64.5	54.7	54.7	95.7	40.3	40.3
LOS by Move:	F	D	C-	D+	D	C	E	D-	D-	F	D	D
HCM2kAvgQ:	5	6	4	9	30	5	4	21	21	8	12	12

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

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Cumulative PM PP

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:												
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	200	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	744	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	744	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	744	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	744	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

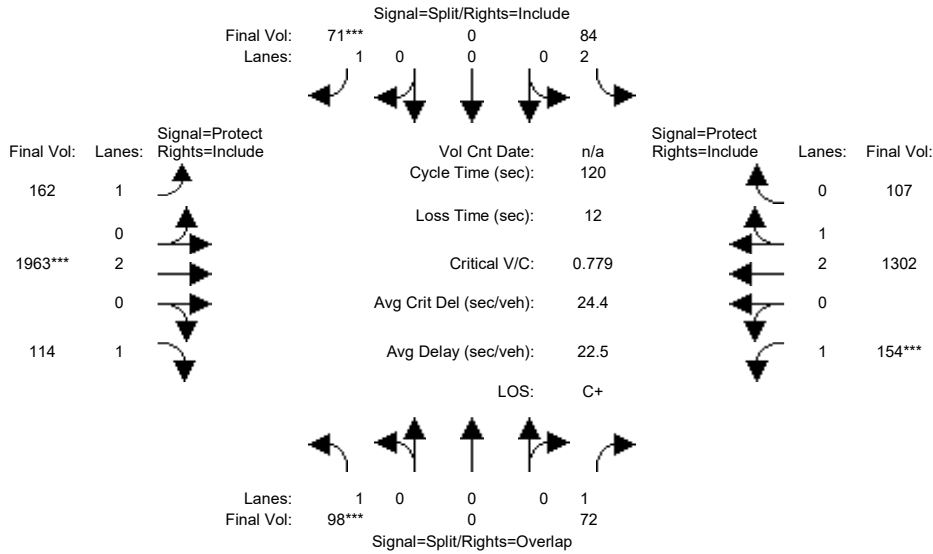
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.03	0.39	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.7	39.7	17.5	50.3	50.3	8.5	13.7	13.7	7.0	12.2	12.2
Volume/Cap:	0.14	0.40	0.03	0.15	0.70	0.11	0.52	0.70	0.22	0.21	0.46	0.14
Delay/Veh:	39.2	17.3	14.3	30.3	16.5	9.4	41.7	43.7	33.8	39.7	37.2	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	17.3	14.3	30.3	16.5	9.4	41.7	43.7	33.8	39.7	37.2	34.6
LOS by Move:	D	B	B	C	B	A	D	D	C-	D	D+	C-
HCM2kAvgQ:	1	6	0	1	14	1	3	7	2	1	4	1

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

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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	491	0	0	284	0
PasserByVol:	0	0	0	24	0	21	28	106	0	10	150	25
Initial Fut:	98	0	72	84	0	71	162	1963	114	154	1302	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	1963	114	154	1302	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1963	114	154	1302	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	1963	114	154	1302	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	2.76	0.24
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5174	425

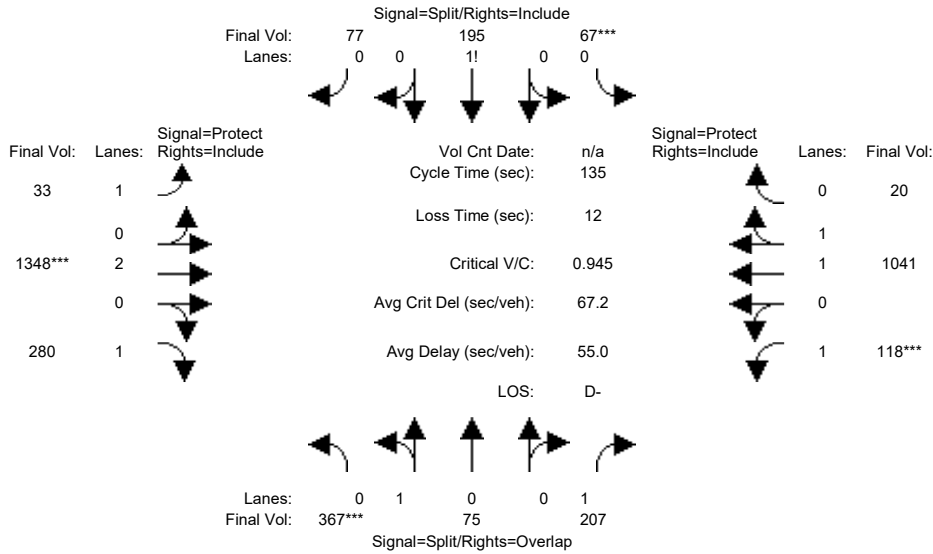
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.52	0.07	0.09	0.25	0.25
Crit Moves:	***					***	***	***		***		
Green Time:	8.6	0.0	22.2	6.2	0.0	6.2	25.0	79.6	79.6	13.6	68.1	68.1
Volume/Cap:	0.78	0.00	0.22	0.51	0.00	0.78	0.44	0.78	0.10	0.78	0.44	0.44
Delay/Veh:	80.8	0.0	41.9	58.1	0.0	90.0	42.3	15.7	7.3	69.5	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:	80.8	0.0	41.9	58.1	0.0	90.0	42.3	15.7	7.3	69.5	15.1	15.1
LOS by Move:	F	A	D	E+	A	F	D	B	A	E	B	B
HCM2kAvgQ:	6	0	2	3	0	5	5	23	1	6	10	10

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM PP

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau 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:	Tantau Avenue NB			Tantau Avenue SB			Homestead Road EB			Homestead Road WB		
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	32	0	0	0	0	176	0	16	179	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	207	67	195	77	33	1348	280	118	1041	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	207	67	195	77	33	1348	280	118	1041	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	207	67	195	77	33	1348	280	118	1041	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	207	67	195	77	33	1348	280	118	1041	20

Saturation Flow Module:	Tantau Avenue NB			Tantau Avenue SB			Homestead Road EB			Homestead Road WB		
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	3630	70

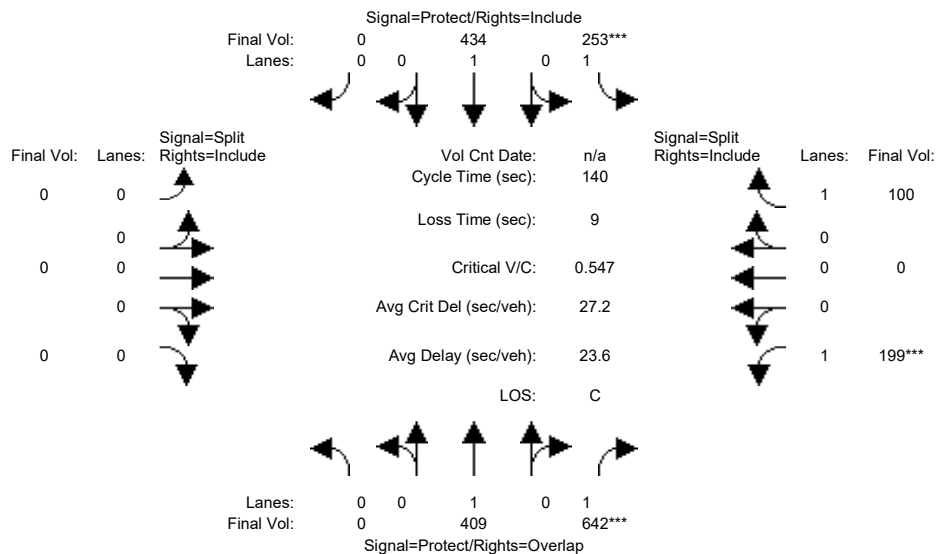
Capacity Analysis Module:	Tantau Avenue NB			Tantau Avenue SB			Homestead Road EB			Homestead Road WB		
Vol/Sat:	0.25	0.25	0.12	0.19	0.19	0.19	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***			****			****			****		
Green Time:	35.1	35.1	44.7	27.7	27.7	27.7	9.2	50.7	50.7	9.6	51.0	51.0
Volume/Cap:	0.95	0.95	0.36	0.95	0.95	0.95	0.28	0.95	0.43	0.95	0.76	0.76
Delay/Veh:	77.3	77.3	34.6	86.5	86.5	86.5	61.0	53.9	31.8	126.0	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:	77.3	77.3	34.6	86.5	86.5	86.5	61.0	53.9	31.8	126.0	39.1	39.1
LOS by Move:	E-	E-	C-	F	F	F	E	D-	C	F	D	D
HCM2kAvgQ:	21	21	7	19	19	19	1	26	9	6	19	19

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

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Cumulative PM PP

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	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	32	53	0	16	0	0	0	0	26	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	409	642	253	434	0	0	0	0	199	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	409	642	253	434	0	0	0	0	199	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	409	642	253	434	0	0	0	0	199	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	409	642	253	434	0	0	0	0	199	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

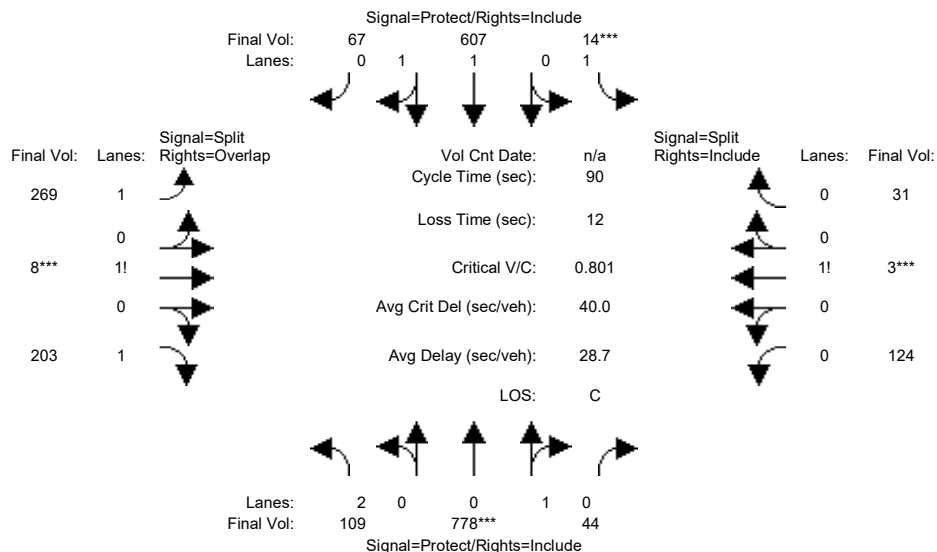
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.37	0.14	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	64.8	94.0	37.0	102	0.0	0.0	0.0	0.0	29.1	0.0	29.1
Volume/Cap:	0.00	0.46	0.55	0.55	0.31	0.00	0.00	0.00	0.00	0.55	0.00	0.27
Delay/Veh:	0.0	26.1	12.5	45.6	6.9	0.0	0.0	0.0	0.0	51.3	0.0	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:	0.0	26.1	12.5	45.6	6.9	0.0	0.0	0.0	0.0	51.3	0.0	47.0
LOS by Move:	A	C	B	D	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	11	15	9	6	0	0	0	0	8	0	4

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

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Cumulative PM PP

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	85	0	0	42	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	778	44	14	607	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	778	44	14	607	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	778	44	14	607	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	778	44	14	607	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	1704	96	1750	3332	368	2715	57	2478	1373	33	343

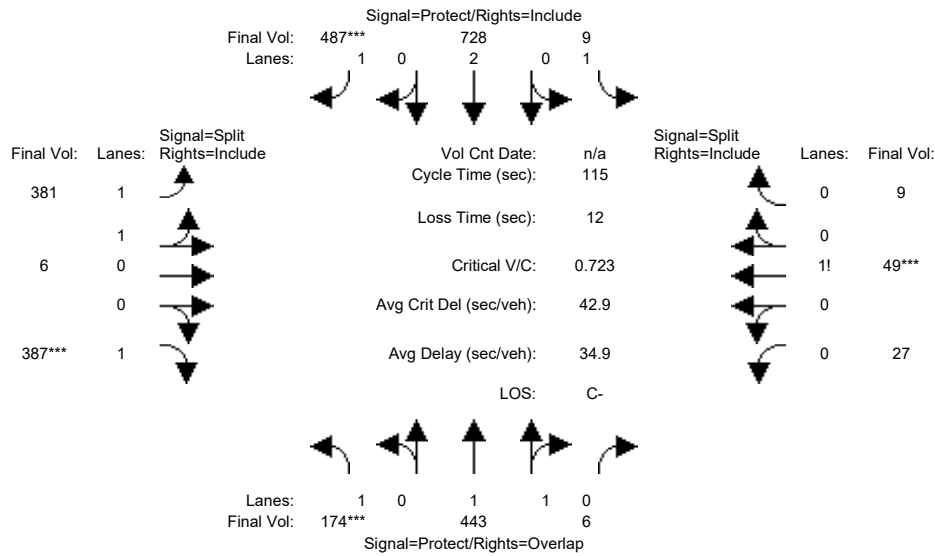
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.01	0.18	0.18	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.1	46.7	46.7	7.0	37.7	37.7	14.3	14.3	30.3	10.0	10.0	10.0
Volume/Cap:	0.19	0.88	0.88	0.10	0.44	0.44	0.63	0.88	0.24	0.81	0.81	0.81
Delay/Veh:	31.6	28.8	28.8	38.9	18.8	18.8	37.0	52.2	21.6	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:	31.6	28.8	28.8	38.9	18.8	18.8	37.0	52.2	21.6	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D-	C+	E	E	E
HCM2kAvgQ:	1	23	23	0	7	7	6	10	3	7	7	7

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

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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
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:	79	1	0	0	0	42	84	0	153	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	174	443	6	9	728	487	381	6	387	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:	174	443	6	9	728	487	381	6	387	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	443	6	9	728	487	381	6	387	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:	174	443	6	9	728	487	381	6	387	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

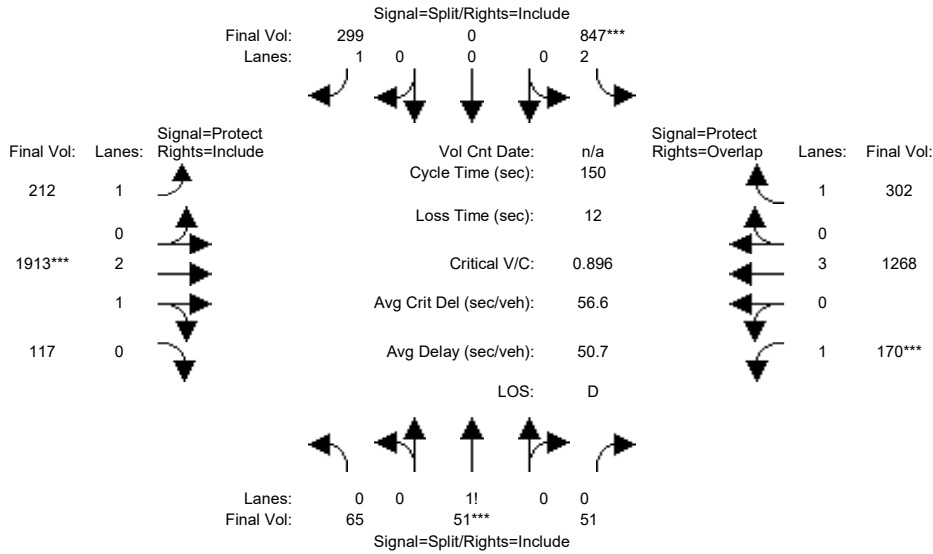
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.01	0.19	0.28	0.11	0.11	0.22	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	15.4	39.1	49.1	19.6	43.2	43.2	34.3	34.3	34.3	10.0	10.0	10.0
Volume/Cap:	0.74	0.36	0.28	0.03	0.51	0.74	0.37	0.37	0.74	0.56	0.56	0.56
Delay/Veh:	59.7	28.7	21.6	39.8	28.0	35.5	32.0	32.0	41.9	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:	59.7	28.7	21.6	39.8	28.0	35.5	32.0	32.0	41.9	55.0	55.0	55.0
LOS by Move:	E+	C	C+	D	C	D+	C	C	D	D-	D-	D-
HCM2kAvgQ:	6	6	5	0	10	16	6	6	14	4	4	4

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

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Cumulative PM PP

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:	7	14	0	153	0	0	1	437	52	0	277	65
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	65	51	51	847	0	299	212	1913	117	170	1268	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:	65	51	51	847	0	299	212	1913	117	170	1268	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	51	51	847	0	299	212	1913	117	170	1268	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:	65	51	51	847	0	299	212	1913	117	170	1268	302

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:	0.39	0.31	0.30	2.00	0.00	1.00	1.00	2.82	0.18	1.00	3.00	1.00
Final Sat.:	681	534	534	3150	0	1750	1750	5277	323	1750	5700	1750

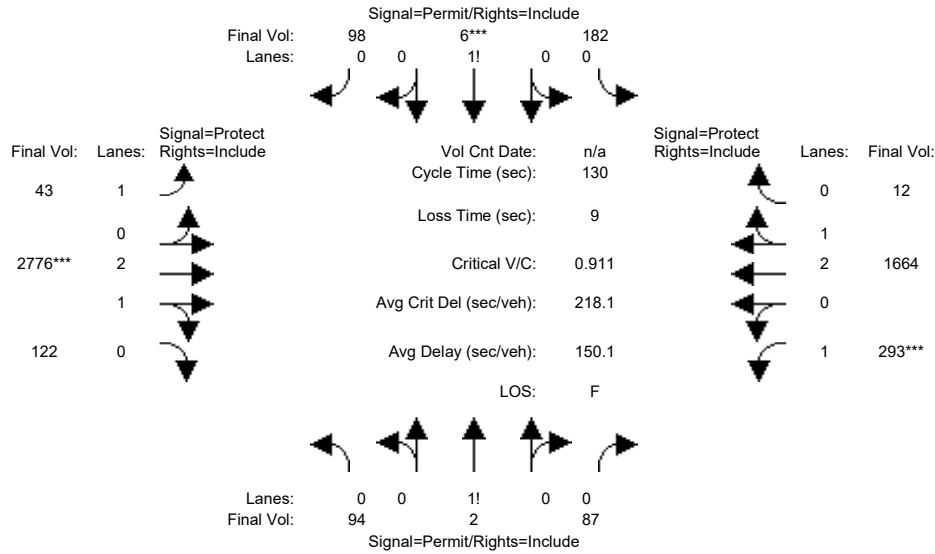
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.27	0.00	0.17	0.12	0.36	0.36	0.10	0.22	0.17
Crit Moves:	****			****			****			****		
Green Time:	16.0	16.0	16.0	45.0	0.0	45.0	27.1	60.7	60.7	16.3	49.8	94.9
Volume/Cap:	0.90	0.90	0.90	0.90	0.00	0.57	0.67	0.90	0.90	0.90	0.67	0.27
Delay/Veh:	104.3	104	104.3	61.3	0.0	45.8	62.7	46.8	46.8	103.7	43.9	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:	104.3	104	104.3	61.3	0.0	45.8	62.7	46.8	46.8	103.7	43.9	12.4
LOS by Move:	F	F	F	E	A	D	E	D	D	F	D	B
HCM2kAvgQ:	9	9	9	24	0	12	9	30	30	9	16	6

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:	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	590	0	0	342	0
PasserByVol:	0	1	0	39	0	12	5	360	0	88	318	4
Initial Fut:	88	2	82	171	6	92	40	2609	115	275	1564	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	2776	122	293	1664	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2776	122	293	1664	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	2776	122	293	1664	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	5363	236	1750	5561	39

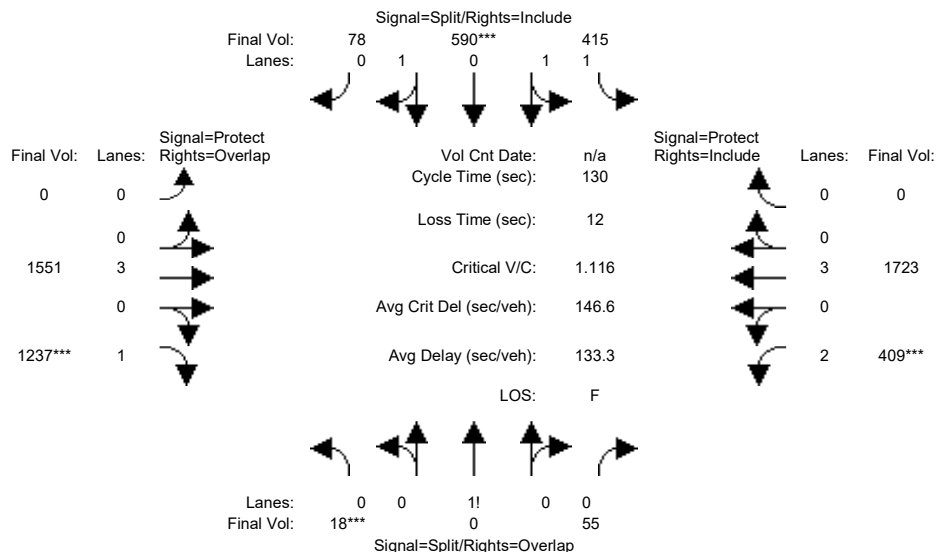
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.52	0.52	0.17	0.30	0.30
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.46	1.46	0.72	0.61	0.61
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	253	253.0	52.6	24.4	24.4
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	33.8	33.8	33.8	55.6	253	253.0	52.6	24.4	24.4
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2kAvgQ:	6	6	6	10	10	10	2	75	75	11	16	16

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 PP

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	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	325	266	60	342	0
PasserByVol:	0	0	0	2	18	4	0	130	343	0	311	0
Initial Fut:	18	0	55	415	590	78	0	1551	1237	409	1723	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	1551	1237	409	1723	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	590	78	0	1551	1237	409	1723	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	1551	1237	409	1723	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

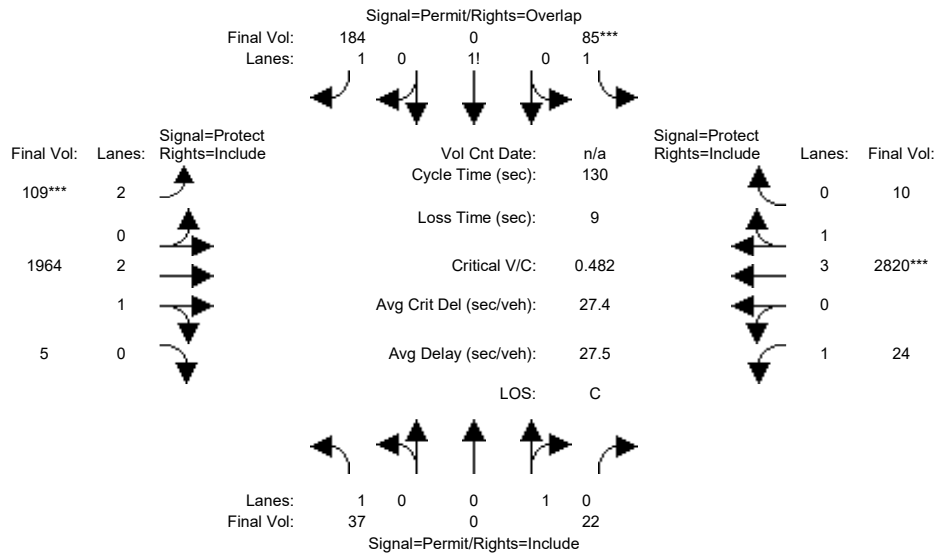
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.27	0.71	0.13	0.30	0.00
Crit Moves:	***			****			****			****		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.28	1.45	0.81	0.81	0.00
Delay/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	201	252.2	79.7	51.4	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	201	252.2	79.7	51.4	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D-	A
HCM2kAvgQ:	3	0	2	19	19	19	0	39	117	13	27	0

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

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Cumulative PM PP

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	325	0	0	410	0
PasserByVol:	0	0	0	0	0	0	24	101	0	0	313	0
Initial Fut:	35	0	21	80	0	173	102	1846	5	23	2651	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	1964	5	24	2820	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1964	5	24	2820	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	1964	5	24	2820	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

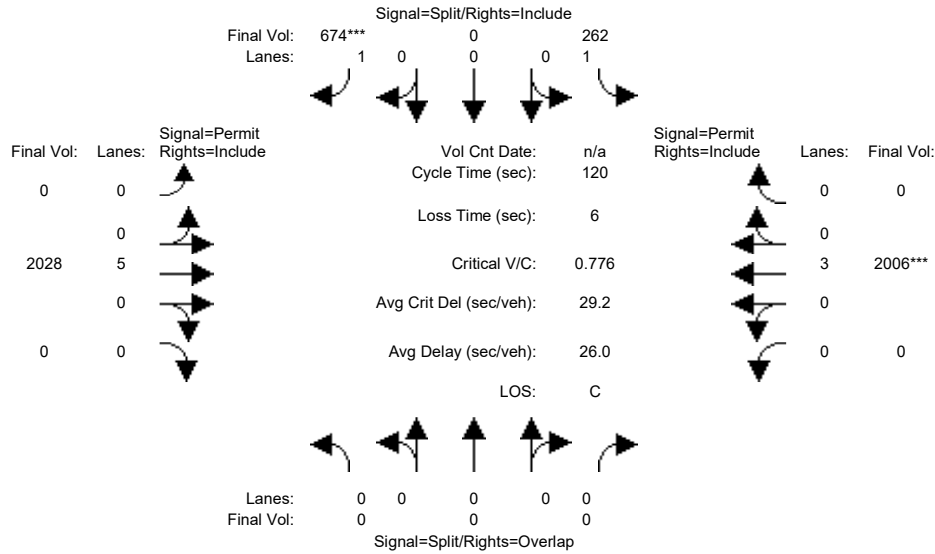
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.35	0.35	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.73	0.73	0.14	0.74	0.74
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.8	27.8	53.6	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.8	27.8	53.6	26.1	26.1
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2kAvgQ:	1	0	1	2	0	3	2	19	19	1	22	22

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

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Cumulative PM PP

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	77	0	325	0	0	333	0
PasserByVol:	0	0	0	0	0	17	0	108	0	0	298	0
Initial Fut:	0	0	0	262	0	674	0	2028	0	0	2006	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	674	0	2028	0	0	2006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	674	0	2028	0	0	2006	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	674	0	2028	0	0	2006	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

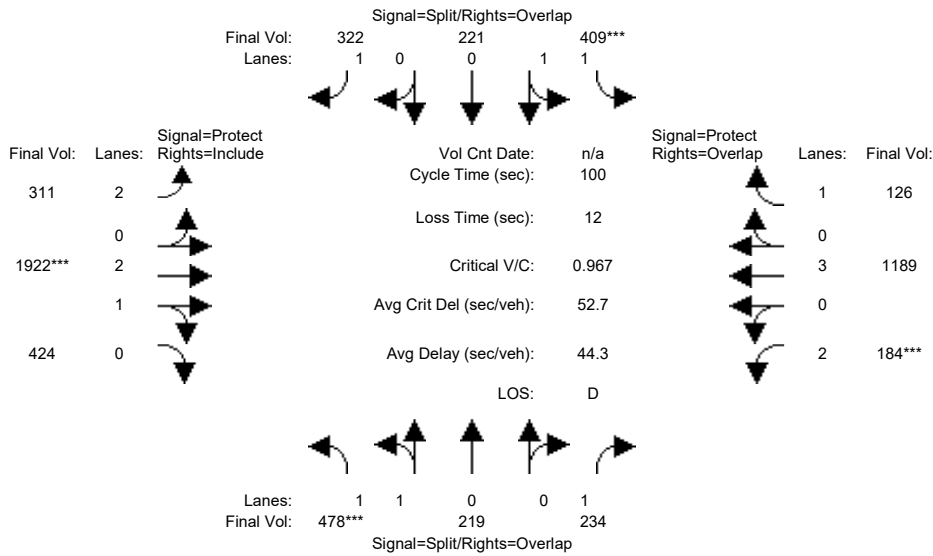
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.39	0.00	0.21	0.00	0.00	0.35	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	59.6	0.0	59.6	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.78	0.00	0.47	0.00	0.00	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	29.2	0.0	22.9	0.0	0.0	29.2	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	18.1	0.0	29.2	0.0	22.9	0.0	0.0	29.2	0.0
LOS by Move:	A	A	A	B-	A	C	A	C+	A	A	C	A
HCM2kAvgQ:	0	0	0	6	0	23	0	10	0	0	21	0

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

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Cumulative PM PP

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	209	37	0	200	135	94	124	155	16	107	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	478	219	234	409	221	322	311	1922	424	184	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	219	234	409	221	322	311	1922	424	184	1189	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	219	234	409	221	322	311	1922	424	184	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	219	234	409	221	322	311	1922	424	184	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:	1.38	0.62	1.00	1.31	0.69	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2434	1115	1750	2304	1245	1750	3150	4587	1012	3150	5700	1750

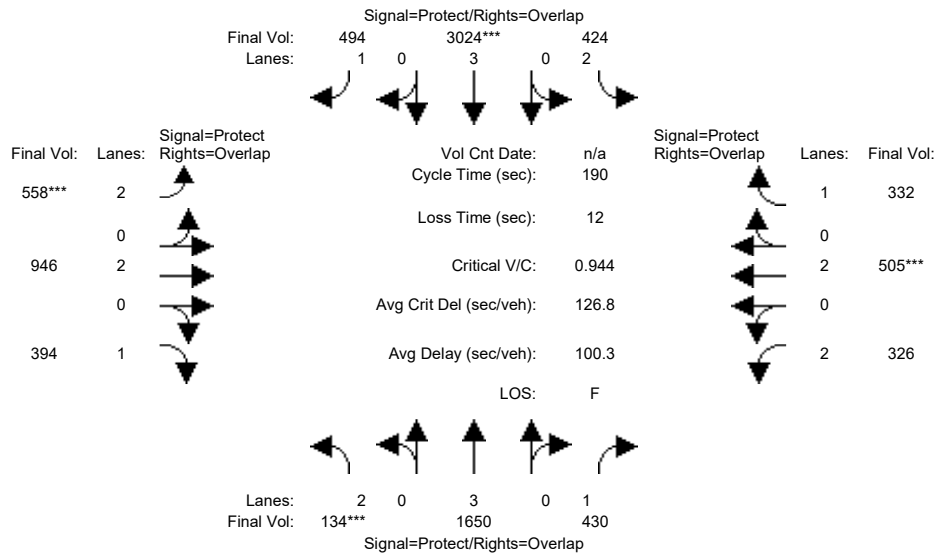
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.13	0.18	0.18	0.18	0.10	0.42	0.42	0.06	0.21	0.07
Crit Moves:	***			***			***			***		
Green Time:	20.1	20.1	27.1	18.1	18.1	34.1	16.0	42.8	42.8	7.0	33.8	51.9
Volume/Cap:	0.98	0.98	0.49	0.98	0.98	0.54	0.62	0.98	0.98	0.83	0.62	0.14
Delay/Veh:	68.2	68.2	31.5	70.8	70.8	27.6	41.5	41.9	41.9	69.0	28.3	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:	68.2	68.2	31.5	70.8	70.8	27.6	41.5	41.9	41.9	69.0	28.3	12.5
LOS by Move:	E	E	C	E	E	C	D	D	D	E	C	B
HCM2kAvgQ:	17	17	7	15	15	9	5	26	26	6	11	2

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

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Cumulative PM PP

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	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	406	36	127	673	121	102	106	0	26	74	96
PasserByVol:	8	160	29	47	234	44	66	71	32	12	40	35
Initial Fut:	134	2062	430	424	3828	494	558	946	394	326	505	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	430	424	3024	494	558	946	394	326	505	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1650	430	424	3024	494	558	946	394	326	505	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	430	424	3024	494	558	946	394	326	505	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

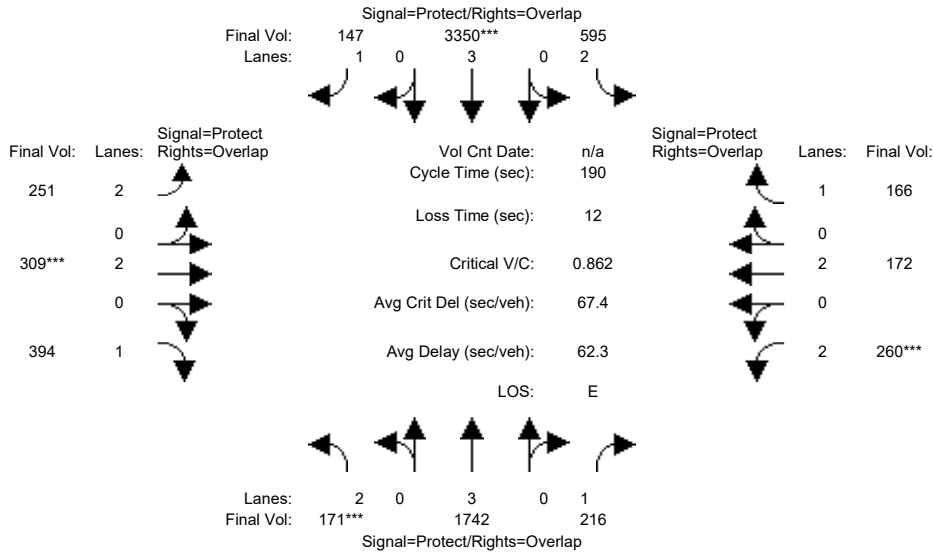
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.25	0.13	0.53	0.28	0.18	0.25	0.23	0.10	0.13	0.19
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.63	0.43	1.09	1.06	0.45	1.37	1.05	0.70	0.92	0.60	0.55
Delay/Veh:	87.7	60.0	42.6	160.7	113	38.3	263.8	116	58.9	109.4	66.4	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	113	38.3	263.8	116	58.9	109.4	66.4	50.5
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2kAvgQ:	4	28	22	20	68	25	29	29	20	14	13	16

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 PP

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:	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	685	15	33	20	0	1	11	0
PasserByVol:	40	111	14	97	196	12	50	20	195	8	42	11
Initial Fut:	171	2177	216	595	4241	147	251	309	394	260	172	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	3350	147	251	309	394	260	172	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1742	216	595	3350	147	251	309	394	260	172	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	3350	147	251	309	394	260	172	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

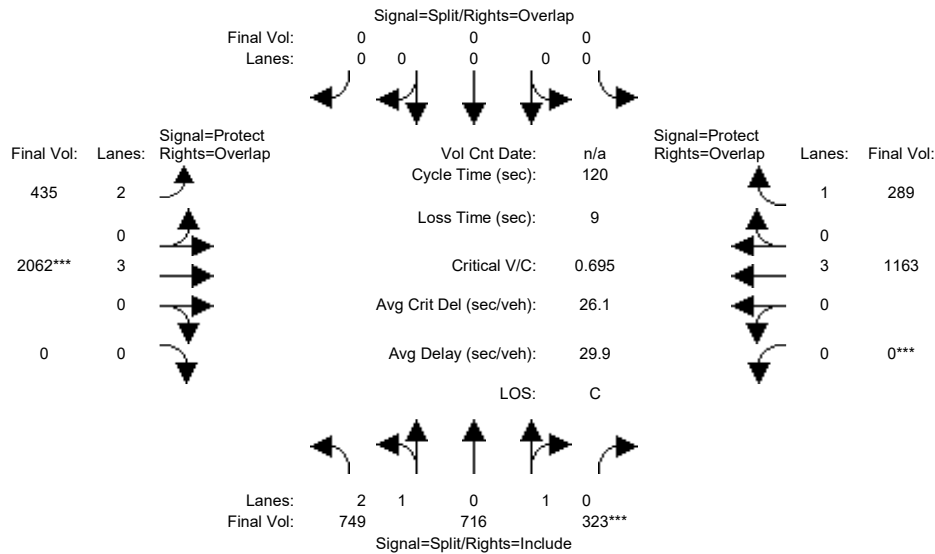
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.19	0.59	0.08	0.08	0.08	0.23	0.08	0.05	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.68	0.22	0.88	1.03	0.13	0.93	0.52	0.89	0.73	0.25	0.24
Delay/Veh:	82.6	41.0	20.2	83.2	64.6	12.1	120.0	73.0	86.6	87.3	65.2	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	64.6	12.1	120.0	73.0	86.6	87.3	65.2	37.4
LOS by Move:	F	D	C+	F	E	B	F	E	F	F	E	D+
HCM2kAvgQ:	6	26	6	18	64	3	10	8	25	10	4	7

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

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Cumulative PM PP

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:

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:	101	89	73	0	0	0	77	308	0	0	231	36
PasserByVol:	194	13	0	0	0	0	33	74	0	0	106	0
Initial Fut:	749	716	323	0	0	0	435	2062	0	0	1163	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:	749	716	323	0	0	0	435	2062	0	0	1163	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	749	716	323	0	0	0	435	2062	0	0	1163	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:	749	716	323	0	0	0	435	2062	0	0	1163	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:

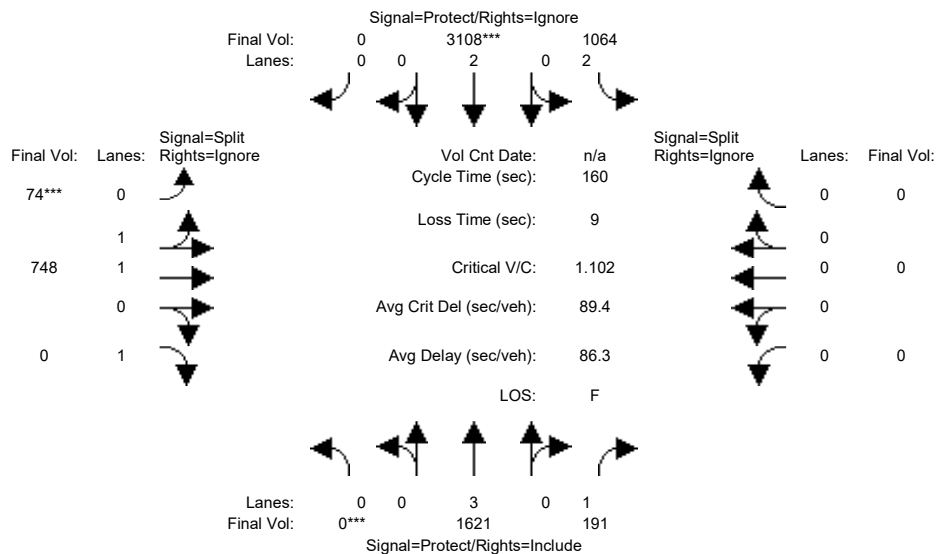
Vol/Sat:	0.24	0.28	0.28	0.00	0.00	0.00	0.14	0.36	0.00	0.00	0.20	0.17
Crit Moves:	****						****			****		
Green Time:	48.5	48.5	48.5	0.0	0.0	0.0	25.2	62.5	0.0	0.0	37.3	37.3
Volume/Cap:	0.59	0.69	0.69	0.00	0.00	0.00	0.66	0.69	0.00	0.00	0.66	0.53
Delay/Veh:	28.2	30.4	30.4	0.0	0.0	0.0	45.8	22.3	0.0	0.0	36.7	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:	28.2	30.4	30.4	0.0	0.0	0.0	45.8	22.3	0.0	0.0	36.7	35.2
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2kAvgQ:	13	17	17	0	0	0	9	19	0	0	12	9

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					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	327	34	195	355	0	0	135	267	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1621	191	1064	3108	0	74	748	1251	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	1621	191	1064	3108	0	74	748	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1621	191	1064	3108	0	74	748	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	1621	191	1064	3108	0	74	748	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	333	3367	1750	0	0	0

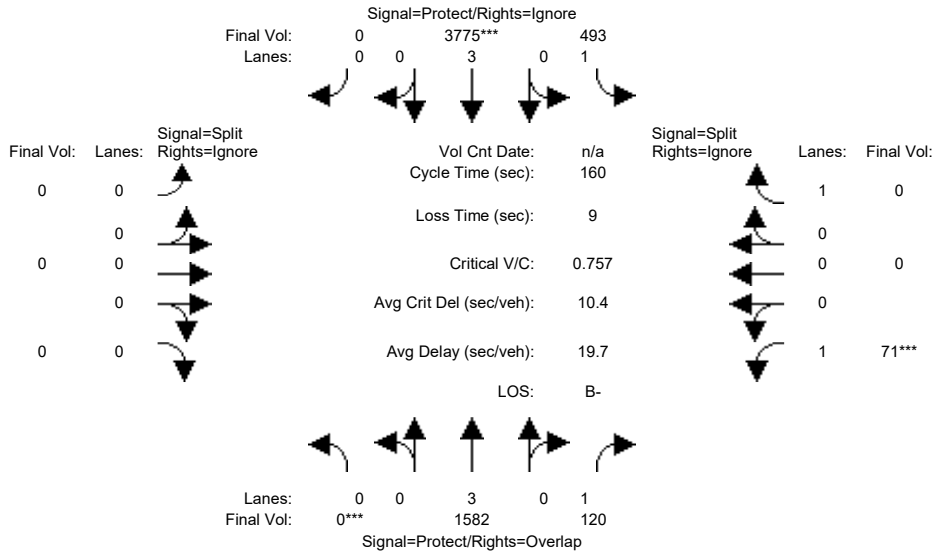
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.34	0.82	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.27	1.21	1.19	0.00	0.87	0.87	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	28.0	162.5	95.5	0.0	66.5	66.5	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	35.5	28.0	162.5	95.5	0.0	66.5	66.5	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	F	A	E	E	A	A	A	A
HCM2kAvgQ:	0	19	5	47	105	0	18	18	0	0	0	0

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

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Cumulative PM PP

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	360	0	5	617	0	0	0	0	1	0	1
PasserByVol:	0	173	0	21	380	14	0	0	0	0	0	3
Initial Fut:	0	1582	120	493	3775	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	1582	120	493	3775	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1582	120	493	3775	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
FinalVolume:	0	1582	120	493	3775	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

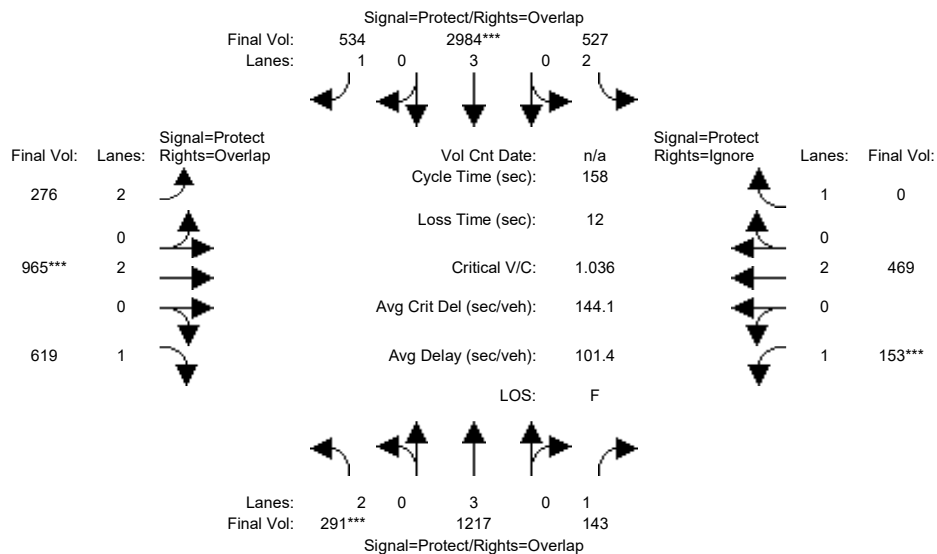
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.28	0.67	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.12	0.79	0.82	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.6	14.8	52.4	9.4	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	52.4	9.4	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
HCM2kAvgQ:	0	19	3	22	32	0	0	0	0	4	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					
	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:	43	350	0	5	586	27	9	5	115	0	2	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	291	1217	143	527	2984	534	276	965	619	153	469	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:	291	1217	143	527	2984	534	276	965	619	153	469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1217	143	527	2984	534	276	965	619	153	469	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:	291	1217	143	527	2984	534	276	965	619	153	469	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

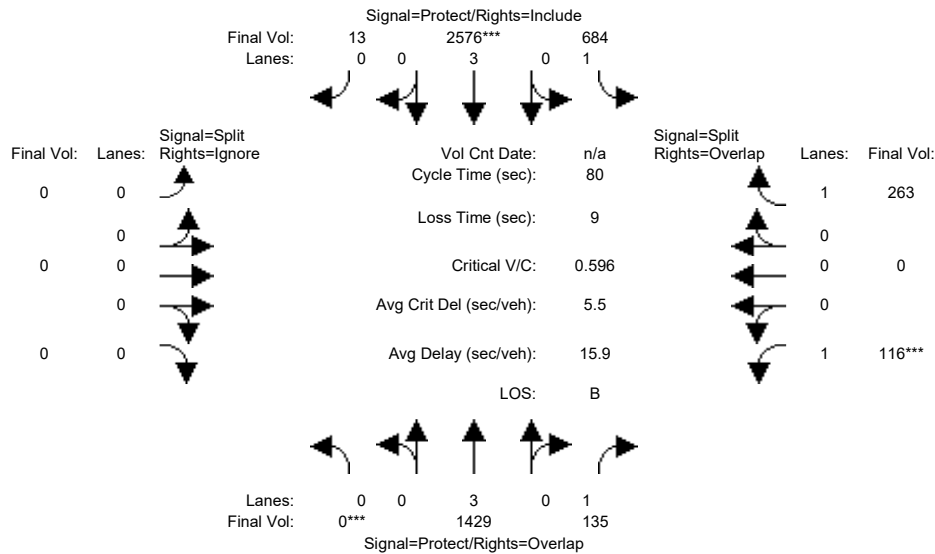
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.17	0.52	0.31	0.09	0.25	0.35	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.7	73.7	27.3	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.77	0.59	0.18	0.97	1.27	0.58	0.76	0.89	0.87	0.81	0.45	0.00
Delay/Veh:	76.6	39.1	20.0	95.8	179	33.3	76.5	63.6	54.9	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:	76.6	39.1	20.0	95.8	179	33.3	76.5	63.6	54.9	91.8	47.5	0.0
LOS by Move:	E-	D	C+	F	F	C-	E-	E	D-	F	D	A
HCM2kAvgQ:	8	14	3	16	72	21	8	24	31	10	9	0

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

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Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	390	0	7	695	0	0	0	0	0	0	3
PasserByVol:	0	139	0	36	250	13	0	0	0	0	0	1
Initial Fut:	0	1429	135	684	2576	13	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	1429	135	684	2576	13	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1429	135	684	2576	13	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	1429	135	684	2576	13	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	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	5572	28	0	0	0	1750	0	1750

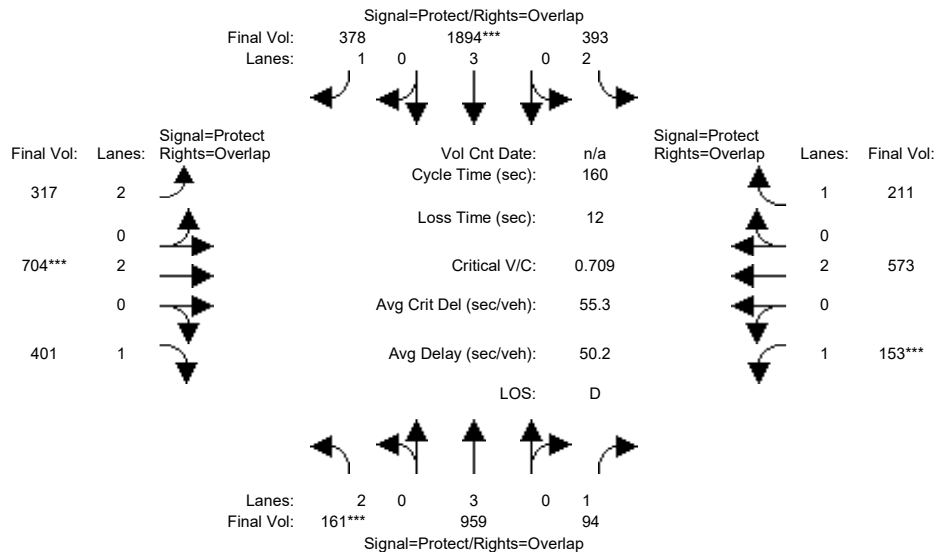
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.39	0.46	0.46	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.3	38.3	32.7	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.7
Volume/Cap:	0.00	0.68	0.16	0.96	0.60	0.60	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	22.4	11.9	46.3	4.0	4.0	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	22.4	11.9	46.3	4.0	4.0	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+
HCM2kAvgQ:	0	10	2	17	8	8	0	0	0	4	0	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 PP

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:												
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	390	0	0	695	0	0	0	0	0	0	0
PasserByVol:	0	135	0	19	225	19	1	0	0	0	4	2
Initial Fut:	161	959	94	393	1894	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	959	94	393	1894	378	317	704	401	153	573	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	959	94	393	1894	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	959	94	393	1894	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

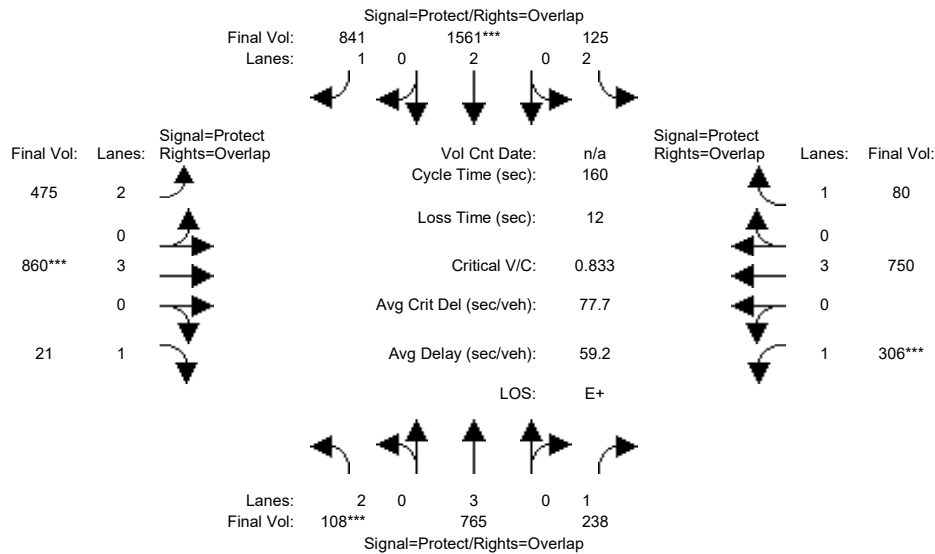
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.05	0.12	0.33	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				***			***		***		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.61	0.13	0.59	0.92	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	51.0	29.7	58.4	55.7	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	55.7	20.9	59.7	48.2	34.3	73.4	54.1	26.6
LOS by Move:	E	D-	C	E+	E+	C+	E+	D	C-	E	D-	C
HCM2k95thQ:	9	25	6	19	50	20	16	25	27	16	23	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)
Cumulative PM PP

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:	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	362	0	0	589	105	27	0	0	0	0	0
PasserByVol:	27	68	0	2	102	175	143	42	0	40	31	0
Initial Fut:	108	765	238	125	1561	841	475	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	765	238	125	1561	841	475	860	21	306	750	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	765	238	125	1561	841	475	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	765	238	125	1561	841	475	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

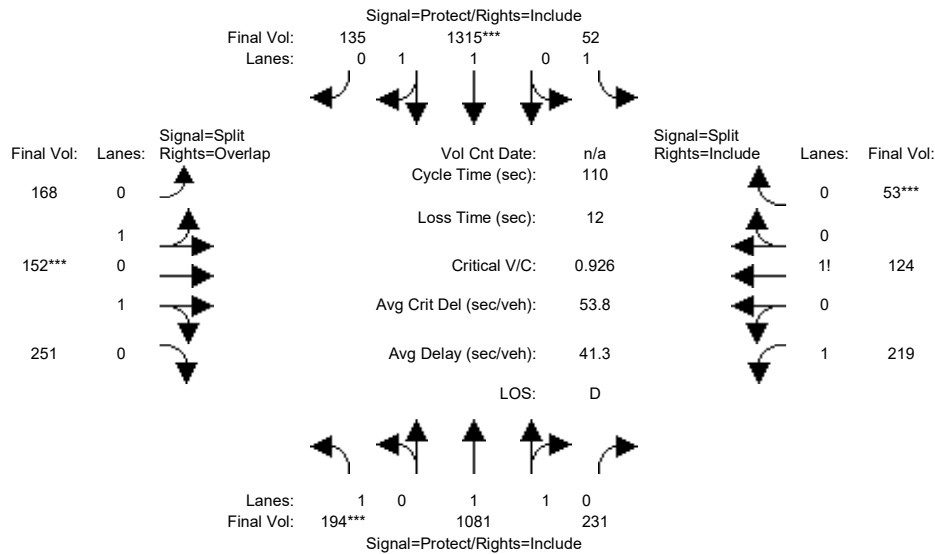
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.04	0.41	0.48	0.15	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	57.0	84.0	19.0	63.0	94.0	31.0	45.0	58.0	27.0	41.0	60.0
Volume/Cap:	0.42	0.38	0.26	0.33	1.04	0.82	0.78	0.54	0.03	1.04	0.51	0.12
Delay/Veh:	71.1	38.4	21.0	65.2	83.9	31.4	67.6	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	83.9	31.4	67.6	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-
HCM2kAvgQ:	3	9	7	4	47	36	13	11	1	22	11	3

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

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Cumulative PM PP

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	27	0	0	105	0	0	0	0	0	0	0
PasserByVol:	0	156	0	0	205	0	0	0	0	0	0	0
Initial Fut:	194	1081	231	52	1315	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	1081	231	52	1315	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1081	231	52	1315	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	1081	231	52	1315	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	3048	651	1750	3355	344	1059	958	1582	2419	757	324

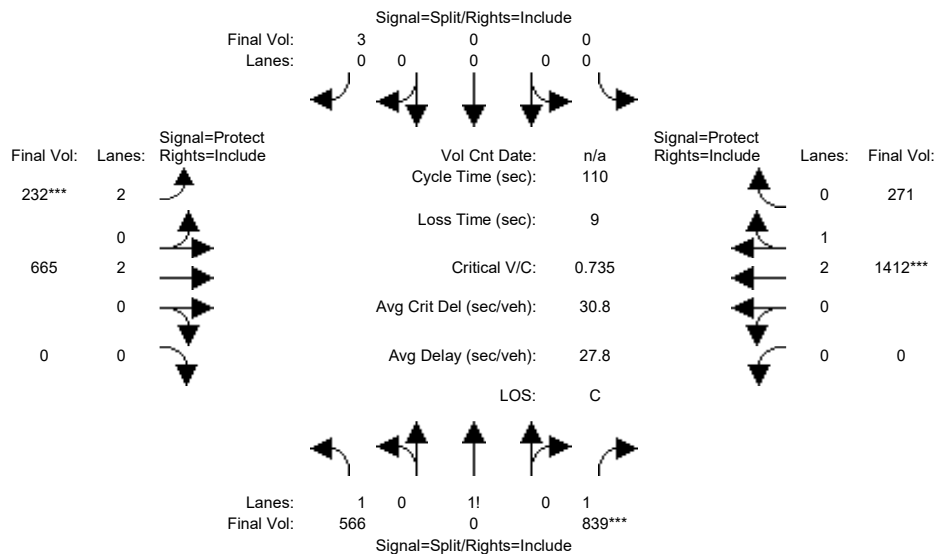
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.39	0.39	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	13.2	50.6	50.6	9.1	46.5	46.5	18.8	18.8	32.0	19.4	19.4	19.4
Volume/Cap:	0.93	0.77	0.77	0.36	0.93	0.93	0.93	0.93	0.55	0.51	0.93	0.93
Delay/Veh:	89.9	27.0	27.0	49.2	39.9	39.9	65.0	65.0	33.5	41.6	70.7	70.7
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:	89.9	27.0	27.0	49.2	39.9	39.9	65.0	65.0	33.5	41.6	70.7	70.7
LOS by Move:	F	C	C	D	D	D	E	E	C-	D	E	E
HCM2kAvgQ:	8	19	19	2	22	22	14	14	9	6	14	14

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

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Level Of Service Computation Report
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Cumulative PM PP

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:												
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	15	0	0	0	0	12	0	0	105	0
PasserByVol:	0	0	82	0	0	3	0	75	0	0	161	16
Initial Fut:	566	0	839	0	0	3	232	665	0	0	1412	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	839	0	0	3	232	665	0	0	1412	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	839	0	0	3	232	665	0	0	1412	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	839	0	0	3	232	665	0	0	1412	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	2.50	0.50
Final Sat.:	2455	0	2795	0	0	0	3150	3800	0	0	4697	901

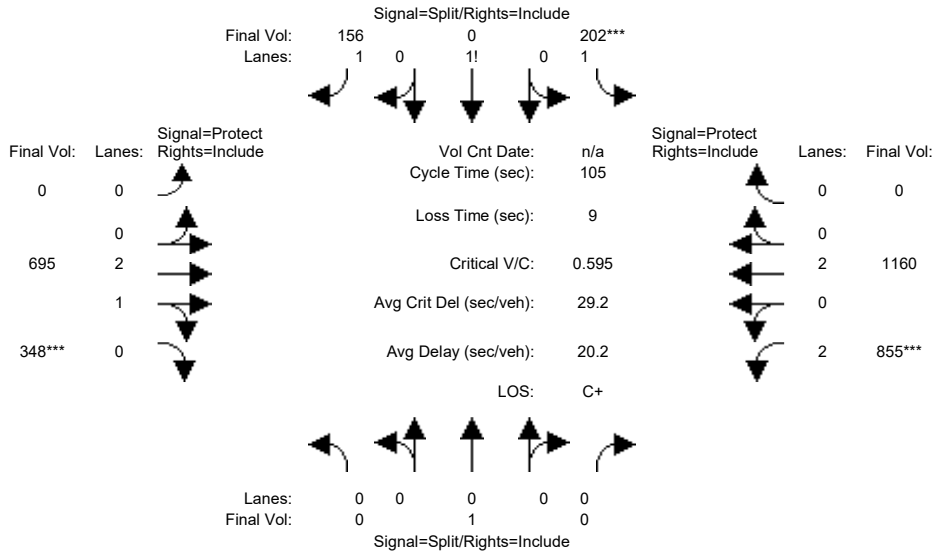
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.30	0.30
Crit Moves:			***				****				****	
Green Time:	45.0	0.0	45.0	0.0	0.0	0.0	11.0	56.0	0.0	0.0	45.0	45.0
Volume/Cap:	0.56	0.00	0.73	0.00	0.00	xxxx	0.73	0.34	0.00	0.00	0.73	0.73
Delay/Veh:	25.3	0.0	29.0	0.0	0.0	0.0	56.7	16.1	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:	25.3	0.0	29.0	0.0	0.0	0.0	56.7	16.1	0.0	0.0	28.7	28.7
LOS by Move:	C	A	C	A	A	A	E+	B	A	A	C	C
HCM2kAvgQ:	12	0	17	0	0	0	5	6	0	0	15	15

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

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Cumulative PM PP

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	12	0	79	26	0
PasserByVol:	0	1	0	34	0	0	0	38	0	157	30	0
Initial Fut:	0	1	0	202	0	156	0	695	348	855	1160	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	695	348	855	1160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	202	0	156	0	695	348	855	1160	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	695	348	855	1160	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

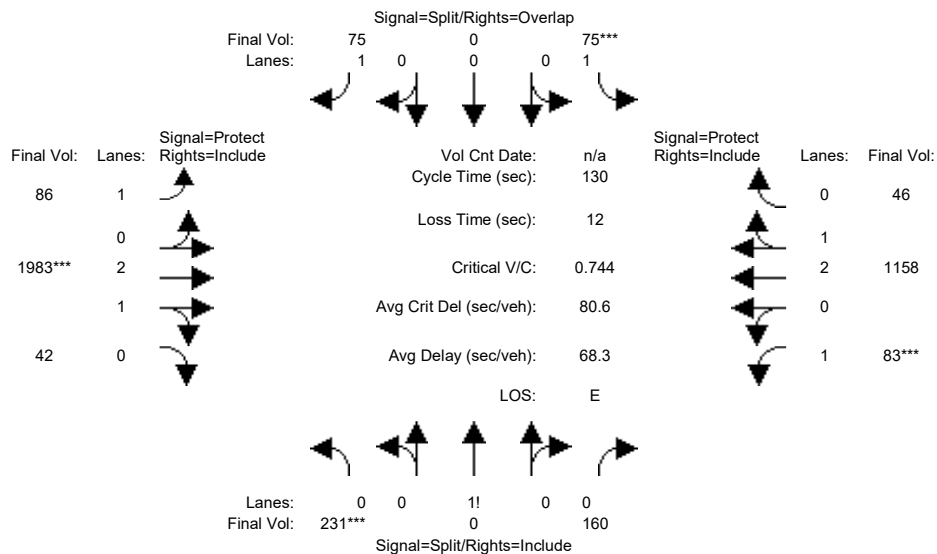
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.27	0.31	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.0	0.0	13.0	0.0	35.1	35.1	47.9	83.0	0.0
Volume/Cap:	0.00	xxxx	0.00	0.60	0.00	0.50	0.00	0.55	0.60	0.60	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	45.1	0.0	43.5	0.0	28.8	29.6	22.0	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	45.1	0.0	43.5	0.0	28.8	29.6	22.0	3.4	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	11	12	5	0

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

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Cumulative PM PP

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	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	3	5	375	0	0	264	0
PasserByVol:	0	0	0	4	0	0	2	71	2	0	106	20
Initial Fut:	215	0	149	70	0	70	80	1844	39	77	1077	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	75	86	1983	42	83	1158	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	75	0	75	86	1983	42	83	1158	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	75	86	1983	42	83	1158	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	5385	215

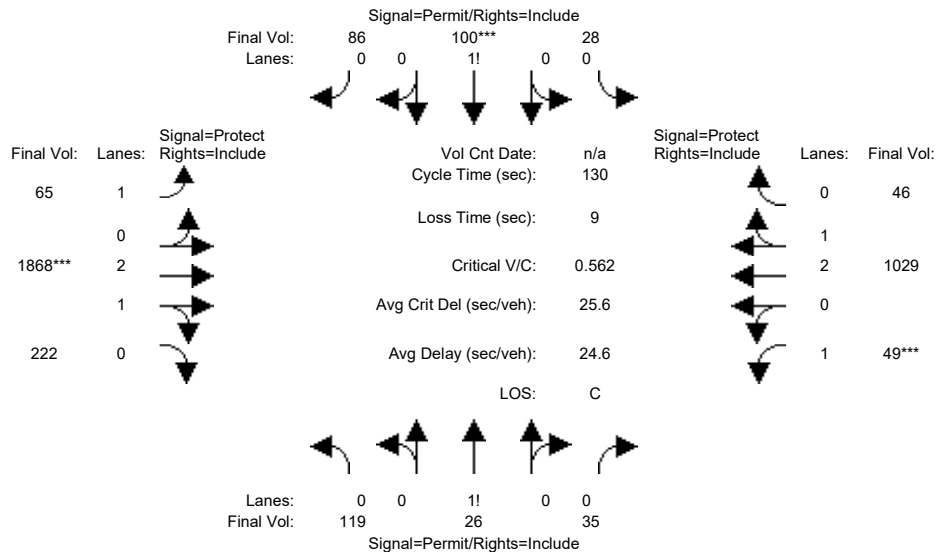
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.36	0.36	0.05	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.36	1.07	1.07	0.62	0.78	0.78
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	84.7	84.7	66.4	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:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	84.7	84.7	66.4	45.8	45.8
LOS by Move:	E	A	E	D+	A	C	D-	F	F	E	D	D
HCM2kAvgQ:	20	0	20	3	0	2	3	34	34	4	15	15

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

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Cumulative PM PP

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:	13	0	0	0	0	14	17	335	23	0	237	0
PasserByVol:	3	0	4	2	0	2	6	62	5	12	100	14
Initial Fut:	115	25	34	27	97	83	63	1812	215	48	998	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:	119	26	35	28	100	86	65	1868	222	49	1029	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	26	35	28	100	86	65	1868	222	49	1029	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:	119	26	35	28	100	86	65	1868	222	49	1029	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:	0.66	0.14	0.20	0.13	0.47	0.40	1.00	2.67	0.33	1.00	2.87	0.13
Final Sat.:	1157	251	342	228	820	702	1750	5005	594	1750	5358	242

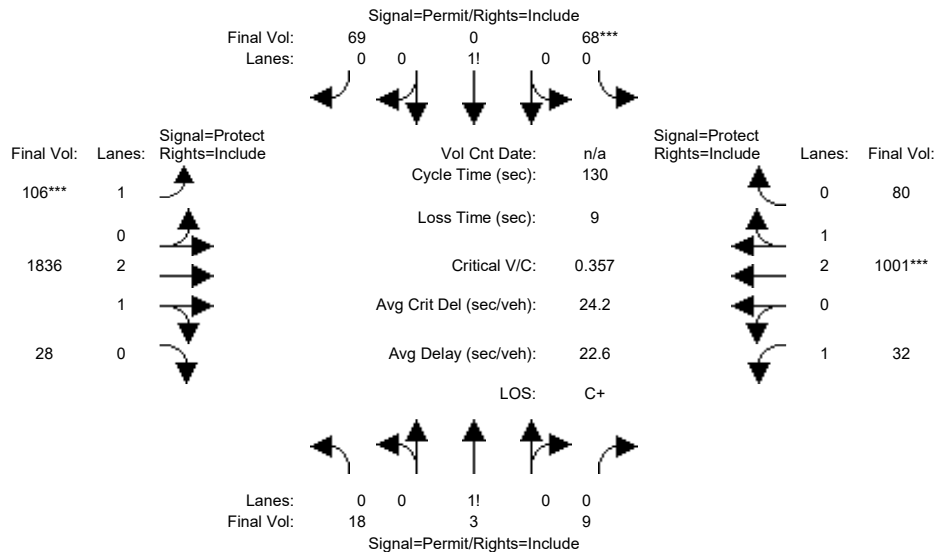
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.37	0.37	0.03	0.19	0.19
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.29	0.70	0.70	0.25	0.37	0.37
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.6	23.6	53.0	18.6	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:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.6	23.6	53.0	18.6	18.6
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C	C	D-	B-	B-
HCM2kAvgQ:	6	6	6	8	8	8	2	19	19	2	8	8

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

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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:												
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:	9	0	0	0	0	8	16	303	16	0	220	0
PasserByVol:	2	0	4	2	0	2	6	55	2	16	119	18
Initial Fut:	18	3	9	67	0	68	104	1799	27	31	981	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:	18	3	9	68	0	69	106	1836	28	32	1001	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3	9	68	0	69	106	1836	28	32	1001	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:	18	3	9	68	0	69	106	1836	28	32	1001	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:	0.60	0.10	0.30	0.50	0.00	0.50	1.00	2.95	0.05	1.00	2.77	0.23
Final Sat.:	1050	175	525	869	0	881	1750	5517	83	1750	5187	412

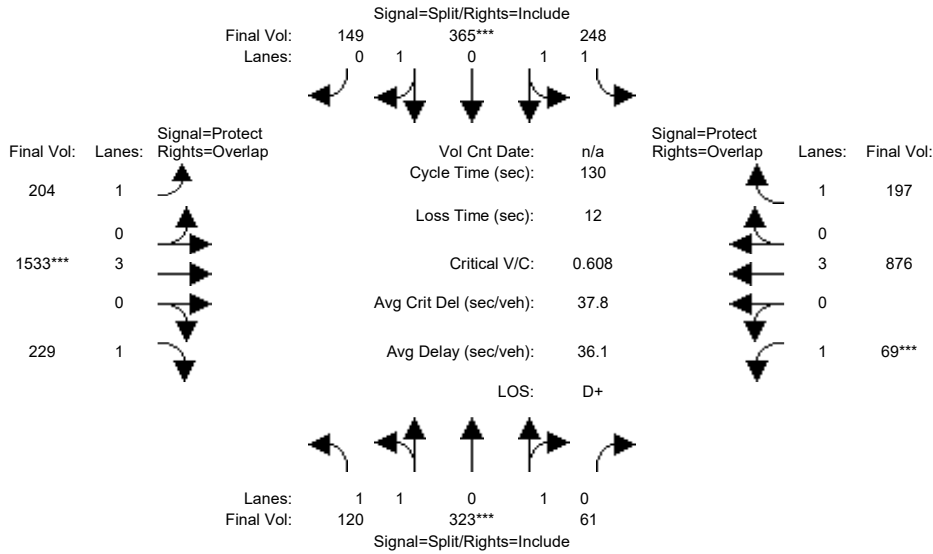
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.33	0.33	0.02	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	20.6	70.6	70.6	15.4	65.4	65.4
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.38	0.61	0.61	0.15	0.38	0.38
Delay/Veh:	35.4	35.4	35.4	38.0	0.0	38.0	49.9	20.7	20.7	51.8	20.0	20.0
User DelAdj:	1.00	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	38.0	0.0	38.0	49.9	20.7	20.7	51.8	20.0	20.0
LOS by Move:	D+	D+	D+	D+	A	D+	D	C+	C+	D-	B-	B-
HCM2kAvgQ:	1	1	1	5	0	5	4	17	17	1	9	9

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

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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:												
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:	7	0	0	0	0	7	13	276	13	0	206	0
PasserByVol:	2	0	0	14	0	1	1	57	2	4	149	46
Initial Fut:	120	323	61	248	365	149	204	1533	229	69	876	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:	120	323	61	248	365	149	204	1533	229	69	876	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	323	61	248	365	149	204	1533	229	69	876	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:	120	323	61	248	365	149	204	1533	229	69	876	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	1.40	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1773	2609	1065	1750	5700	1750	1750	5700	1750

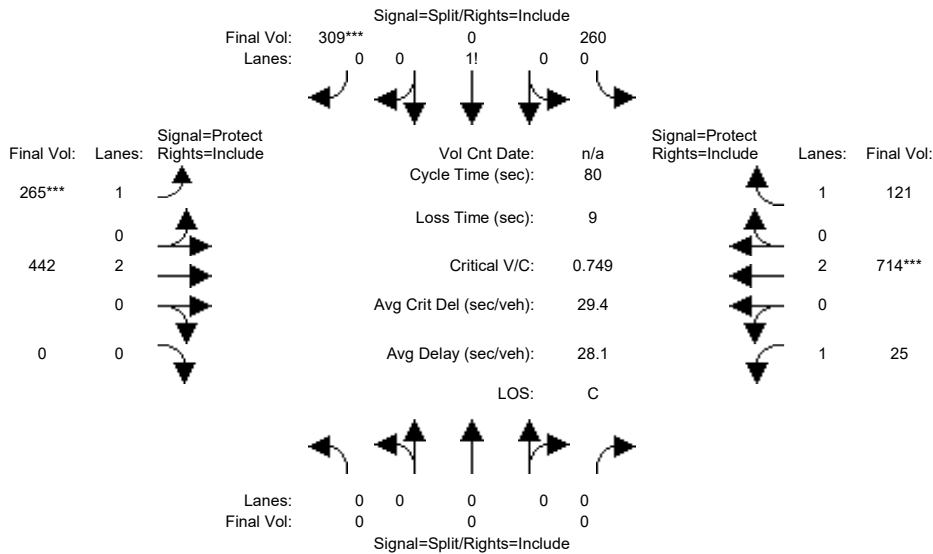
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.12	0.27	0.13	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.2	22.2	22.2	29.9	29.9	29.9	28.4	57.5	79.7	8.4	37.5	67.4
Volume/Cap:	0.40	0.61	0.61	0.61	0.61	0.61	0.53	0.61	0.21	0.61	0.53	0.22
Delay/Veh:	48.2	51.2	51.2	45.7	45.7	45.7	46.4	28.1	11.3	68.4	39.2	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:	48.2	51.2	51.2	45.7	45.7	45.7	46.4	28.1	11.3	68.4	39.2	17.1
LOS by Move:	D	D-	D-	D	D	D	D	C	B+	E	D	B
HCM2kAvgQ:	5	8	8	10	10	10	8	15	4	4	10	4

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

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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	199	0	226	215	38	0	0	29	91
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	260	0	309	265	442	0	25	714	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	260	0	309	265	442	0	25	714	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	309	265	442	0	25	714	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	260	0	309	265	442	0	25	714	121

Saturation 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

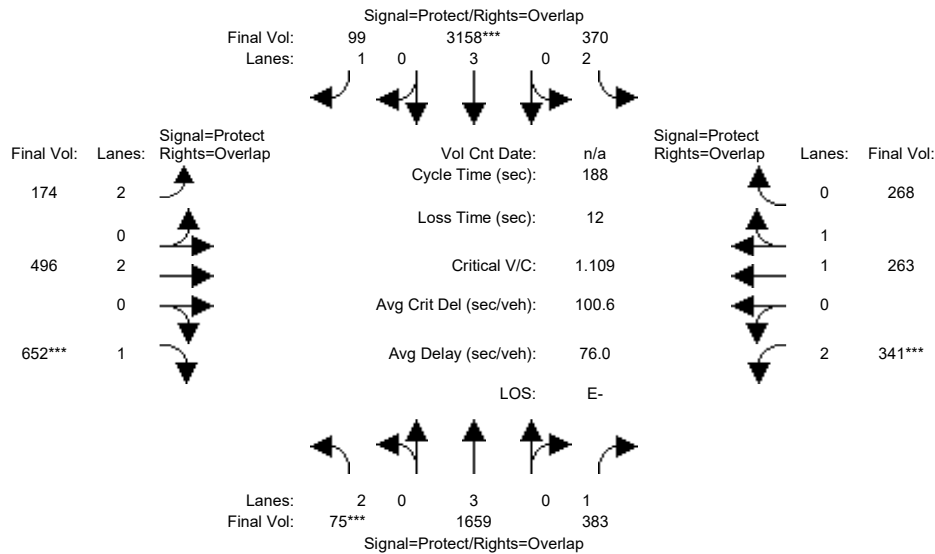
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.15	0.12	0.00	0.01	0.19	0.07
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	34.7	0.0	34.7	16.2	21.3	0.0	14.9	20.1	20.1
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.75	0.44	0.00	0.08	0.75	0.28
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	23.1	38.6	24.6	0.0	26.9	31.0	24.5
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	23.1	0.0	23.1	38.6	24.6	0.0	26.9	31.0	24.5
LOS by Move:	A	A	A	C	A	C	D+	C	A	C	C	C
HCM2kAvgQ:	0	0	0	14	0	14	7	4	0	1	8	2

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

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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:	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:	North Bound			South Bound			East Bound			West Bound		
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:	20	227	20	0	300	0	0	0	9	11	0	0
PasserByVol:	9	627	5	14	268	7	11	10	0	68	10	8
Initial Fut:	75	2074	383	370	3997	99	174	496	652	341	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:	75	1659	383	370	3158	99	174	496	652	341	263	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1659	383	370	3158	99	174	496	652	341	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:	75	1659	383	370	3158	99	174	496	652	341	263	268

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	0.83	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

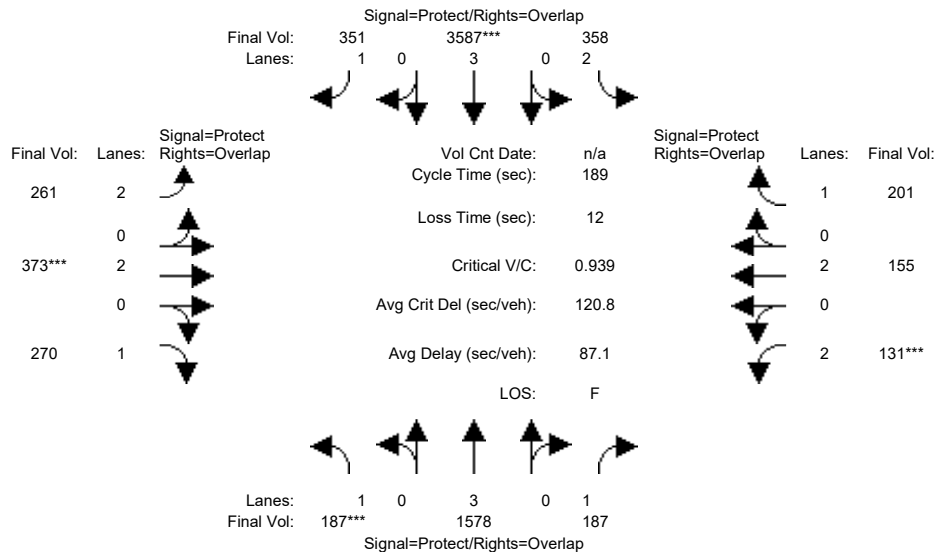
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.29	0.22	0.12	0.55	0.06	0.06	0.13	0.37	0.11	0.14	0.15
Crit Moves:	***			****			****			****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.36	0.61	0.36	0.81	1.00	0.09	0.68	0.76	1.56	0.78	0.60	0.41
Delay/Veh:	81.4	35.2	17.2	84.5	55.2	12.7	88.1	76.0	331.8	83.5	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:	81.4	35.2	17.2	84.5	55.2	12.7	88.1	76.0	331.8	83.5	63.0	41.6
LOS by Move:	F	D+	B	F	E+	B	F	E-	F	F	E	D
HCM2kAvgQ:	2	22	11	14	64	2	7	14	70	13	13	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 PP

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:	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:	11	267	9	0	320	0	0	0	5	6	0	0
PasserByVol:	9	487	6	5	339	20	64	13	2	0	6	34
Initial Fut:	187	1972	187	358	4541	351	261	373	270	131	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:	187	1578	187	358	3587	351	261	373	270	131	155	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1578	187	358	3587	351	261	373	270	131	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:	187	1578	187	358	3587	351	261	373	270	131	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

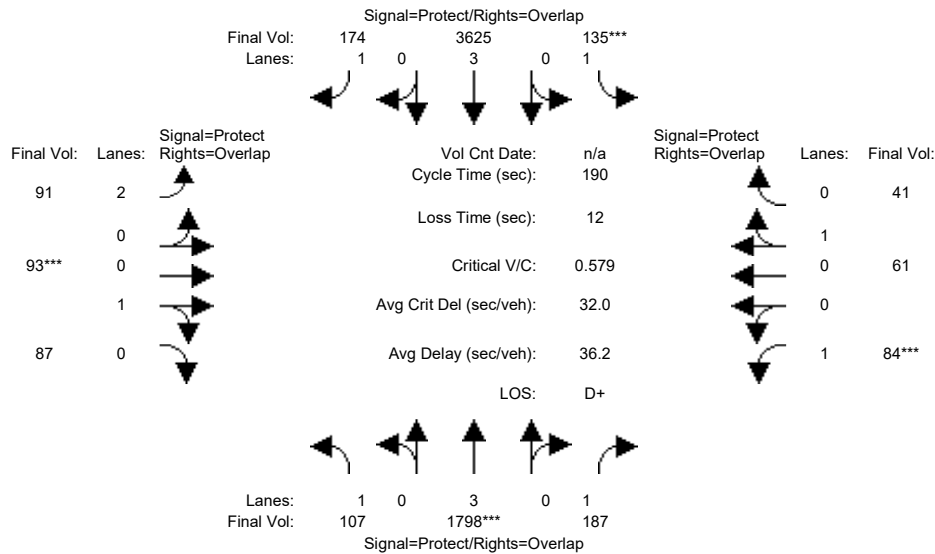
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.11	0.11	0.63	0.20	0.08	0.10	0.15	0.04	0.04	0.11
Crit Moves:	***				****			****		****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	1.01	0.56	0.18	0.80	1.18	0.32	0.88	0.48	0.50	0.47	0.20	0.34
Delay/Veh:	150.0	31.8	17.4	84.3	127	15.8	104.7	63.4	51.2	79.2	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:	150.0	31.8	17.4	84.3	127	15.8	104.7	63.4	51.2	79.2	60.2	44.3
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2kAvgQ:	13	19	5	11	83	9	11	9	13	5	3	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 PP

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:	7	288	8	0	331	0	0	0	2	1	0	0
PasserByVol:	9	456	3	8	226	13	20	7	0	9	6	5
Initial Fut:	107	2247	187	135	4589	174	91	93	87	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:	107	1798	187	135	3625	174	91	93	87	84	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1798	187	135	3625	174	91	93	87	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:	107	1798	187	135	3625	174	91	93	87	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	0.52	0.48	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	930	870	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	0.16	0.66	0.97	0.14	0.39	0.78	0.47	0.72	0.47	0.24
Delay/Veh:	98.0	18.9	9.8	83.9	38.3	7.3	80.5	92.0	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:	98.0	18.9	9.8	83.9	38.3	7.3	80.5	92.0	63.2	101.9	75.5	55.9
LOS by Move:	F	B-	A	F	D+	A	F	F	E	F	E-	E+
HCM2kAvgQ:	6	17	4	7	60	3	3	12	9	6	6	5

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 GP w/ Max Residential						???			
	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	0.615	+ 0.007	39.4	- 0.1	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	24.5	0.897	55.8	C	25.8	0.936	+ 0.039	61.5	+ 5.7	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D-	53.7	0.941	64.9	E+	58.8	0.984	+ 0.043	73.1	+ 8.2	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E	71.4	1.055	85.2	E	74.9	1.070	+ 0.015	90.9	+ 5.7	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	E	73.8	1.063	87.5	E-	76.8	1.076	+ 0.013	92.2	+ 4.7	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.6	0.677	8.0	B+	10.6	0.686	+ 0.008	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	0.818	+ 0.008	27.2	+ 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D-	52.0	0.987	61.9	E+	55.3	1.003	+ 0.016	66.1	+ 4.2	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	33.8	0.956	47.5	D+	36.9	0.981	+ 0.025	52.4	+ 4.9	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	21.9	0.885	49.3	C+	22.7	0.897	+ 0.012	50.7	+ 1.4	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D-	53.4	0.982	59.5	E	69.8	1.064	+ 0.081	86.0	+ 26.5	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	73.0	1.029	88.2	E-	76.7	1.050	+ 0.021	93.8	+ 5.7	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.4	0.711	36.1	C	24.1	0.725	+ 0.014	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	18.0	0.915	+ 0.041	23.3	+ 2.6	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.2	0.649	26.8	B	15.9	0.687	+ 0.039	27.7	+ 0.9	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.6	0.764	28.5	C	27.4	0.773	+ 0.009	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	0.660	+ 0.048	22.4	+ 0.0	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	25.8	0.842	33.3	C	26.5	0.854	+ 0.012	33.8	+ 0.6	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.3	0.796	34.2	C-	34.6	0.858	+ 0.062	36.9	+ 2.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.1	0.481	7.0	B+	11.4	0.530	+ 0.049	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	29.0	0.740	+ 0.149	26.8	+ 12.5	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E	66.9	1.014	91.7	E	72.0	1.049	+ 0.034	101.7	+ 9.9	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E	64.9	0.946	57.7	E	71.2	0.977	+ 0.031	63.7	+ 6.0	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	C+	20.2	0.728	33.5	C+	20.8	0.770	+ 0.042	34.1	+ 0.5	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	24.7	0.767	23.9	C	25.3	0.806	+ 0.039	25.1	+ 1.2	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D-	54.2	0.920	68.8	E+	58.6	0.963	+ 0.042	71.2	+ 2.4	?	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	???				Cumulative PM				Cumulative PM GP w/ Max Residential					???				
	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-	34.1	0.721	+ 0.036	36.4	+ 0.4	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C+	21.6	0.825	24.3	C+	22.5	0.863	+ 0.037	26.4	+ 2.1	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	13.8	0.799	15.2	B	15.2	0.838	+ 0.039	16.2	+ 1.0	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B+	10.1	0.592	11.8	B+	10.7	0.681	+ 0.088	12.5	+ 0.7	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.1	0.679	33.3	E+	56.9	0.938	+ 0.258	67.8	+ 34.4	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	64.1	1.054	89.3	F	81.5	1.137	+ 0.083	119.9	+ 30.6	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.446	3.4	A	2.8	0.470	+ 0.023	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	0.451	+ 0.021	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	48.5	0.879	+ 0.018	56.6	+ 1.9	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	23.5	0.581	22.6	C	23.6	0.600	+ 0.019	23.0	+ 0.4	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.3	0.700	23.3	C+	22.2	0.753	+ 0.053	23.9	+ 0.6	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	53.0	0.923	63.2	D-	54.9	0.944	+ 0.020	67.0	+ 3.8	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.8	0.539	+ 0.023	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	28.1	0.788	+ 0.039	38.6	+ 3.0	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	33.7	0.695	+ 0.139	41.3	+ 7.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.7	0.779	48.7	D	48.7	0.860	+ 0.081	53.6	+ 4.9	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	100.5	0.837	143.1	F	132.9	0.888	+ 0.051	193.8	+ 50.7	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	95.1	0.994	98.5	F	120.0	1.070	+ 0.076	127.4	+ 28.9	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	26.4	0.459	26.6	C	27.4	0.483	+ 0.024	27.5	+ 0.9	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.3	0.736	28.0	C	26.2	0.780	+ 0.043	29.4	+ 1.4	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	37.9	0.918	43.4	D	44.1	0.966	+ 0.047	52.3	+ 8.9	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	94.7	0.919	117.1	F	99.5	0.942	+ 0.023	125.6	+ 8.5	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.6	0.852	65.6	E	62.2	0.861	+ 0.009	67.8	+ 2.2	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	29.3	0.674	25.7	C	29.8	0.689	+ 0.015	26.0	+ 0.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	86.0	1.072	88.7	F	86.1	1.091	+ 0.019	89.0	+ 0.3	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	19.3	0.739	9.8	B-	19.6	0.750	+ 0.011	10.1	+ 0.3	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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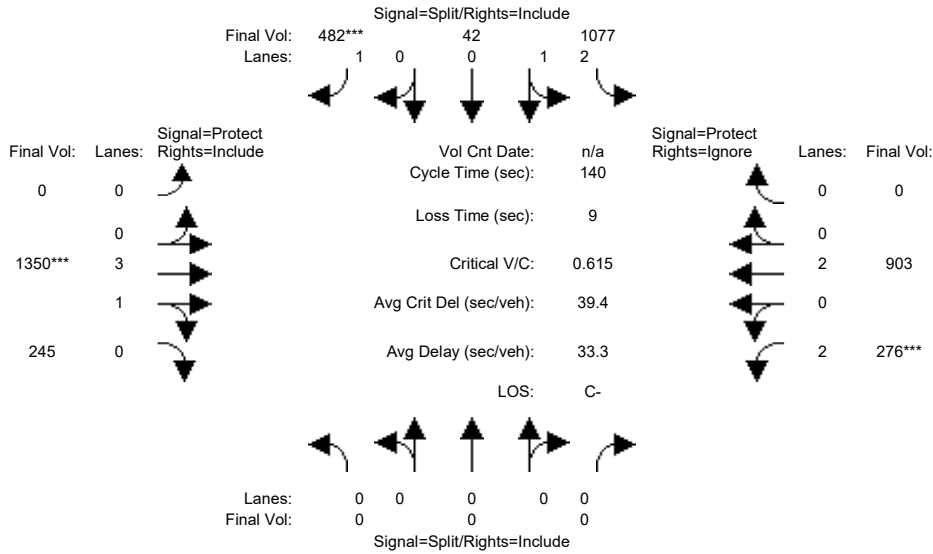
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM GP w/ Max Residential					???				
	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	98.4	1.026	+ 0.019	139.3	+ 6.6	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	15.7	0.562	5.3	B	15.9	0.582	+ 0.020	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	49.2	0.696	+ 0.019	53.4	1.8	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	E+	56.0	0.816	72.0	E+	58.0	0.828	+ 0.012	75.6	+ 3.6	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.7	0.894	50.2	D	40.4	0.911	+ 0.017	51.9	+ 1.7	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.5	0.709	30.3	C	27.6	0.722	+ 0.013	30.5	+ 0.3	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.9	0.568	28.9	C+	20.1	0.581	+ 0.013	29.0	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.722	66.0	E	65.5	0.739	+ 0.016	76.4	+ 10.5	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	24.1	0.540	24.9	C	24.5	0.558	+ 0.018	25.4	+ 0.5	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.7	0.337	22.8	C+	22.4	0.356	+ 0.019	23.9	+ 1.1	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.0	0.601	37.8	D+	36.1	0.607	+ 0.006	37.8	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	26.1	0.686	+ 0.331	27.7	11.7	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	74.6	1.097	97.9	E-	76.8	1.115	+ 0.018	102	4.2	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	F	84.9	0.924	116.4	F	87.8	0.94	+ 0.015	121.8	5.4	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35	0.563	32	D+	36.7	0.577	+ 0.015	32.1	0.1	?	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)
Cumulative PM GP w/ Max Residential

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



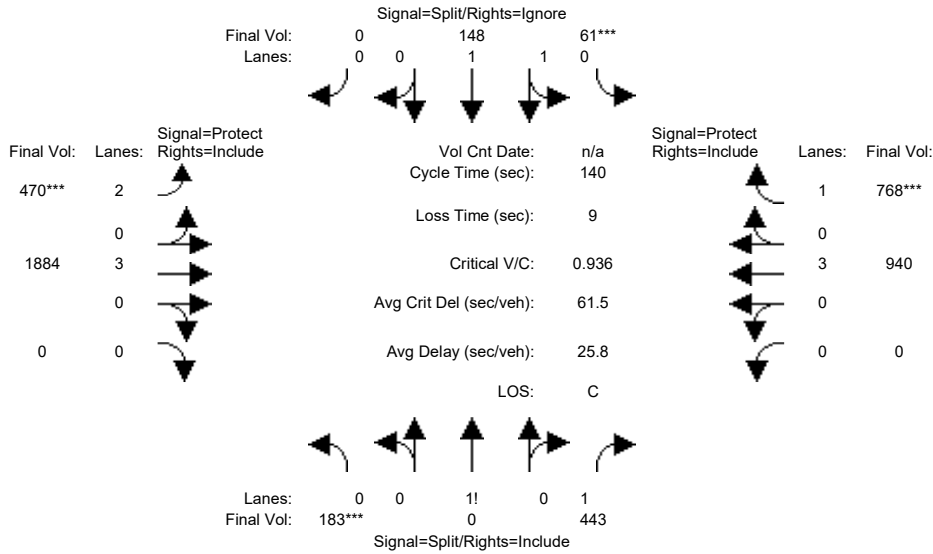
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	960	42	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	114	0	0	0	158	0	75	160	0
PasserByVol:	0	0	0	3	0	14	0	25	0	0	56	0
Initial Fut:	0	0	0	1077	42	482	0	1350	245	276	903	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	1077	42	482	0	1350	245	276	903	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1077	42	482	0	1350	245	276	903	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	1077	42	482	0	1350	245	276	903	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	2.90	0.10	1.00	0.00	3.36	0.64	2.00	2.00	0.00
Final Sat.:	0	0	0	4763	186	1750	0	6346	1152	3150	3800	0
Capacity Analysis Module:												
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	62.7	62.7	62.7	0.0	48.4	48.4	19.9	68.3	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	27.8	27.8	31.0	0.0	38.5	38.5	59.0	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	27.8	27.8	31.0	0.0	38.5	38.5	59.0	24.3	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E+	C	A
HCM2kAvgQ:	0	0	0	13	13	17	0	12	12	6	6	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 GP w/ Max Residential

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	272	0	0	235	195
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1884	0	0	940	768
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	1884	0	0	940	768
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1884	0	0	940	768
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	1884	0	0	940	768

Saturation 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

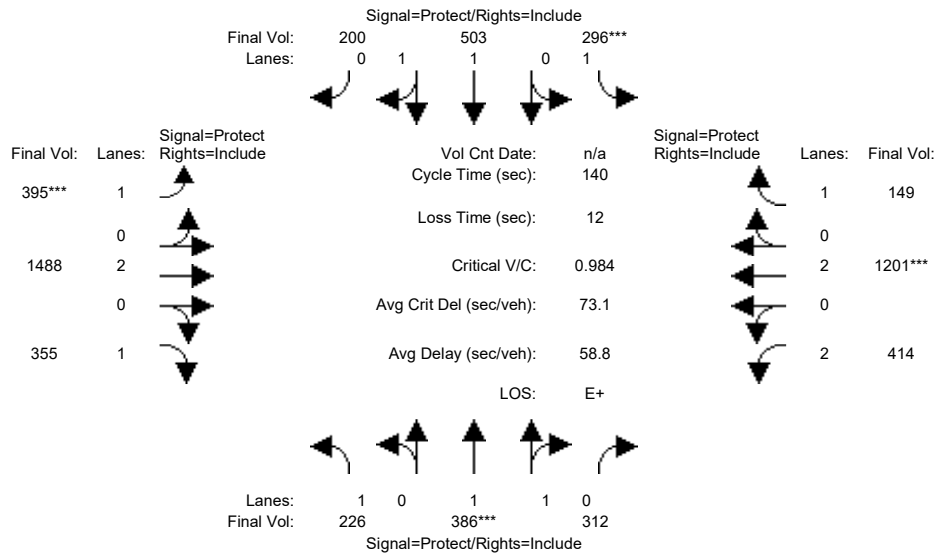
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.16	0.44
Crit Moves:	***			***			***					***
Green Time:	34.1	0.0	34.1	10.0	10.0	0.0	22.0	86.9	0.0	0.0	64.8	64.8
Volume/Cap:	0.95	0.00	0.67	0.79	0.79	0.00	0.95	0.53	0.00	0.00	0.36	0.95
Delay/Veh:	75.0	0.0	49.8	78.8	78.8	0.0	78.9	0.2	0.0	0.0	10.4	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:	75.0	0.0	49.8	78.8	78.8	0.0	78.9	0.2	0.0	0.0	10.4	35.3
LOS by Move:	E-	A	D	E-	E-	A	E-	A	A	A	B+	D+
HCM2kAvgQ:	23	0	13	6	6	0	13	1	0	0	4	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)
Cumulative PM GP w/ Max Residential

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	1	11	0	16	29	400	49	2	330	15
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	312	296	503	200	395	1488	355	414	1201	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	312	296	503	200	395	1488	355	414	1201	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	312	296	503	200	395	1488	355	414	1201	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	312	296	503	200	395	1488	355	414	1201	149

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	1.08	0.92	1.00	1.42	0.58	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2045	1653	1750	2647	1052	1750	3800	1750	3150	3800	1750

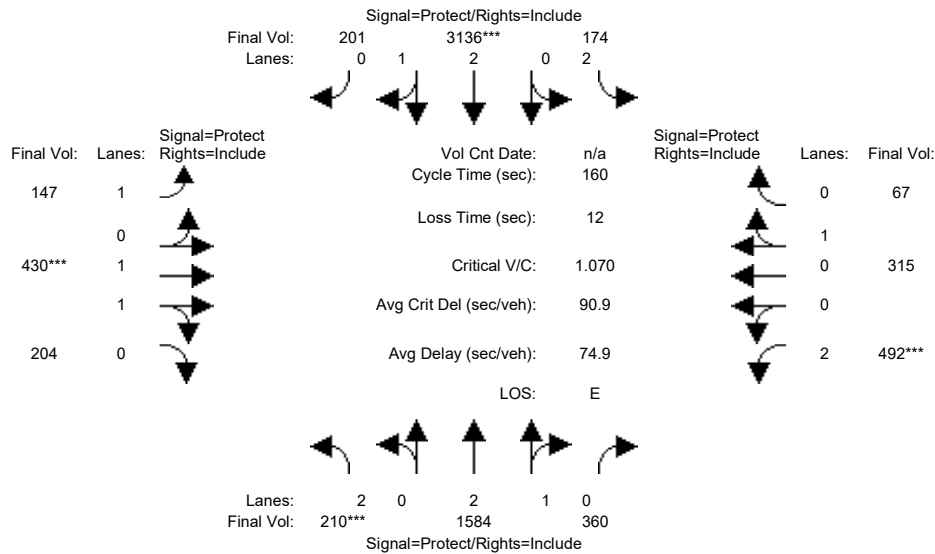
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.17	0.19	0.19	0.23	0.39	0.20	0.13	0.32	0.09
Crit Moves:	****			****			****			****		
Green Time:	20.6	26.9	26.9	24.1	30.3	30.3	32.1	57.7	57.7	19.4	45.0	45.0
Volume/Cap:	0.88	0.98	0.98	0.98	0.88	0.88	0.98	0.95	0.49	0.95	0.98	0.27
Delay/Veh:	85.5	86.0	86.0	105.1	63.9	63.9	83.6	34.0	16.7	84.0	54.2	24.4
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:	85.5	86.0	86.0	105.1	63.9	63.9	83.6	34.0	16.7	84.0	54.2	24.4
LOS by Move:	F	F	F	F	E	E	F	C-	B	F	D-	C
HCM2kAvgQ:	13	20	20	18	18	18	21	32	8	12	28	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 GP w/ Max Residential

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:	9	514	12	0	848	0	0	0	7	12	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	210	1584	360	174	3136	201	147	430	204	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:	210	1584	360	174	3136	201	147	430	204	492	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1584	360	174	3136	201	147	430	204	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:	210	1584	360	174	3136	201	147	430	204	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	2.42	0.58	2.00	2.81	0.19	1.00	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4562	1037	3150	5262	337	1750	2509	1190	3150	1484	316

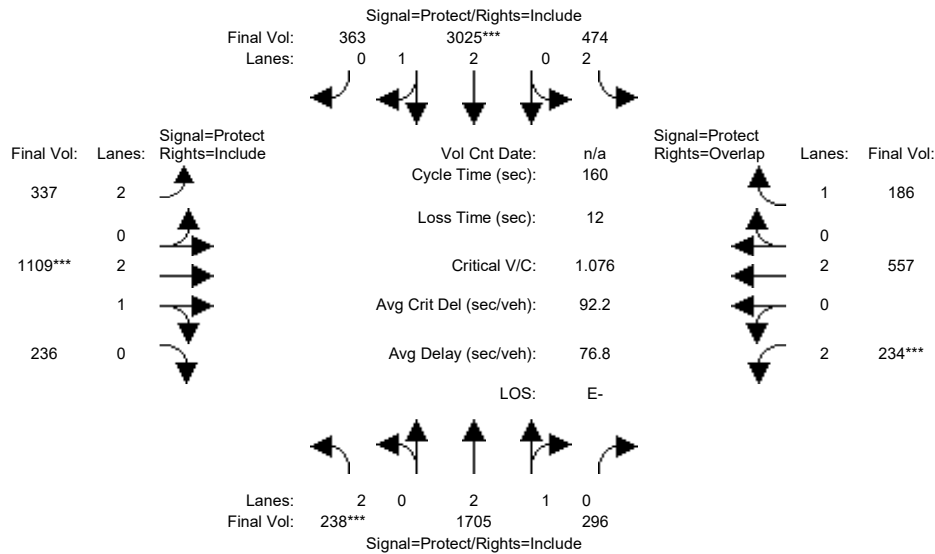
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.06	0.60	0.60	0.08	0.17	0.17	0.16	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	10.0	85.4	85.4	13.6	89.1	89.1	13.9	25.6	25.6	23.3	35.1	35.1
Volume/Cap:	1.07	0.65	0.65	0.65	1.07	1.07	0.97	1.07	1.07	1.07	0.97	0.97
Delay/Veh:	159.2	27.1	27.1	76.5	74.3	74.3	136.0	124	124.5	130.4	98.7	98.7
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:	159.2	27.1	27.1	76.5	74.3	74.3	136.0	124	124.5	130.4	98.7	98.7
LOS by Move:	F	C	C	E-	E	E	F	F	F	F	F	F
HCM2kAvgQ:	8	22	22	5	67	67	11	22	22	21	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)
Cumulative PM GP w/ Max Residential

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga 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	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:	12	496	11	46	821	0	0	33	6	19	42	39
PasserByVol:	10	50	0	24	37	6	5	23	3	0	7	32
Initial Fut:	238	1705	296	474	3025	363	337	1109	236	234	557	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1705	296	474	3025	363	337	1109	236	234	557	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1705	296	474	3025	363	337	1109	236	234	557	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1705	296	474	3025	363	337	1109	236	234	557	186

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	4771	828	3150	4999	600	3150	4616	982	3150	3800	1750

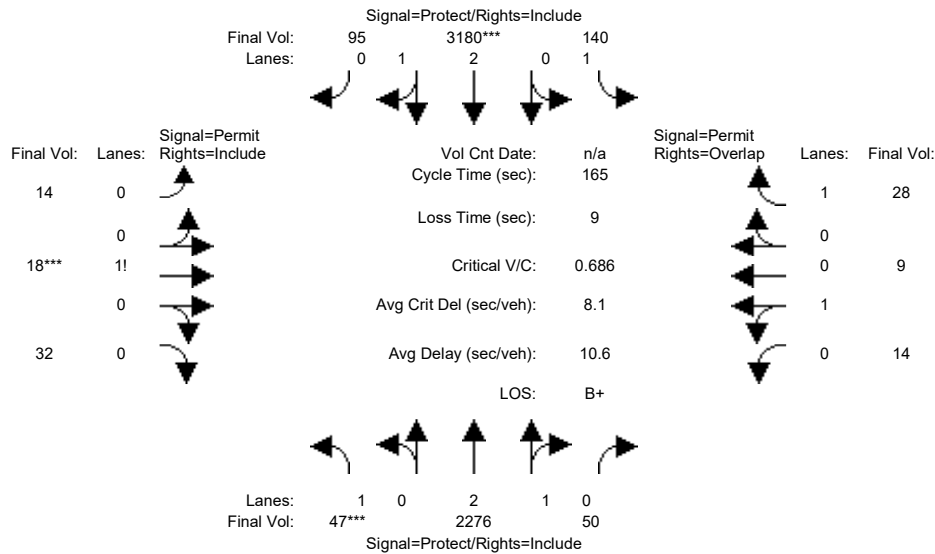
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.15	0.61	0.61	0.11	0.24	0.24	0.07	0.15	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.2	71.2	71.2	30.0	90.0	90.0	19.7	35.7	35.7	11.0	27.0	57.0
Volume/Cap:	1.08	0.80	0.80	0.80	1.08	1.08	0.87	1.08	1.08	1.08	0.87	0.30
Delay/Veh:	156.5	40.3	40.3	70.0	75.9	75.9	87.1	111	110.6	157.1	76.7	37.3
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:	156.5	40.3	40.3	70.0	75.9	75.9	87.1	111	110.6	157.1	76.7	37.3
LOS by Move:	F	D	D	E	E-	E-	F	F	F	F	E-	D+
HCM2kAvgQ:	9	29	29	12	62	62	12	30	30	9	14	7

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

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Cumulative PM GP w/ Max Residential

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	519	0	0	847	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	47	2276	50	140	3180	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	2276	50	140	3180	95	14	18	32	14	9	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2276	50	140	3180	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	2276	50	140	3180	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	5479	120	1750	5437	162	383	492	875	1096	704	1750

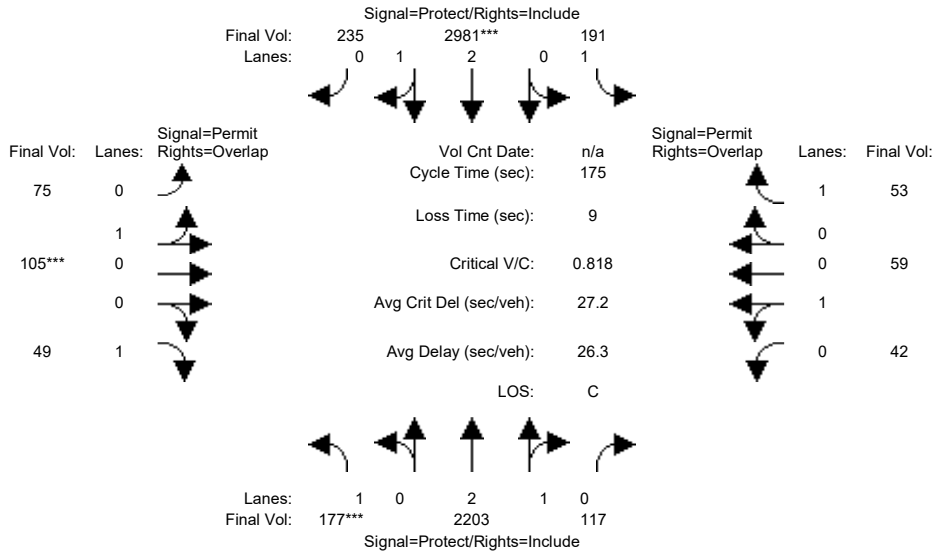
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.08	0.58	0.58	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			****			****					
Green Time:	7.0	122	122.4	23.6	139	139.0	10.0	10.0	10.0	10.0	10.0	33.6
Volume/Cap:	0.63	0.56	0.56	0.56	0.69	0.69	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	9.6	9.6	68.7	5.4	5.4	85.0	85.0	85.0	74.7	74.7	53.3
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:	94.2	9.6	9.6	68.7	5.4	5.4	85.0	85.0	85.0	74.7	74.7	53.3
LOS by Move:	F	A	A	E	A	A	F	F	F	E	E	D-
HCM2kAvgQ:	3	17	17	7	20	20	4	4	4	1	1	1

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

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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



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

Volume Module:												
Base Vol:	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	519	0	0	847	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	177	2203	117	191	2981	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	2203	117	191	2981	235	75	105	49	42	59	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	2203	117	191	2981	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	2203	117	191	2981	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	5317	282	1750	5190	409	750	1050	1750	749	1051	1750

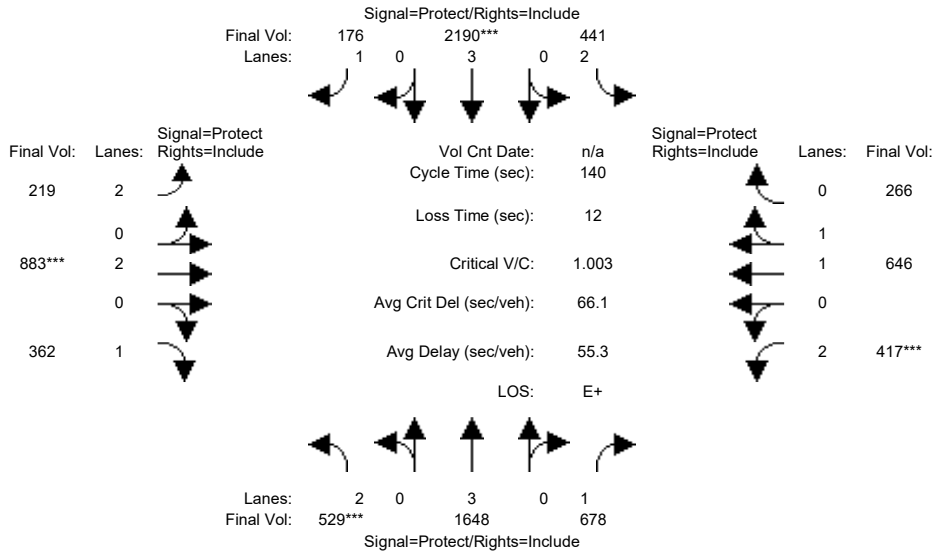
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.11	0.57	0.57	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	***			****			****					
Green Time:	21.7	114	114.4	30.1	123	122.9	21.4	21.4	43.1	21.4	21.4	51.6
Volume/Cap:	0.82	0.63	0.63	0.63	0.82	0.82	0.82	0.82	0.11	0.46	0.46	0.10
Delay/Veh:	95.8	18.3	18.3	71.7	19.6	19.6	95.6	95.6	51.3	72.9	72.9	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:	95.8	18.3	18.3	71.7	19.6	19.6	95.6	95.6	51.3	72.9	72.9	45.0
LOS by Move:	F	B-	B-	E	B-	B-	F	F	D-	E	E	D
HCM2kAvgQ:	10	24	24	10	40	40	12	12	2	6	6	2

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:	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:	22	424	42	81	728	38	28	69	19	59	69	66
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	529	1648	678	441	2190	176	219	883	362	417	646	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:	529	1648	678	441	2190	176	219	883	362	417	646	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	1648	678	441	2190	176	219	883	362	417	646	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:	529	1648	678	441	2190	176	219	883	362	417	646	266

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	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	1.40	0.60
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2620	1079

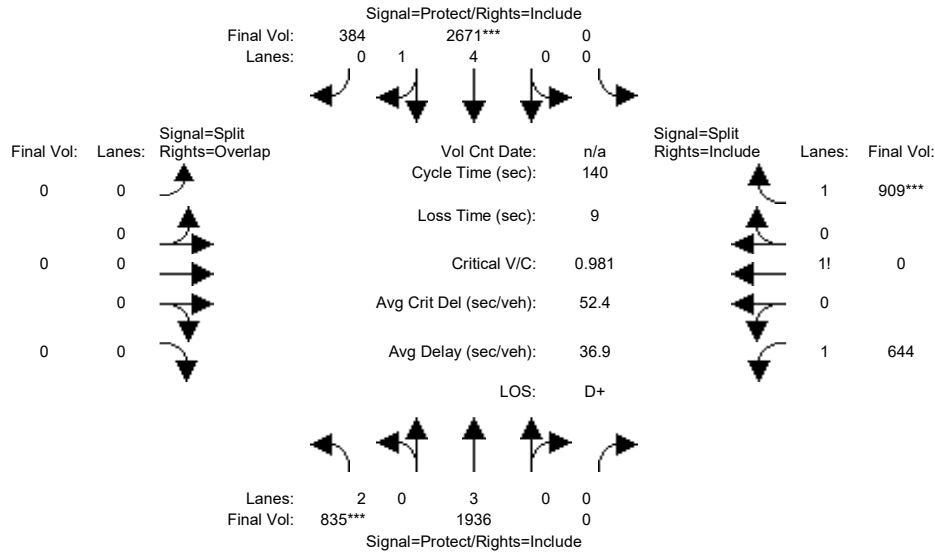
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.39	0.14	0.38	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	23.4	56.6	56.6	20.5	53.6	53.6	11.2	32.4	32.4	18.5	39.7	39.7
Volume/Cap:	1.00	0.71	0.96	0.96	1.00	0.26	0.87	1.00	0.89	1.00	0.87	0.87
Delay/Veh:	90.4	20.2	46.1	83.9	45.2	17.6	89.7	84.8	73.3	105.6	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:	90.4	20.2	46.1	83.9	45.2	17.6	89.7	84.8	73.3	105.6	55.6	55.6
LOS by Move:	F	C+	D	F	D	B	F	F	E	F	E+	E+
HCM2kAvgQ:	19	16	34	12	34	3	6	23	17	13	19	19

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 GP w/ Max Residential

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



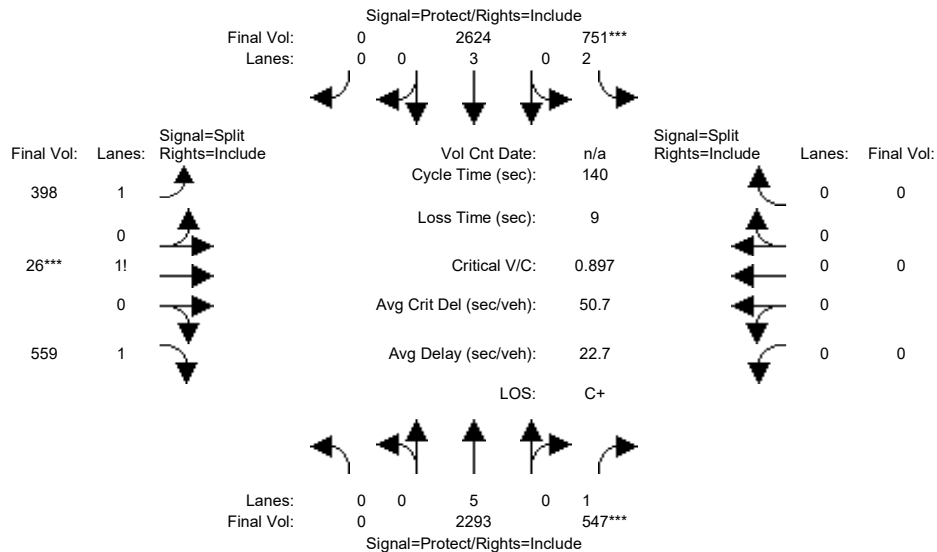
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	762	1616	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:	56	301	0	0	804	12	0	0	0	14	0	204
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	835	1936	0	0	2671	384	0	0	0	644	0	909
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	835	1936	0	0	2671	384	0	0	0	644	0	909
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	835	1936	0	0	2671	384	0	0	0	644	0	909
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	835	1936	0	0	2671	384	0	0	0	644	0	909
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	1.41	0.00	1.59
Final Sat.:	3150	5700	0	0	8216	1181	0	0	0	2476	0	2774
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:	37.8	84.2	0.0	0.0	46.4	46.4	0.0	0.0	0.0	46.8	0.0	46.8
Volume/Cap:	0.98	0.56	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.78	0.00	0.98
Delay/Veh:	64.3	0.2	0.0	0.0	43.0	43.0	0.0	0.0	0.0	44.0	0.0	64.3
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:	64.3	0.2	0.0	0.0	43.0	43.0	0.0	0.0	0.0	44.0	0.0	64.3
LOS by Move:	E	A	A	A	D	D	A	A	A	D	A	E
HCM2kAvgQ:	24	1	0	0	32	32	0	0	0	20	0	32

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM GP w/ Max Residential

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	340	26	313	505	0	17	0	35	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2293	547	751	2624	0	398	26	559	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	2293	547	751	2624	0	398	26	559	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2293	547	751	2624	0	398	26	559	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	2293	547	751	2624	0	398	26	559	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	2440	90	2720	0	0	0

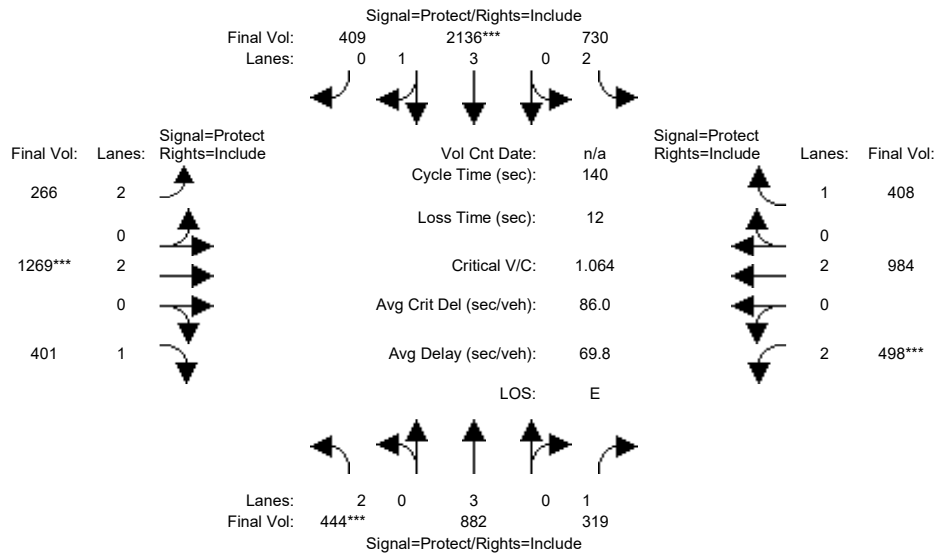
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.31	0.24	0.46	0.00	0.16	0.29	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.8	48.8	37.2	86.0	0.0	45.0	45.0	45.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.90	0.90	0.75	0.00	0.51	0.90	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	25.8	43.8	49.9	0.9	0.0	38.7	55.1	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	25.8	43.8	49.9	0.9	0.0	38.7	55.1	41.5	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D+	E+	D	A	A	A
HCM2kAvgQ:	0	14	24	17	0	0	11	26	15	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 GP w/ Max Residential

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:	14	149	72	141	339	59	77	293	27	159	280	141
PasserByVol:	0	4	29	29	10	0	0	34	0	64	86	21
Initial Fut:	444	882	319	730	2136	409	266	1269	401	498	984	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	319	730	2136	409	266	1269	401	498	984	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	882	319	730	2136	409	266	1269	401	498	984	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	319	730	2136	409	266	1269	401	498	984	408

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

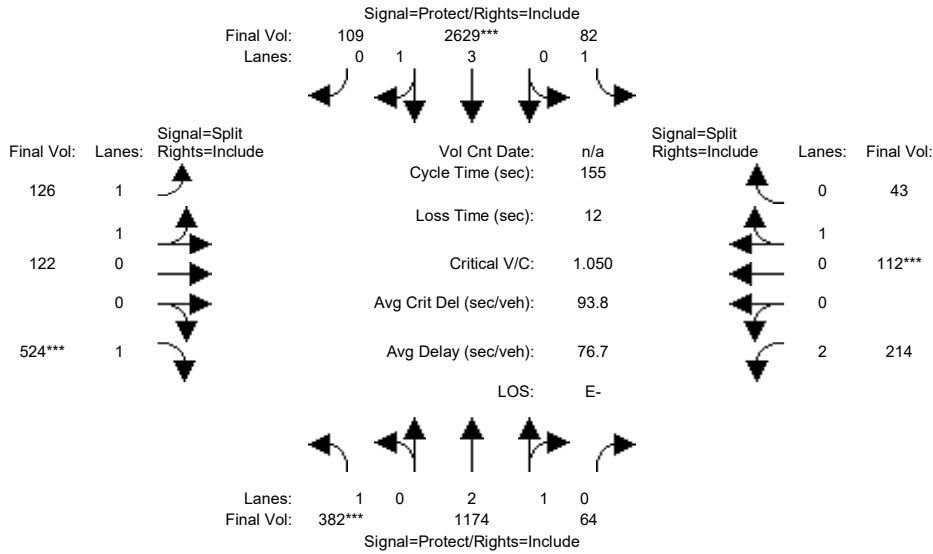
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.18	0.23	0.34	0.34	0.08	0.33	0.23	0.16	0.26	0.23
Crit Moves:	***			****			****			****		
Green Time:	18.6	27.8	27.8	35.4	44.7	44.7	15.9	44.0	44.0	20.8	48.8	48.8
Volume/Cap:	1.06	0.78	0.92	0.92	1.06	1.06	0.74	1.06	0.73	1.06	0.74	0.67
Delay/Veh:	116.5	47.9	74.0	54.7	70.8	70.8	68.2	92.8	47.7	119.1	42.3	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:	116.5	47.9	74.0	54.7	70.8	70.8	68.2	92.8	47.7	119.1	42.3	41.6
LOS by Move:	F	D	E	D-	E	E	E	F	D	F	D	D
HCM2kAvgQ:	15	12	16	20	35	35	6	31	15	17	17	14

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

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Level Of Service Computation Report
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Cumulative PM GP w/ Max Residential

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:												
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	235	0	0	526	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1174	64	82	2629	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	1174	64	82	2629	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1174	64	82	2629	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	1174	64	82	2629	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	5310	289	1750	7201	299	1803	1746	1750	3150	1301	499

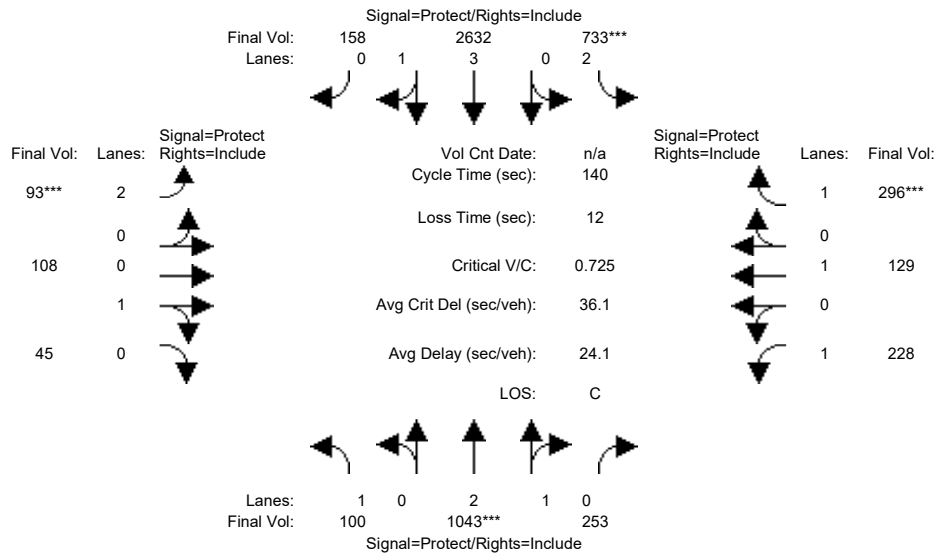
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.37	0.37	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.2	71.0	71.0	15.1	53.9	53.9	44.2	44.2	44.2	12.7	12.7	12.7
Volume/Cap:	1.05	0.48	0.48	0.48	1.05	1.05	0.25	0.25	1.05	0.83	1.05	1.05
Delay/Veh:	122.4	29.3	29.3	68.4	83.2	83.2	42.7	42.7	109.5	89.6	159	159.2
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:	122.4	29.3	29.3	68.4	83.2	83.2	42.7	42.7	109.5	89.6	159	159.2
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2kAvgQ:	23	13	13	4	35	35	5	5	35	8	12	12

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

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Cumulative PM GP w/ Max Residential

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						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	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	222	1	28	494	3	2	2	0	2	3	11
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1043	253	733	2632	158	93	108	45	228	129	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	1043	253	733	2632	158	93	108	45	228	129	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1043	253	733	2632	158	93	108	45	228	129	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	1043	253	733	2632	158	93	108	45	228	129	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	2.39	0.61	2.00	3.76	0.24	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4505	1093	3150	7075	425	3150	1271	529	1750	1900	1750

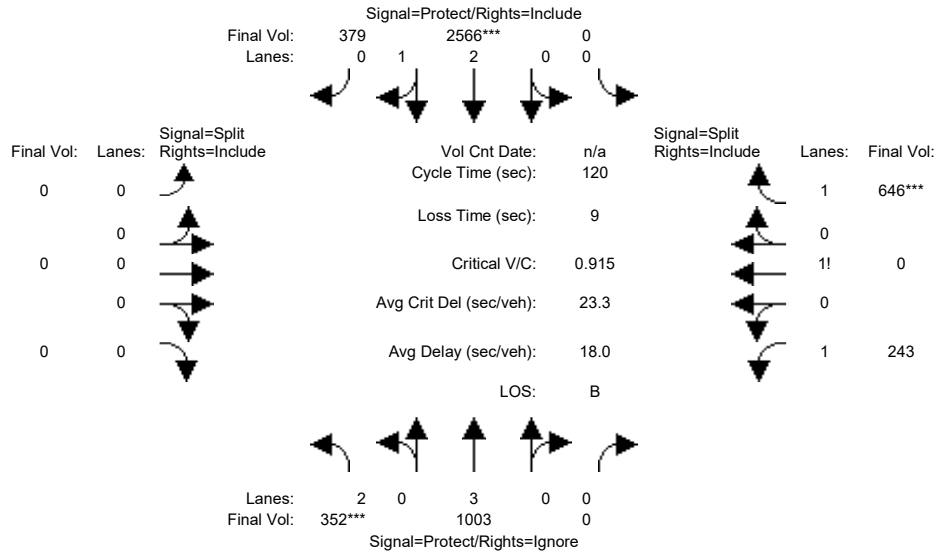
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.37	0.37	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.8	44.2	44.2	44.5	76.9	76.9	7.0	15.5	15.5	23.8	32.3	32.3
Volume/Cap:	0.68	0.73	0.73	0.73	0.68	0.68	0.59	0.77	0.77	0.77	0.29	0.73
Delay/Veh:	70.4	31.1	31.1	32.1	4.7	4.7	70.9	76.7	76.7	66.8	44.8	56.6
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:	70.4	31.1	31.1	32.1	4.7	4.7	70.9	76.7	76.7	66.8	44.8	56.6
LOS by Move:	E	C	C	C-	A	A	E	E-	E-	E	D	E+
HCM2kAvgQ:	5	15	15	13	6	6	3	8	8	11	4	13

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

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Cumulative PM GP w/ Max Residential

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	131	0	0	375	121	0	0	0	0	0	93
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	1003	0	0	2566	379	0	0	0	243	0	646
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	1003	0	0	2566	379	0	0	0	243	0	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1003	0	0	2566	379	0	0	0	243	0	646
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	1003	0	0	2566	379	0	0	0	243	0	646

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	2.60	0.40	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4878	721	0	0	0	2238	0	3098

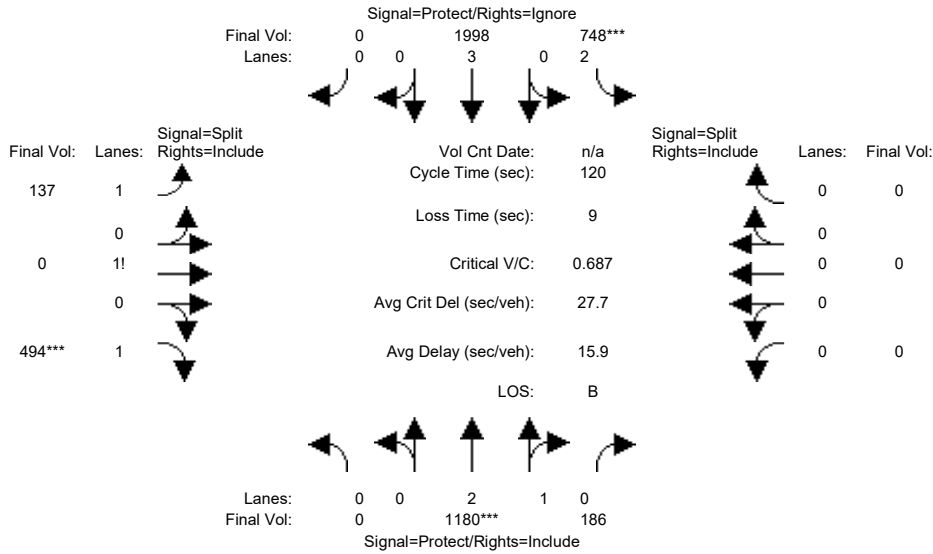
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.7	83.6	0.0	0.0	69.0	69.0	0.0	0.0	0.0	27.4	0.0	27.4
Volume/Cap:	0.91	0.25	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.48	0.00	0.91
Delay/Veh:	73.1	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	40.3	0.0	58.1
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:	73.1	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	40.3	0.0	58.1
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	E+
HCM2kAvgQ:	8	0	0	0	16	16	0	0	0	7	0	18

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

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Cumulative PM GP w/ Max Residential

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	131	0	104	272	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1180	186	748	1998	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	1180	186	748	1998	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1180	186	748	1998	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	1180	186	748	1998	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	4836	762	3150	5700	0	2138	0	3201	0	0	0

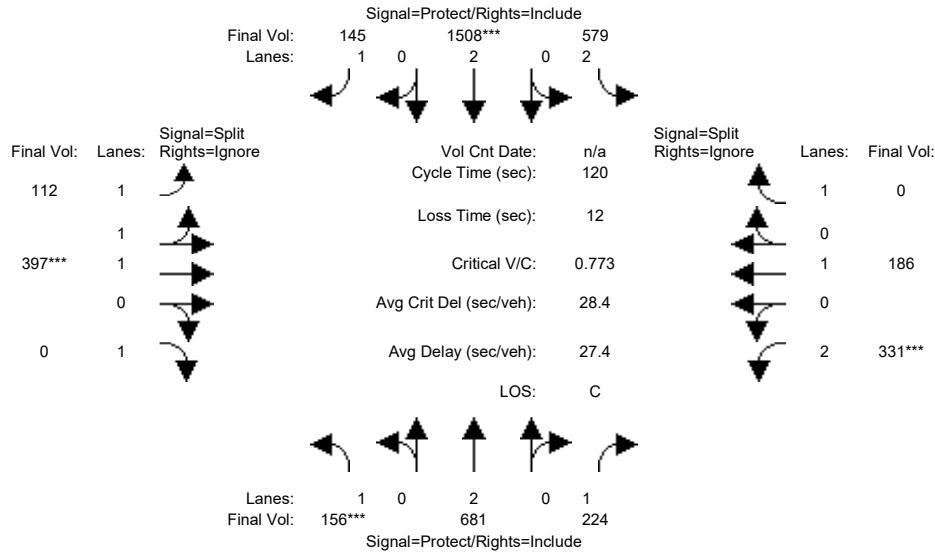
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.24	0.35	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	42.6	42.6	41.5	84.1	0.0	26.9	0.0	26.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.50	0.00	0.29	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	21.9	21.9	23.7	0.1	0.0	38.6	0.0	44.9	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	21.9	21.9	23.7	0.1	0.0	38.6	0.0	44.9	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	12	12	11	0	0	4	0	11	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 GP w/ Max Residential

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



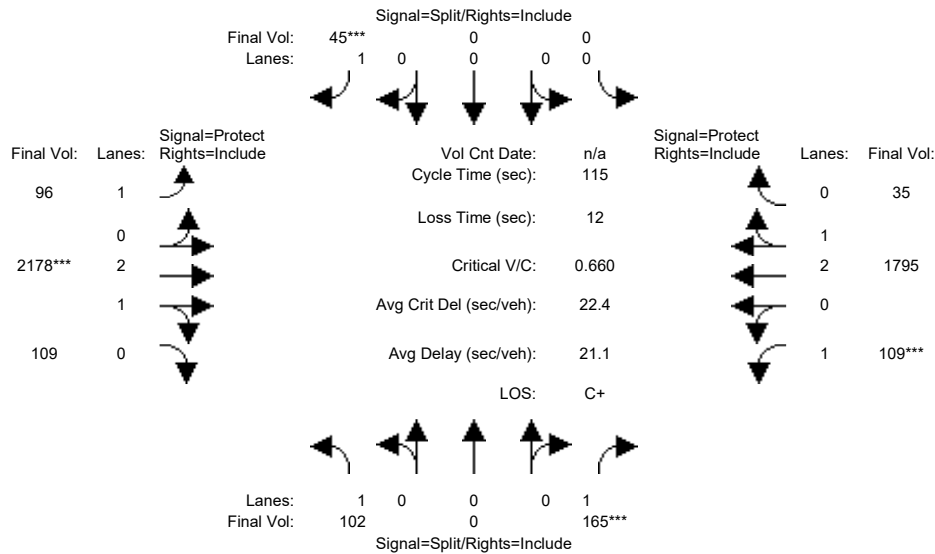
Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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	126	0	0	260	12	5	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	681	224	579	1508	145	112	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	681	224	579	1508	145	112	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	681	224	579	1508	145	112	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	681	224	579	1508	145	112	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	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	13.8	37.3	37.3	38.2	61.6	61.6	16.2	16.2	0.0	16.3	16.3	0.0
Volume/Cap:	0.77	0.58	0.41	0.58	0.77	0.16	0.47	0.77	0.00	0.77	0.72	0.00
Delay/Veh:	63.8	25.0	23.4	24.4	9.0	4.7	48.3	55.8	0.0	58.5	59.1	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:	63.8	25.0	23.4	24.4	9.0	4.7	48.3	55.8	0.0	58.5	59.1	0.0
LOS by Move:	E	C	C	C	A	A	D	E+	A	E+	E+	A
HCM2kAvgQ:	8	9	6	9	13	1	5	9	0	8	7	0

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

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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:	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	506	0	0	580	0
PasserByVol:	0	0	0	0	0	0	0	128	0	0	192	0
Initial Fut:	102	0	165	0	0	45	96	2178	109	109	1795	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	2178	109	109	1795	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2178	109	109	1795	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	2178	109	109	1795	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	2.85	0.15	1.00	2.94	0.06
Final Sat.:	1750	0	1750	0	0	1750	1750	5333	267	1750	5493	107

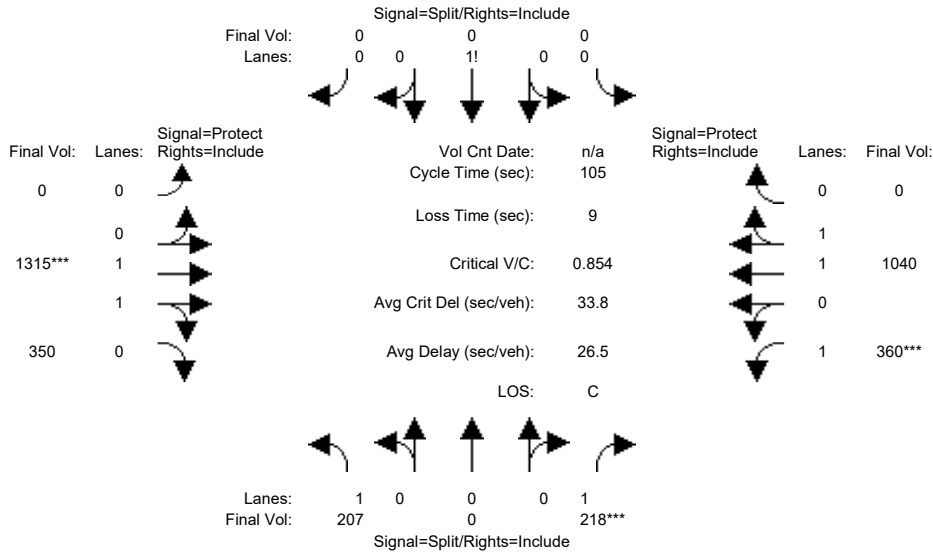
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.41	0.41	0.06	0.33	0.33
Crit Moves:			****			****		****			****	
Green Time:	15.5	0.0	15.5	0.0	0.0	10.0	12.2	67.2	67.2	10.3	65.3	65.3
Volume/Cap:	0.43	0.00	0.70	0.00	0.00	0.30	0.52	0.70	0.70	0.70	0.58	0.58
Delay/Veh:	47.0	0.0	56.4	0.0	0.0	50.3	51.2	17.5	17.5	64.0	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:	47.0	0.0	56.4	0.0	0.0	50.3	51.2	17.5	17.5	64.0	16.2	16.2
LOS by Move:	D	A	E+	A	A	D	D-	B	B	E	B	B
HCM2kAvgQ:	4	0	7	0	0	2	3	18	18	4	13	13

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

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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:	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:	12	0	1	0	0	0	0	181	11	1	182	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	145	0
Initial Fut:	207	0	218	0	0	0	0	1315	350	360	1040	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:	207	0	218	0	0	0	0	1315	350	360	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	218	0	0	0	0	1315	350	360	1040	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:	207	0	218	0	0	0	0	1315	350	360	1040	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	2922	778	1750	3700	0

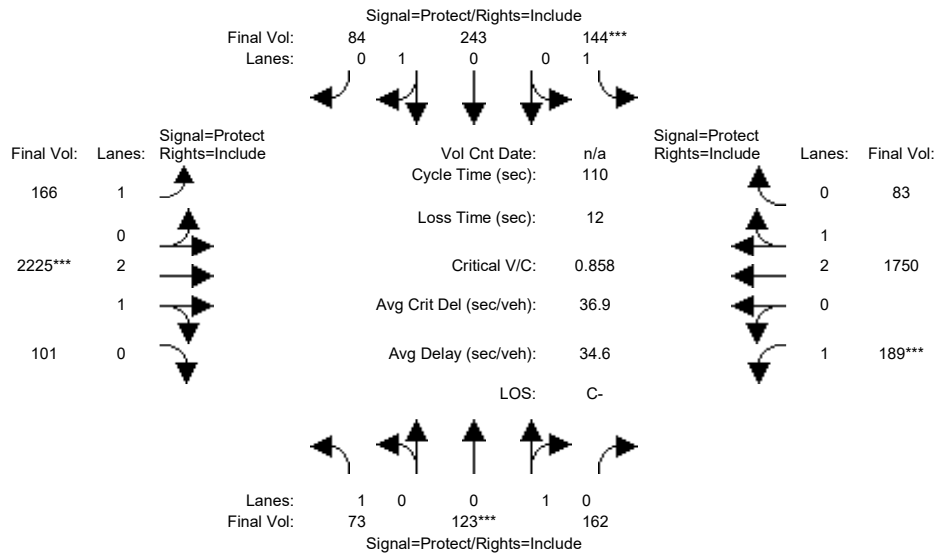
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.45	0.45	0.21	0.28	0.00
Crit Moves:			****					****		****		
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	55.4	55.4	25.3	80.7	0.0
Volume/Cap:	0.81	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.85	0.85	0.37	0.00
Delay/Veh:	60.9	0.0	67.0	0.0	0.0	0.0	0.0	25.2	25.2	53.5	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:	60.9	0.0	67.0	0.0	0.0	0.0	0.0	25.2	25.2	53.5	4.0	0.0
LOS by Move:	E	A	E	A	A	A	A	C	C	D-	A	A
HCM2kAvgQ:	9	0	10	0	0	0	0	25	25	12	5	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:	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	3	11	0	1	1	505	0	8	579	12
PasserByVol:	0	0	0	0	0	0	0	129	0	0	194	0
Initial Fut:	73	123	162	144	243	84	166	2225	101	189	1750	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	162	144	243	84	166	2225	101	189	1750	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	162	144	243	84	166	2225	101	189	1750	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	162	144	243	84	166	2225	101	189	1750	83

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	2.86	0.14	1.00	2.86	0.14
Final Sat.:	1750	777	1023	1750	1338	462	1750	5357	243	1750	5346	254

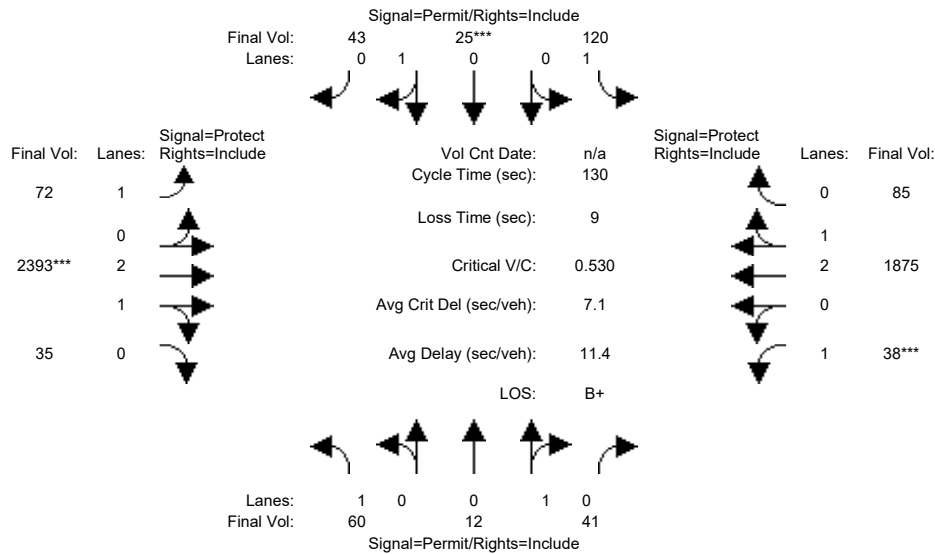
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.42	0.42	0.11	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	8.0	20.3	20.3	10.6	22.9	22.9	15.1	53.3	53.3	13.9	52.1	52.1
Volume/Cap:	0.57	0.86	0.86	0.86	0.87	0.87	0.69	0.86	0.86	0.86	0.69	0.69
Delay/Veh:	55.5	62.8	62.8	81.9	62.0	62.0	53.6	28.0	28.0	73.9	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:	55.5	62.8	62.8	81.9	62.0	62.0	53.6	28.0	28.0	73.9	23.5	23.5
LOS by Move:	E+	E	E	F	E	E	D-	C	C	E	C	C
HCM2kAvgQ:	3	11	11	8	14	14	6	24	24	7	16	16

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:	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	520	0	0	600	0
PasserByVol:	0	0	0	0	0	0	0	88	0	0	223	0
Initial Fut:	60	12	41	120	25	43	72	2393	35	38	1875	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	2393	35	38	1875	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2393	35	38	1875	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	2393	35	38	1875	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	5519	81	1750	5357	243

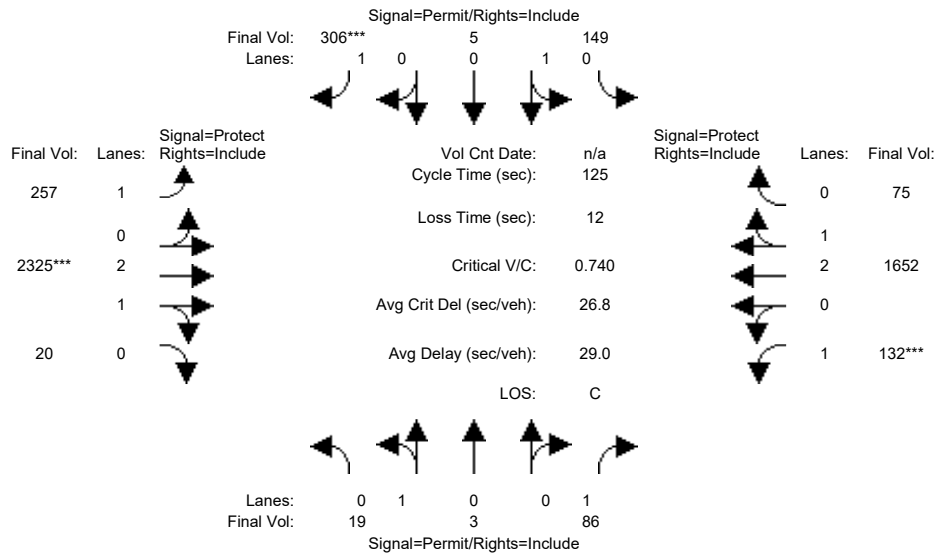
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.43	0.43	0.02	0.35	0.35
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.8	104	104.0	7.0	96.2	96.2
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.36	0.54	0.54	0.40	0.47	0.47
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	54.4	4.7	4.7	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	54.4	4.7	4.7	62.3	6.8	6.8
LOS by Move:	E+	E+	E+	F	E	E	D-	A	A	E	A	A
HCM2kAvgQ:	3	3	3	8	3	3	3	11	11	2	10	10

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

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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:												
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	107	0	279	207	313	0	0	321	52
PasserByVol:	0	0	0	0	0	0	0	131	0	0	201	0
Initial Fut:	19	3	86	149	5	306	257	2325	20	132	1652	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:	19	3	86	149	5	306	257	2325	20	132	1652	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	149	5	306	257	2325	20	132	1652	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:	19	3	86	149	5	306	257	2325	20	132	1652	75

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	2.86	0.14
Final Sat.:	1555	245	1750	1742	58	1750	1750	5552	48	1750	5356	243

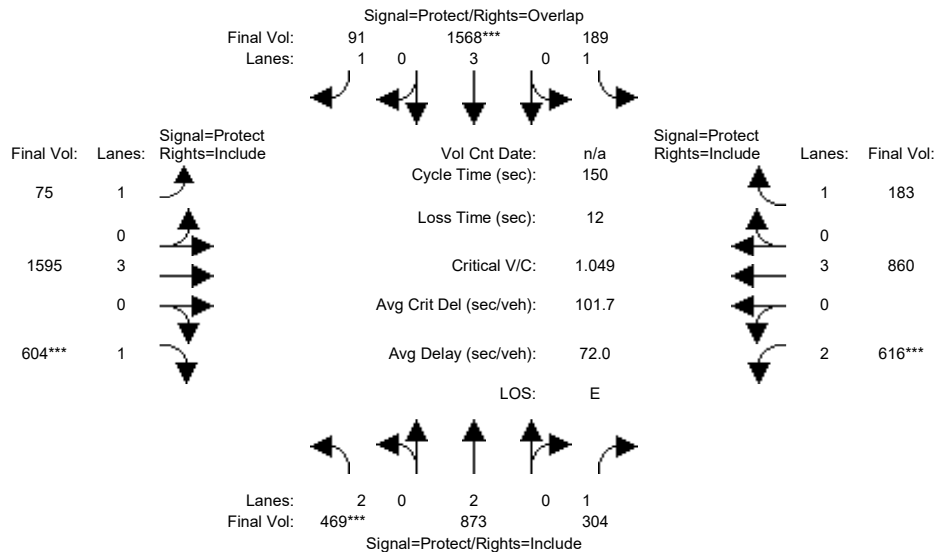
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.09	0.17	0.15	0.42	0.42	0.08	0.31	0.31
Crit Moves:						****		****		****		
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	26.9	70.7	70.7	12.7	56.5	56.5
Volume/Cap:	0.05	0.05	0.21	0.36	0.36	0.74	0.68	0.74	0.74	0.74	0.68	0.68
Delay/Veh:	37.0	37.0	38.6	40.4	40.4	51.2	50.1	21.2	21.2	69.7	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	38.6	40.4	40.4	51.2	50.1	21.2	21.2	69.7	27.9	27.9
LOS by Move:	D+	D+	D+	D	D	D-	D	C+	C+	E	C	C
HCM2kAvgQ:	1	1	3	5	5	13	10	23	23	5	16	16

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

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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:	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:	32	105	102	10	129	0	0	206	38	160	145	7
PasserByVol:	81	79	0	0	70	0	0	0	70	4	8	0
Initial Fut:	469	873	304	189	1568	91	75	1595	604	616	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:	469	873	304	189	1568	91	75	1595	604	616	860	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	873	304	189	1568	91	75	1595	604	616	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:	469	873	304	189	1568	91	75	1595	604	616	860	183

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

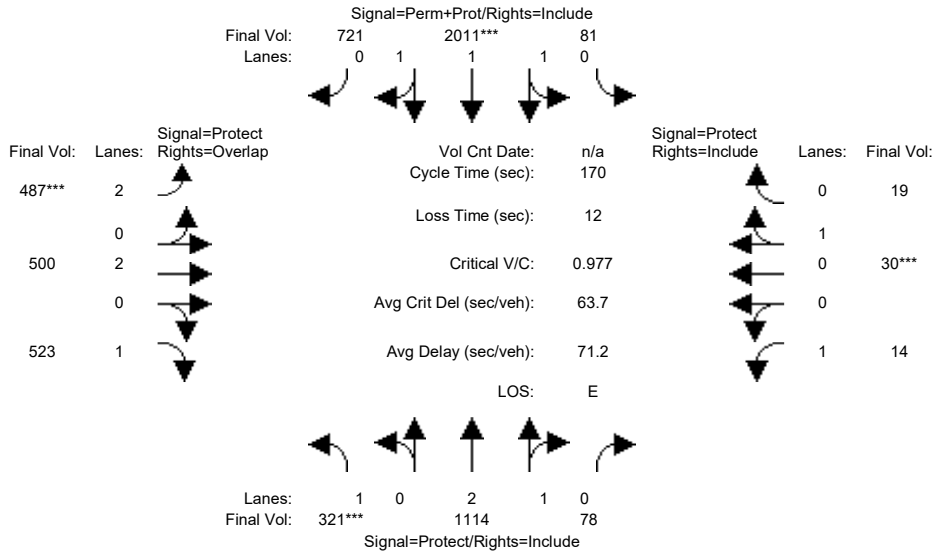
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.23	0.17	0.11	0.28	0.05	0.04	0.28	0.35	0.20	0.15	0.10
Crit Moves:	***			****					****	****		
Green Time:	21.3	41.3	41.3	19.4	39.4	57.6	18.3	49.4	49.4	28.0	59.1	59.1
Volume/Cap:	1.05	0.84	0.63	0.84	1.05	0.14	0.35	0.85	1.05	1.05	0.38	0.27
Delay/Veh:	120.2	57.1	50.4	86.5	92.5	30.1	61.4	50.8	101.2	111.5	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:	120.2	57.1	50.4	86.5	92.5	30.1	61.4	50.8	101.2	111.5	32.6	31.0
LOS by Move:	F	E+	D	F	F	C	E	D	F	F	C-	C
HCM2kAvgQ:	14	17	12	11	32	3	4	25	38	21	9	6

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

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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:	40	181	0	0	224	103	57	0	36	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	321	1114	78	81	2011	721	487	500	523	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:	321	1114	78	81	2011	721	487	500	523	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1114	78	81	2011	721	487	500	523	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:	321	1114	78	81	2011	721	487	500	523	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	5233	366	158	3931	1410	3150	3800	1750	1750	1102	698

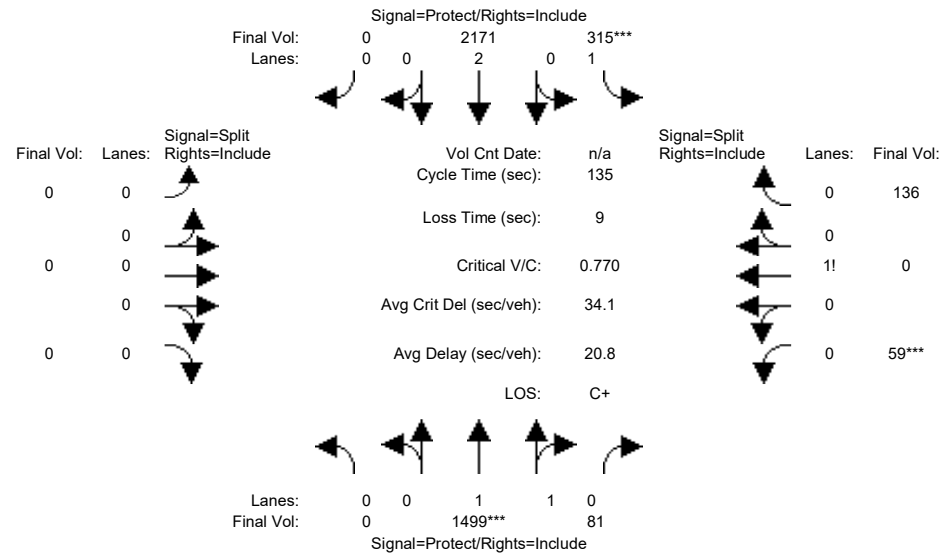
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.00	0.51	0.51	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	32.2	35.8	35.8	89.1	89.8	89.8	26.0	27.4	59.6	8.6	10.0	10.0
Volume/Cap:	0.97	1.01	1.01	0.98	0.97	0.97	1.01	0.82	0.85	0.16	0.46	0.46
Delay/Veh:	109.3	95.7	95.7	51.0	49.2	49.2	115.4	77.1	62.1	78.1	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:	109.3	95.7	95.7	51.0	49.2	49.2	115.4	77.1	62.1	78.1	80.6	80.6
LOS by Move:	F	F	F	D-	D	D	F	E-	E	E-	F	F
HCM2kAvgQ:	19	23	23	47	46	46	15	12	25	1	3	3

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	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	220	7	0	261	0	0	0	0	4	0	0
PasserByVol:	0	233	0	0	222	0	0	0	0	0	0	0
Initial Fut:	0	1499	81	315	2171	0	0	0	0	59	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	1499	81	315	2171	0	0	0	0	59	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1499	81	315	2171	0	0	0	0	59	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	1499	81	315	2171	0	0	0	0	59	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	0.30	0.00	0.70
Final Sat.:	0	3510	190	1750	3800	0	0	0	0	529	0	1221

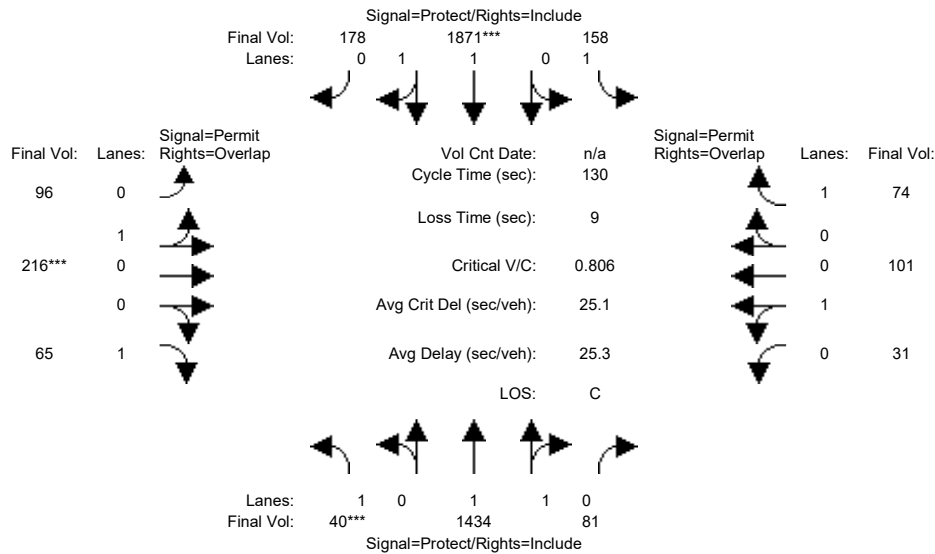
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.18	0.57	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	74.9	74.9	31.6	106	0.0	0.0	0.0	0.0	19.5	0.0	19.5
Volume/Cap:	0.00	0.77	0.77	0.77	0.72	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	25.2	25.2	57.0	7.9	0.0	0.0	0.0	0.0	69.0	0.0	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:	0.0	25.2	25.2	57.0	7.9	0.0	0.0	0.0	0.0	69.0	0.0	69.0
LOS by Move:	A	C	C	E+	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	26	26	12	21	0	0	0	0	10	0	10

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:	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:	7	227	7	0	265	0	0	0	4	4	0	0
PasserByVol:	12	233	2	0	222	0	0	0	4	1	0	0
Initial Fut:	40	1434	81	158	1871	178	96	216	65	31	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:	40	1434	81	158	1871	178	96	216	65	31	101	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1434	81	158	1871	178	96	216	65	31	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:	40	1434	81	158	1871	178	96	216	65	31	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	0.23	0.77	1.00
Final Sat.:	1750	3502	198	1750	3378	321	554	1246	1750	423	1377	1750

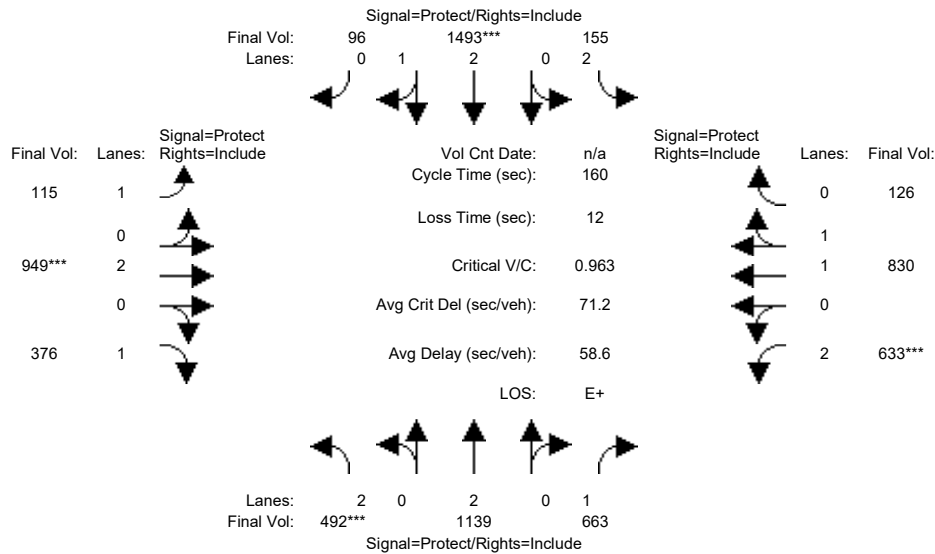
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.09	0.55	0.55	0.17	0.17	0.04	0.07	0.07	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	76.9	76.9	17.0	86.8	86.8	27.2	27.2	34.2	27.2	27.2	44.1
Volume/Cap:	0.42	0.69	0.69	0.69	0.83	0.83	0.83	0.83	0.14	0.35	0.35	0.12
Delay/Veh:	62.6	19.4	19.4	62.8	18.6	18.6	63.4	63.4	36.8	44.5	44.5	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:	62.6	19.4	19.4	62.8	18.6	18.6	63.4	63.4	36.8	44.5	44.5	29.7
LOS by Move:	E	B-	B-	E	B-	B-	E	E	D+	D	D	C
HCM2kAvgQ:	2	21	21	6	31	31	15	15	2	5	5	2

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:	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:	67	218	54	14	239	18	12	97	77	68	104	10
PasserByVol:	161	221	176	14	219	0	0	59	67	124	103	30
Initial Fut:	492	1139	663	155	1493	96	115	949	376	633	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:	492	1139	663	155	1493	96	115	949	376	633	830	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1139	663	155	1493	96	115	949	376	633	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:	492	1139	663	155	1493	96	115	949	376	633	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	2.81	0.19	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	5261	338	1750	3800	1750	3150	3212	488

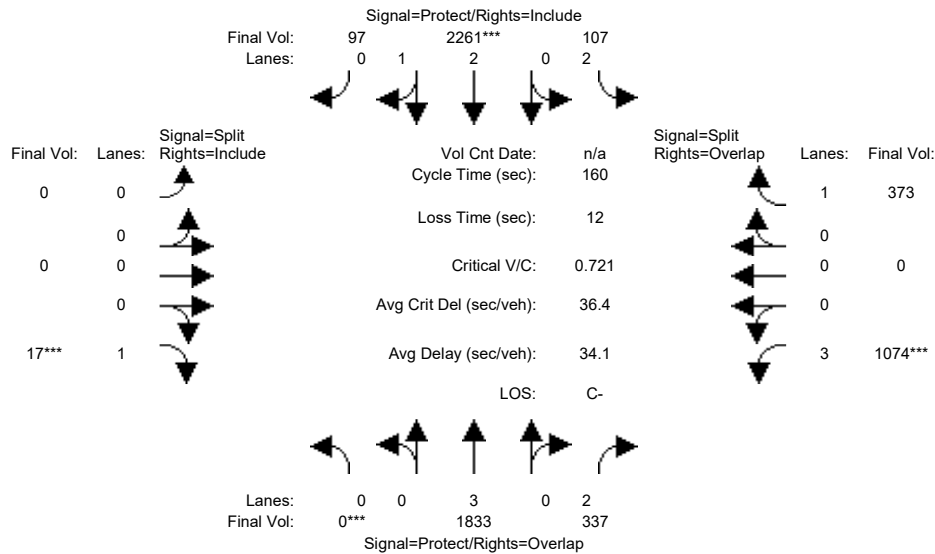
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.38	0.05	0.28	0.28	0.07	0.25	0.21	0.20	0.26	0.26
Crit Moves:	***				***			***			***	
Green Time:	26.0	64.7	64.7	8.4	47.2	47.2	15.2	41.5	41.5	33.4	59.7	59.7
Volume/Cap:	0.96	0.74	0.94	0.94	0.96	0.96	0.69	0.96	0.83	0.96	0.69	0.69
Delay/Veh:	88.4	24.2	44.9	124.3	54.4	54.4	82.0	78.7	67.9	88.8	43.9	43.9
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:	88.4	24.2	44.9	124.3	54.4	54.4	82.0	78.7	67.9	88.8	43.9	43.9
LOS by Move:	F	C	D	F	D-	D-	F	E-	E	F	D	D
HCM2kAvgQ:	16	18	33	5	27	27	6	24	18	20	18	18

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:	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	339	0	0	377	7	0	0	0	0	0	0
PasserByVol:	0	284	325	66	268	75	0	0	0	891	0	272
Initial Fut:	0	1833	337	107	2261	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	1833	337	107	2261	97	0	0	17	1074	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1833	337	107	2261	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	1833	337	107	2261	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	5369	230	0	0	1750	4551	0	1750

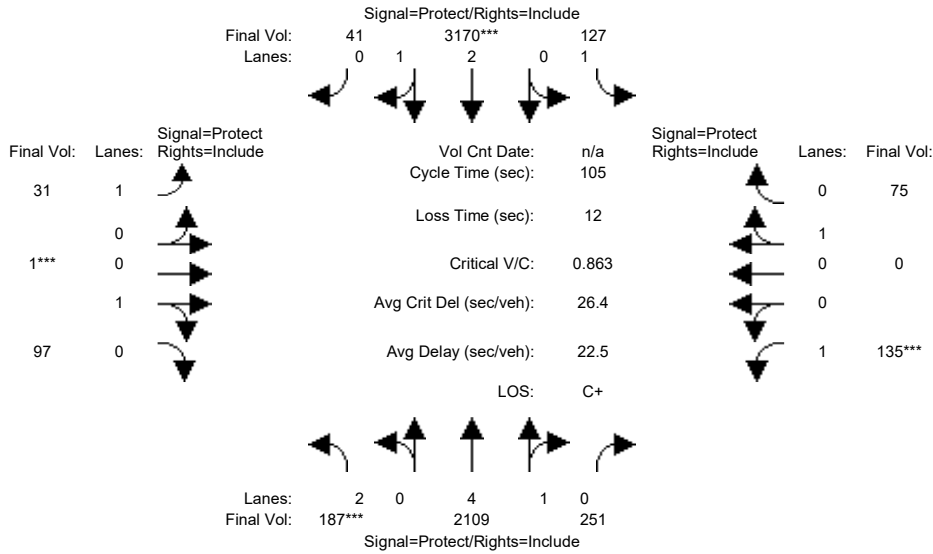
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.11	0.03	0.42	0.42	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***				***				***	***		
Green Time:	0.0	77.8	127.4	10.6	88.4	88.4	0.0	0.0	10.0	49.6	0.0	60.2
Volume/Cap:	0.00	0.66	0.13	0.51	0.76	0.76	0.00	0.00	0.16	0.76	0.00	0.57
Delay/Veh:	0.0	31.7	3.7	74.4	28.8	28.8	0.0	0.0	71.7	52.4	0.0	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	3.7	74.4	28.8	28.8	0.0	0.0	71.7	52.4	0.0	40.8
LOS by Move:	A	C	A	E	C	C	A	A	E	D-	A	D
HCM2kAvgQ:	0	22	2	3	28	28	0	0	1	21	0	16

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

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Cumulative PM GP w/ Max Residential

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:												
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	282	181	87	288	2	8	0	20	103	0	50
PasserByVol:	0	610	0	0	1165	0	0	0	0	0	0	0
Initial Fut:	187	2109	251	127	3170	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	2109	251	127	3170	41	31	1	97	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	2109	251	127	3170	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	2109	251	127	3170	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	4.44	0.56	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8398	1000	1750	5528	72	1750	18	1782	1750	0	1800

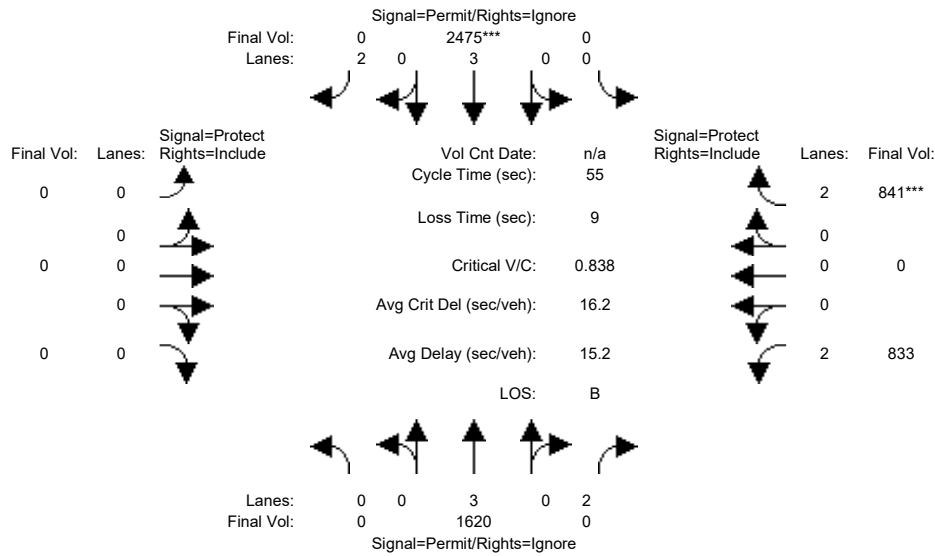
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.07	0.57	0.57	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	57.4	57.4	16.6	67.0	67.0	7.8	10.0	10.0	9.0	0.0	11.2
Volume/Cap:	0.89	0.46	0.46	0.46	0.90	0.90	0.24	0.57	0.57	0.90	0.00	0.39
Delay/Veh:	82.6	14.5	14.5	41.3	19.6	19.6	46.7	50.0	50.0	92.4	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	14.5	14.5	41.3	19.6	19.6	46.7	50.0	50.0	92.4	0.0	45.1
LOS by Move:	F	B	B	D	B-	B-	D	D	D	F	A	D
HCM2kAvgQ:	4	9	9	4	30	30	1	4	4	8	0	3

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

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



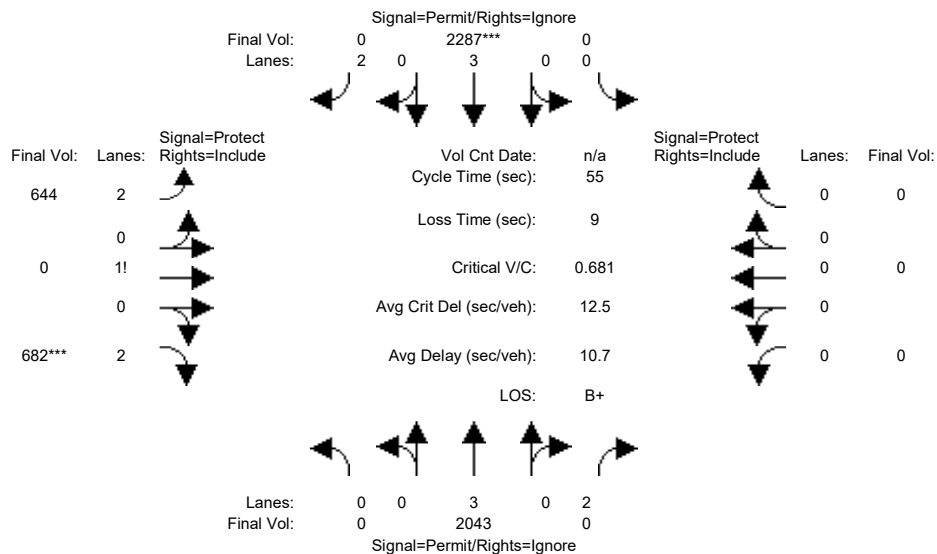
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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	400	230	0	371	41	0	0	0	176	0	86
PasserByVol:	0	438	279	0	687	479	0	0	0	100	0	172
Initial Fut:	0	1620	1035	0	2475	1082	0	0	0	833	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	1620	0	0	2475	0	0	0	0	833	0	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1620	0	0	2475	0	0	0	0	833	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	1620	0	0	2475	0	0	0	0	833	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	0.28	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.26	0.00	0.27
Crit Moves:					****							****
Green Time:	0.0	28.5	0.0	0.0	28.5	0.0	0.0	0.0	0.0	17.5	0.0	17.5
Volume/Cap:	0.00	0.55	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.83	0.00	0.84
Delay/Veh:	0.0	9.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	23.3	0.0	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:	0.0	9.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	23.3	0.0	23.8
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	0	0	7	0	0	0	0	11	0	11

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

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



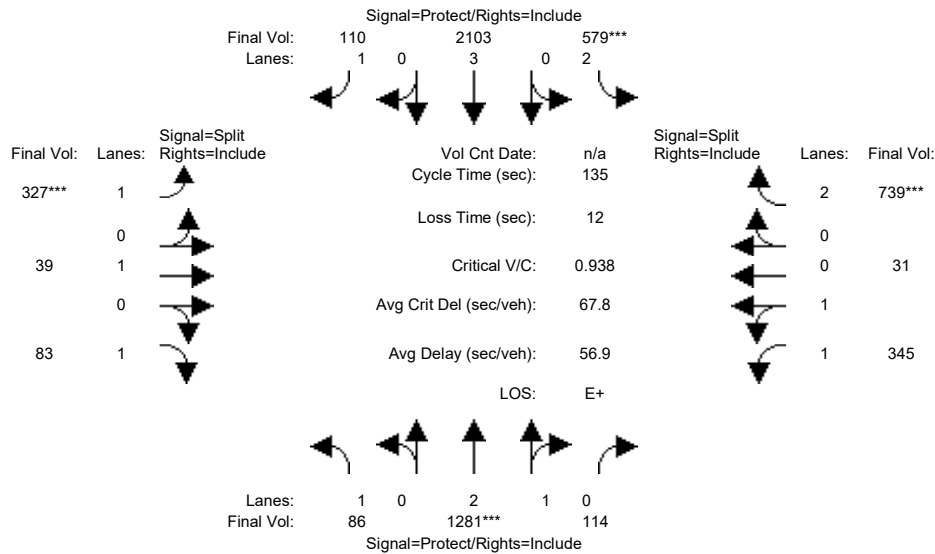
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	565	280	0	496	51	65	0	167	0	0	0
PasserByVol:	0	379	12	0	390	397	348	0	140	0	0	0
Initial Fut:	0	2043	755	0	2287	1013	644	0	682	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	2043	0	0	2287	0	644	0	682	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2043	0	0	2287	0	644	0	682	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	2043	0	0	2287	0	644	0	682	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	0.85	0.92	1.00	0.92
Lanes:	0.00	3.00	2.00	0.00	3.00	2.00	2.49	0.00	2.51	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	3994	0	4056	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.40	0.00	0.16	0.00	0.17	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	32.4	0.0	0.0	32.4	0.0	13.6	0.0	13.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.00	0.00	0.68	0.00	0.65	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	0.0	0.0	8.3	0.0	19.4	0.0	19.7	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	7.6	0.0	0.0	8.3	0.0	19.4	0.0	19.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	6	0	6	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:	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:	43	224	38	211	166	53	293	27	65	188	25	70
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	86	1281	114	579	2103	110	327	39	83	345	31	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1281	114	579	2103	110	327	39	83	345	31	739
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1281	114	579	2103	110	327	39	83	345	31	739
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1281	114	579	2103	110	327	39	83	345	31	739

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	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5142	458	3150	5700	1750	1750	1900	1750	3257	293	3150

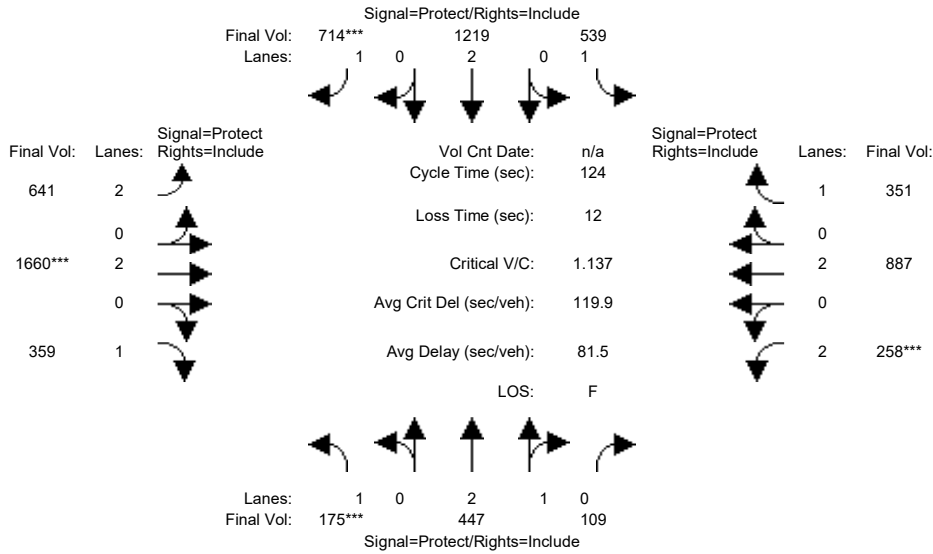
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.18	0.37	0.06	0.19	0.02	0.05	0.11	0.11	0.23
Crit Moves:	****			****			****			****		
Green Time:	7.7	35.9	35.9	26.5	54.6	54.6	26.9	26.9	26.9	33.8	33.8	33.8
Volume/Cap:	0.86	0.94	0.94	0.94	0.91	0.16	0.94	0.10	0.24	0.42	0.42	0.94
Delay/Veh:	112.7	60.1	60.1	75.6	43.9	25.6	85.7	44.3	45.8	42.8	42.8	68.2
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:	112.7	60.1	60.1	75.6	43.9	25.6	85.7	44.3	45.8	42.8	42.8	68.2
LOS by Move:	F	E	E	E-	D	C	F	D	D	D	D	E
HCM2kAvgQ:	4	19	19	16	30	3	18	1	3	7	7	20

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

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Cumulative PM GP w/ Max Residential

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:	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:	23	87	11	141	151	137	146	250	32	30	186	73
PasserByVol:	0	46	10	111	164	148	69	62	0	21	88	77
Initial Fut:	175	447	109	539	1219	714	641	1660	359	258	887	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	447	109	539	1219	714	641	1660	359	258	887	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	447	109	539	1219	714	641	1660	359	258	887	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	447	109	539	1219	714	641	1660	359	258	887	351

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	2.39	0.61	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4501	1097	1750	3800	1750	3150	3800	1750	3150	3800	1750

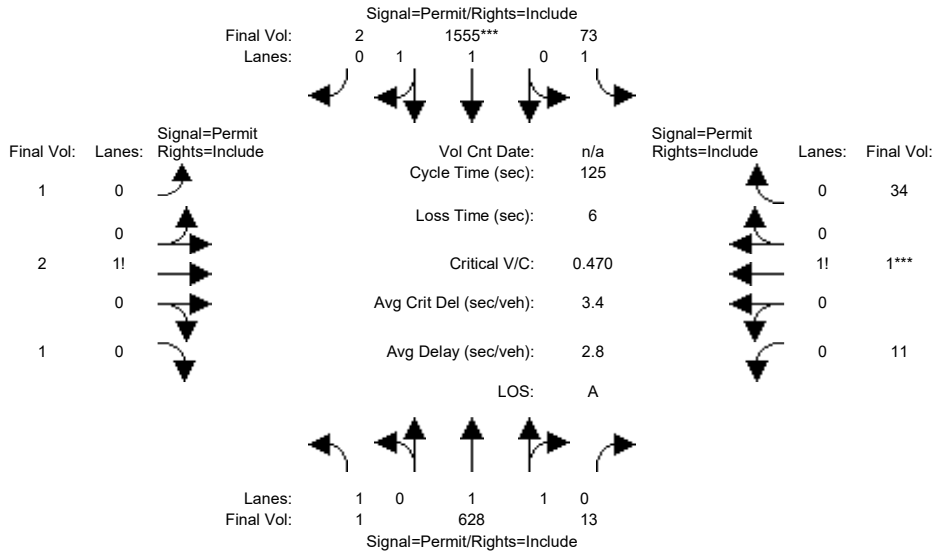
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.31	0.32	0.41	0.20	0.44	0.21	0.08	0.23	0.20
Crit Moves:	***					****	****			****		
Green Time:	10.9	13.5	13.5	41.9	44.5	44.5	26.4	47.7	47.7	8.9	30.2	30.2
Volume/Cap:	1.14	0.91	0.91	0.91	0.89	1.14	0.96	1.14	0.53	1.14	0.96	0.82
Delay/Veh:	170.5	72.6	72.6	57.7	45.4	119.6	72.9	109	30.4	159.0	66.2	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:	170.5	72.6	72.6	57.7	45.4	119.6	72.9	109	30.4	159.0	66.2	56.5
LOS by Move:	F	E	E	E+	D	F	E	F	C	F	E	E+
HCM2kAvgQ:	11	8	8	20	21	40	16	44	8	9	19	14

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

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Cumulative PM GP w/ Max Residential

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:	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	120	0	0	213	0	0	0	0	0	0	0
PasserByVol:	0	49	0	0	150	0	0	0	0	0	0	0
Initial Fut:	1	628	13	73	1555	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	628	13	73	1555	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	628	13	73	1555	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	628	13	73	1555	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	3625	75	1750	3695	5	438	875	438	418	38	1293

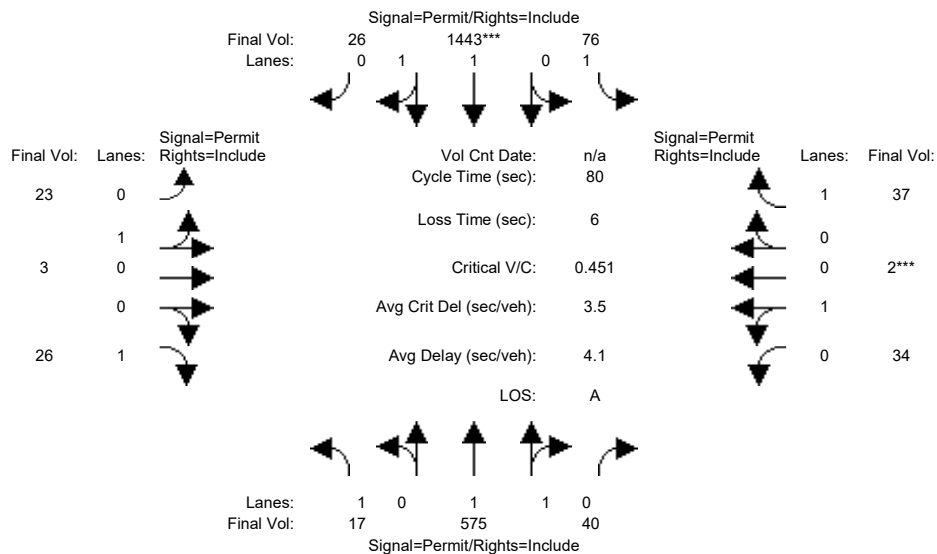
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.04	0.42	0.42	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.20	0.20	0.05	0.48	0.48	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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+
HCM2kAvgQ:	0	2	2	0	6	6	0	0	0	2	2	2

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

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Level Of Service Computation Report
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Cumulative PM GP w/ Max Residential

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	113	0	11	202	0	0	0	0	0	0	7
PasserByVol:	0	39	0	0	130	0	0	0	0	0	0	0
Initial Fut:	17	575	40	76	1443	26	23	3	26	34	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	575	40	76	1443	26	23	3	26	34	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	575	40	76	1443	26	23	3	26	34	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	575	40	76	1443	26	23	3	26	34	2	37

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	3459	241	1750	3634	65	1592	208	1750	1700	100	1750

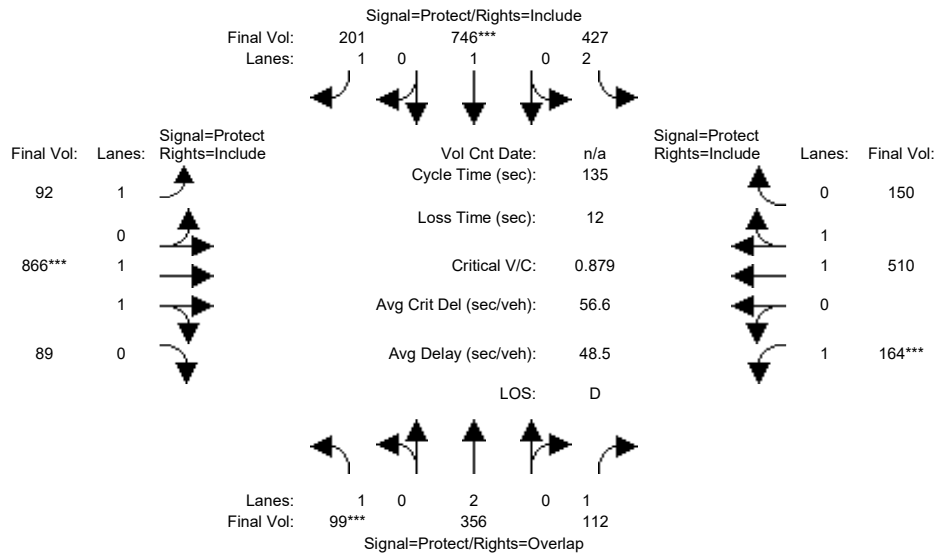
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.17	0.17	0.04	0.40	0.40	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.21	0.21	0.05	0.50	0.50	0.12	0.12	0.12	0.16	0.16	0.17
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
HCM2kAvgQ:	0	2	2	0	6	6	1	1	1	1	1	1

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

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Cumulative PM GP w/ Max Residential

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	93	9	32	163	8	4	27	0	26	10	16
PasserByVol:	0	27	0	2	96	9	6	0	0	0	0	1
Initial Fut:	99	356	112	427	746	201	92	866	89	164	510	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	356	112	427	746	201	92	866	89	164	510	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	356	112	427	746	201	92	866	89	164	510	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	356	112	427	746	201	92	866	89	164	510	150

Saturation 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	1.53	0.47
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3355	345	1750	2858	841

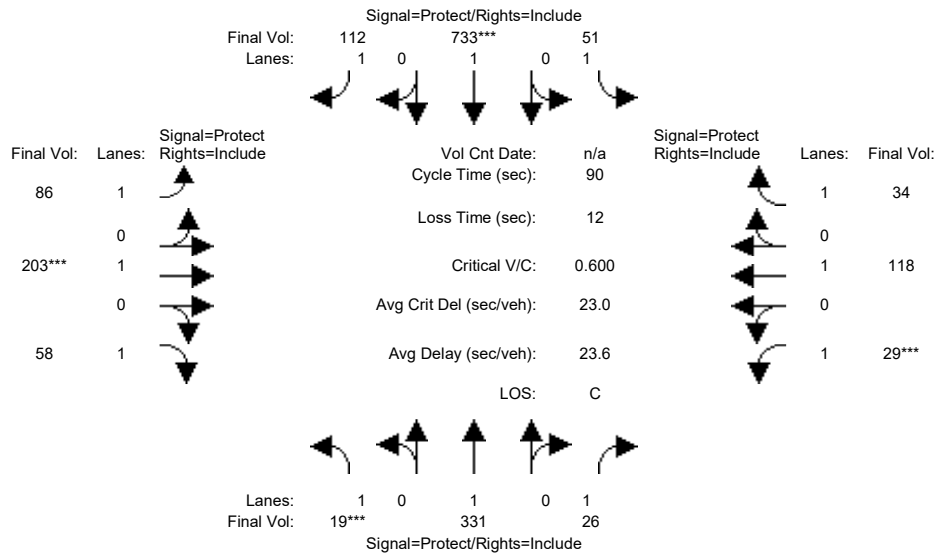
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.14	0.39	0.11	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	8.7	28.2	42.6	40.8	60.3	60.3	12.3	39.6	39.6	14.4	41.7	41.7
Volume/Cap:	0.88	0.45	0.20	0.45	0.88	0.26	0.58	0.88	0.88	0.88	0.58	0.58
Delay/Veh:	111.9	47.0	34.0	38.4	44.5	23.5	64.0	53.8	53.8	94.1	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.9	47.0	34.0	38.4	44.5	23.5	64.0	53.8	53.8	94.1	40.0	40.0
LOS by Move:	F	D	C-	D+	D	C	E	D-	D-	F	D	D
HCM2kAvgQ:	5	6	3	8	29	5	4	21	21	8	12	12

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:	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	102	0	0	189	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	75	0	0	55	0	0	25	0
Initial Fut:	19	331	26	51	733	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	331	26	51	733	112	86	203	58	29	118	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	331	26	51	733	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	331	26	51	733	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

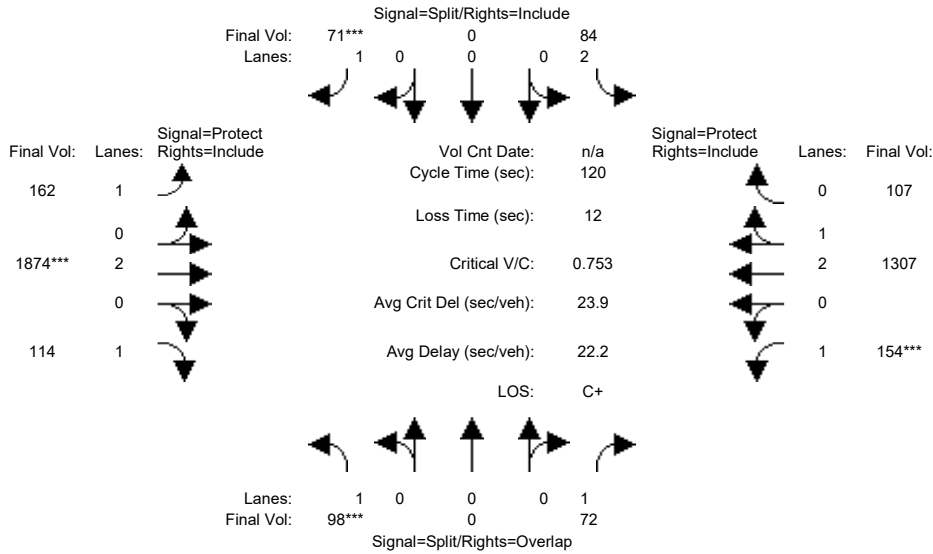
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.01	0.03	0.39	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.5	39.5	17.6	50.1	50.1	8.6	13.9	13.9	7.0	12.3	12.3
Volume/Cap:	0.14	0.40	0.03	0.15	0.69	0.11	0.51	0.69	0.21	0.21	0.46	0.14
Delay/Veh:	39.2	17.5	14.4	30.2	16.4	9.5	41.5	43.0	33.7	39.7	37.0	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:	39.2	17.5	14.4	30.2	16.4	9.5	41.5	43.0	33.7	39.7	37.0	34.5
LOS by Move:	D	B	B	C	B	A	D	D	C-	D	D+	C-
HCM2kAvgQ:	1	6	0	1	14	1	3	7	2	1	4	1

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

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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	402	0	0	289	0
PasserByVol:	0	0	0	24	0	21	28	106	0	10	150	25
Initial Fut:	98	0	72	84	0	71	162	1874	114	154	1307	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	1874	114	154	1307	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1874	114	154	1307	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	1874	114	154	1307	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	2.76	0.24
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5176	424

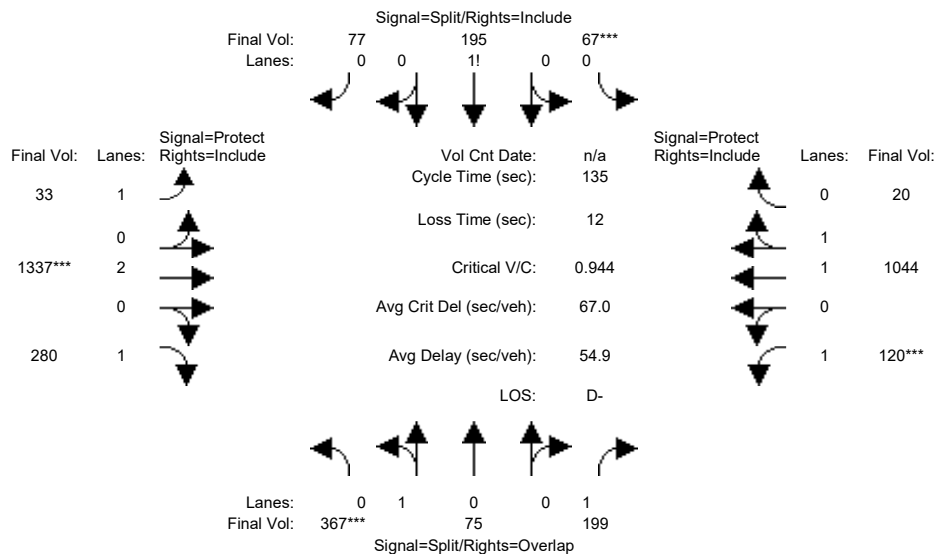
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.49	0.07	0.09	0.25	0.25
Crit Moves:	***					***	***	***		***		
Green Time:	8.9	0.0	22.9	6.5	0.0	6.5	24.8	78.6	78.6	14.0	67.8	67.8
Volume/Cap:	0.75	0.00	0.22	0.49	0.00	0.75	0.45	0.75	0.10	0.75	0.45	0.45
Delay/Veh:	76.1	0.0	41.3	57.4	0.0	84.4	42.5	15.4	7.7	65.9	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	0.0	41.3	57.4	0.0	84.4	42.5	15.4	7.7	65.9	15.3	15.3
LOS by Move:	E-	A	D	E+	A	F	D	B	A	E	B	B
HCM2kAvgQ:	6	0	2	3	0	4	5	22	2	6	10	10

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:	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	24	0	0	0	0	165	0	18	182	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	199	67	195	77	33	1337	280	120	1044	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	199	67	195	77	33	1337	280	120	1044	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	199	67	195	77	33	1337	280	120	1044	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	199	67	195	77	33	1337	280	120	1044	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	3630	70

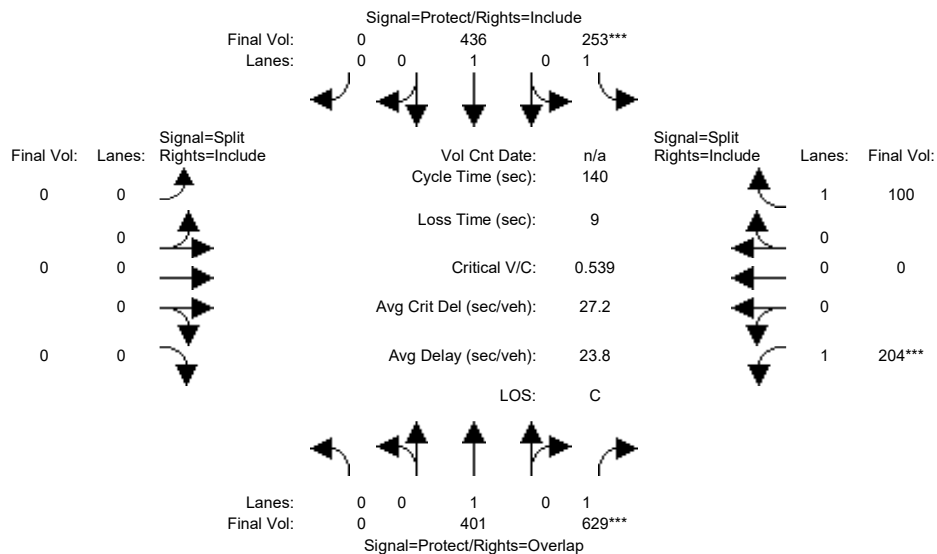
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.11	0.19	0.19	0.19	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***			****			****			****		
Green Time:	35.1	35.1	44.9	27.7	27.7	27.7	9.2	50.3	50.3	9.8	51.0	51.0
Volume/Cap:	0.94	0.94	0.34	0.94	0.94	0.94	0.28	0.94	0.43	0.94	0.76	0.76
Delay/Veh:	76.8	76.8	34.2	86.0	86.0	86.0	61.0	53.8	32.1	124.6	39.2	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:	76.8	76.8	34.2	86.0	86.0	86.0	61.0	53.8	32.1	124.6	39.2	39.2
LOS by Move:	E-	E-	C-	F	F	F	E	D-	C-	F	D	D
HCM2kAvgQ:	21	21	6	19	19	19	1	26	9	6	20	20

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM GP w/ Max Residential

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	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	24	40	0	18	0	0	0	0	31	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	401	629	253	436	0	0	0	0	204	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	401	629	253	436	0	0	0	0	204	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	401	629	253	436	0	0	0	0	204	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	401	629	253	436	0	0	0	0	204	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

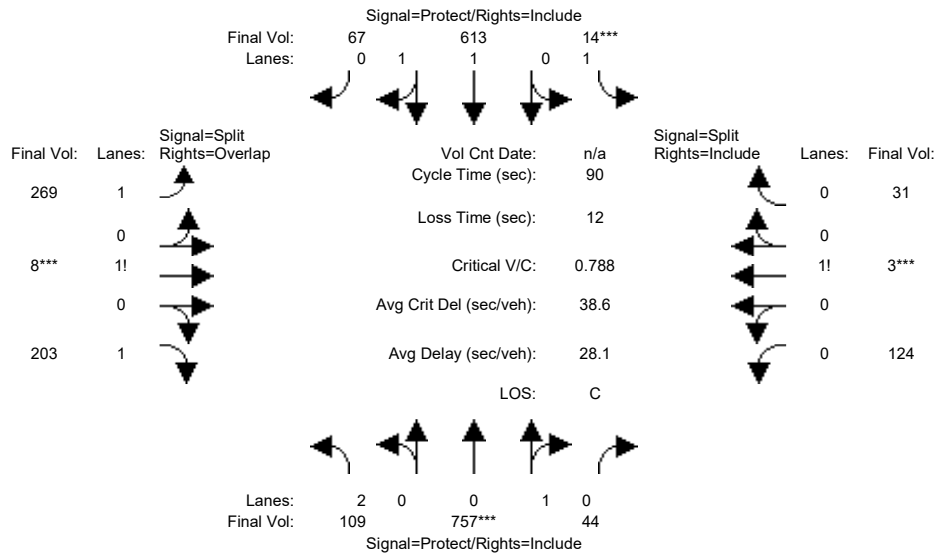
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.36	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	63.1	93.4	37.6	101	0.0	0.0	0.0	0.0	30.3	0.0	30.3
Volume/Cap:	0.00	0.47	0.54	0.54	0.32	0.00	0.00	0.00	0.00	0.54	0.00	0.26
Delay/Veh:	0.0	27.2	12.6	45.1	7.3	0.0	0.0	0.0	0.0	50.2	0.0	46.0
User DelAdj:	1.00	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	27.2	12.6	45.1	7.3	0.0	0.0	0.0	0.0	50.2	0.0	46.0
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	14	9	6	0	0	0	0	8	0	4

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

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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	64	0	0	48	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	757	44	14	613	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	757	44	14	613	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	757	44	14	613	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	757	44	14	613	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	1701	99	1750	3335	365	2715	57	2478	1373	33	343

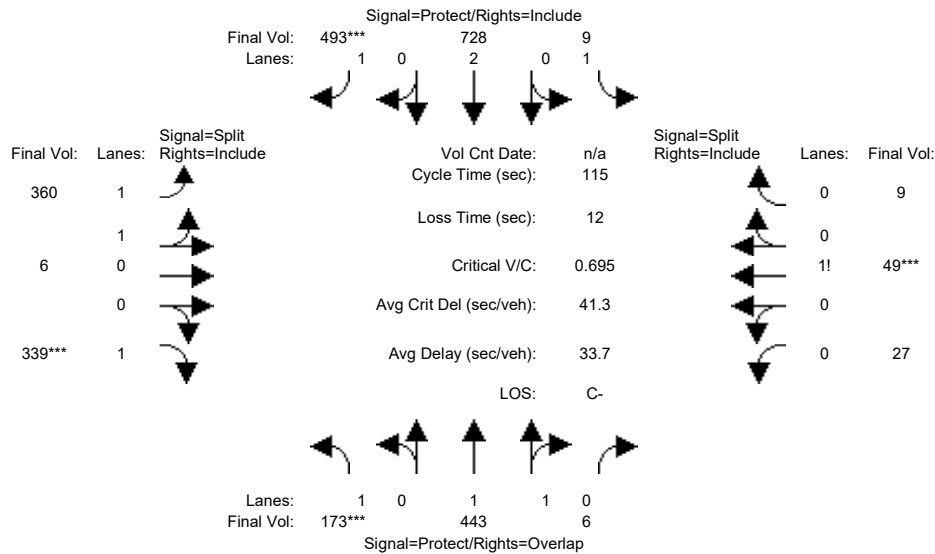
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.01	0.18	0.18	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.9	46.4	46.4	7.0	37.6	37.6	14.6	14.6	30.4	10.0	10.0	10.0
Volume/Cap:	0.20	0.86	0.86	0.10	0.44	0.44	0.61	0.86	0.24	0.81	0.81	0.81
Delay/Veh:	31.8	27.3	27.3	38.9	18.9	18.9	36.5	49.8	21.5	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:	31.8	27.3	27.3	38.9	18.9	18.9	36.5	49.8	21.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2kAvgQ:	1	22	22	0	7	7	6	10	3	7	7	7

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

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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
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:	78	1	0	0	0	48	63	0	105	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	173	443	6	9	728	493	360	6	339	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:	173	443	6	9	728	493	360	6	339	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	443	6	9	728	493	360	6	339	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:	173	443	6	9	728	493	360	6	339	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	3492	58	1750	556	1009	185

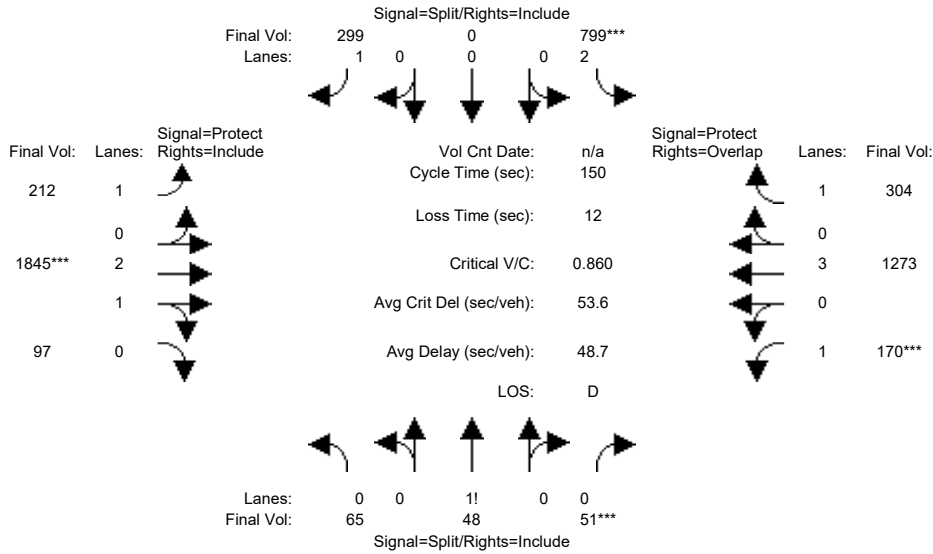
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.01	0.19	0.28	0.10	0.10	0.19	0.05	0.05	0.05
Crit Moves:	***					****			****			****
Green Time:	16.0	41.0	51.0	20.6	45.6	45.6	31.4	31.4	31.4	10.0	10.0	10.0
Volume/Cap:	0.71	0.34	0.27	0.03	0.48	0.71	0.38	0.38	0.71	0.56	0.56	0.56
Delay/Veh:	56.6	27.2	20.3	39.0	26.1	32.6	34.2	34.2	42.6	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:	56.6	27.2	20.3	39.0	26.1	32.6	34.2	34.2	42.6	55.0	55.0	55.0
LOS by Move:	E+	C	C+	D+	C	C-	C-	C-	D	D-	D-	D-
HCM2kAvgQ:	6	6	5	0	9	16	5	5	12	4	4	4

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

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Cumulative PM GP w/ Max Residential

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:	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:	7	11	0	105	0	0	1	369	32	0	282	67
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	65	48	51	799	0	299	212	1845	97	170	1273	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	1.00
PHF Adj:	1.00	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	48	51	799	0	299	212	1845	97	170	1273	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	48	51	799	0	299	212	1845	97	170	1273	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	48	51	799	0	299	212	1845	97	170	1273	304

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	0.29	0.31	2.00	0.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	694	512	544	3150	0	1750	1750	5320	280	1750	5700	1750

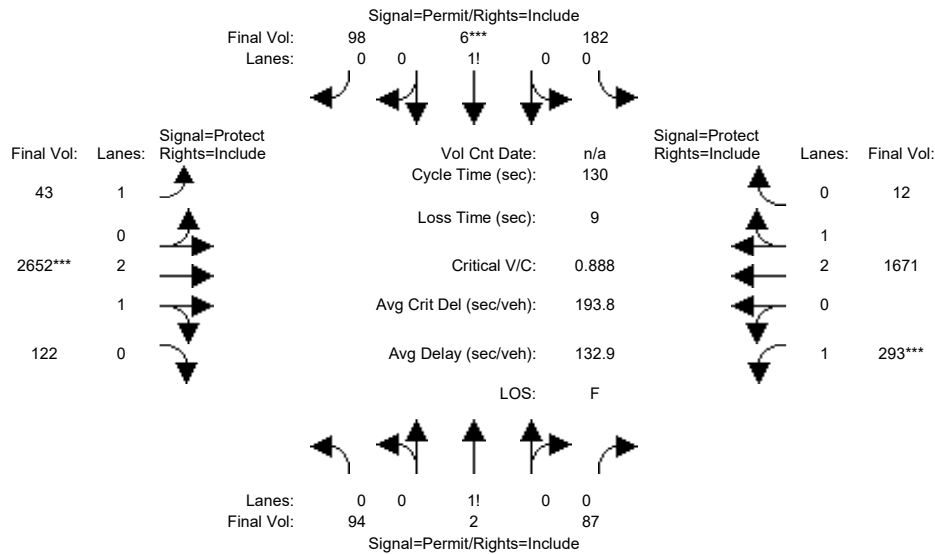
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.25	0.00	0.17	0.12	0.35	0.35	0.10	0.22	0.17
Crit Moves:			****	****				****		****		
Green Time:	16.3	16.3	16.3	44.2	0.0	44.2	27.2	60.5	60.5	16.9	50.2	94.4
Volume/Cap:	0.86	0.86	0.86	0.86	0.00	0.58	0.67	0.86	0.86	0.86	0.67	0.28
Delay/Veh:	96.1	96.1	96.1	58.1	0.0	46.6	62.5	44.5	44.5	94.9	43.7	12.6
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:	96.1	96.1	96.1	58.1	0.0	46.6	62.5	44.5	44.5	94.9	43.7	12.6
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B
HCM2kAvgQ:	9	9	9	22	0	12	9	27	27	9	16	6

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:	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	474	0	0	349	0
PasserByVol:	0	1	0	39	0	12	5	360	0	88	318	4
Initial Fut:	88	2	82	171	6	92	40	2493	115	275	1571	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	2652	122	293	1671	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2652	122	293	1671	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	2652	122	293	1671	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	5353	247	1750	5561	39

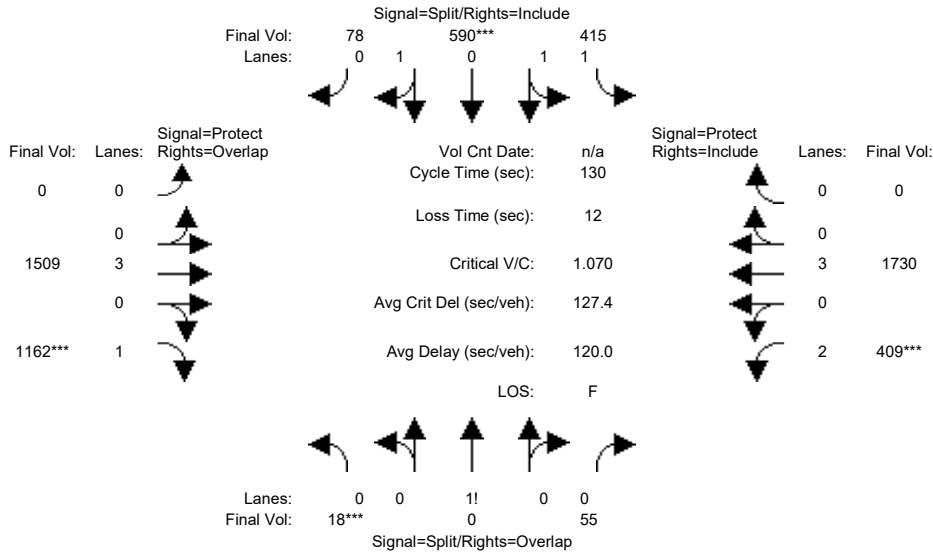
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.50	0.50	0.17	0.30	0.30
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.40	1.40	0.72	0.61	0.61
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	225	225.2	52.6	24.4	24.4
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	33.8	33.8	33.8	55.6	225	225.2	52.6	24.4	24.4
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2kAvgQ:	6	6	6	10	10	10	2	69	69	11	16	16

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 GP w/ Max Residential

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	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	283	191	60	349	0
PasserByVol:	0	0	0	2	18	4	0	130	343	0	311	0
Initial Fut:	18	0	55	415	590	78	0	1509	1162	409	1730	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	1509	1162	409	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	590	78	0	1509	1162	409	1730	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	1509	1162	409	1730	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:

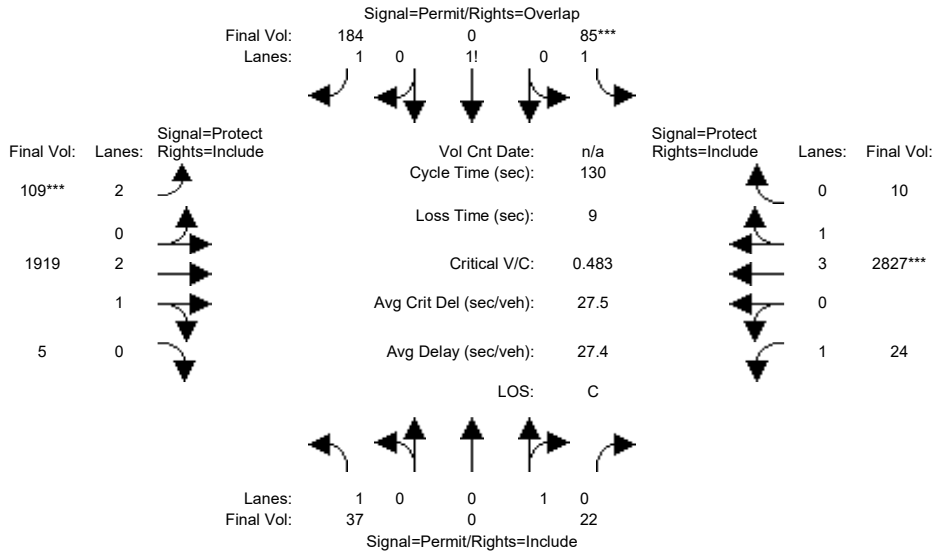
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.26	0.66	0.13	0.30	0.00
Crit Moves:	***			****			****			****		
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.24	1.36	0.81	0.81	0.00
Delay/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	186	213.8	79.7	51.5	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	186	213.8	79.7	51.5	0.0
LOS by Move:	D	A	C	E+	E+	E+	A	F	F	E-	D-	A
HCM2kAvgQ:	3	0	2	19	19	19	0	37	103	13	27	0

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

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Level Of Service Computation Report
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Cumulative PM GP w/ Max Residential

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	283	0	0	416	0
PasserByVol:	0	0	0	0	0	0	24	101	0	0	313	0
Initial Fut:	35	0	21	80	0	173	102	1804	5	23	2657	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	1919	5	24	2827	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1919	5	24	2827	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	1919	5	24	2827	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

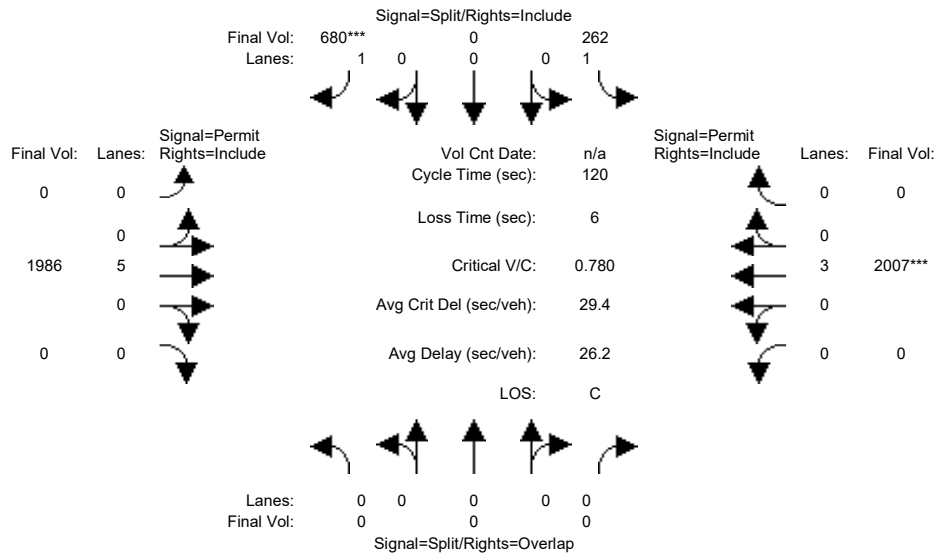
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.34	0.34	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.71	0.71	0.14	0.74	0.74
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.4	27.4	53.6	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.4	27.4	53.6	26.2	26.2
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C	C
HCM2kAvgQ:	1	0	1	2	0	3	2	19	19	1	22	22

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

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Cumulative PM GP w/ Max Residential

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	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	83	0	283	0	0	334	0
PasserByVol:	0	0	0	0	0	17	0	108	0	0	298	0
Initial Fut:	0	0	0	262	0	680	0	1986	0	0	2007	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	680	0	1986	0	0	2007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	680	0	1986	0	0	2007	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	680	0	1986	0	0	2007	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

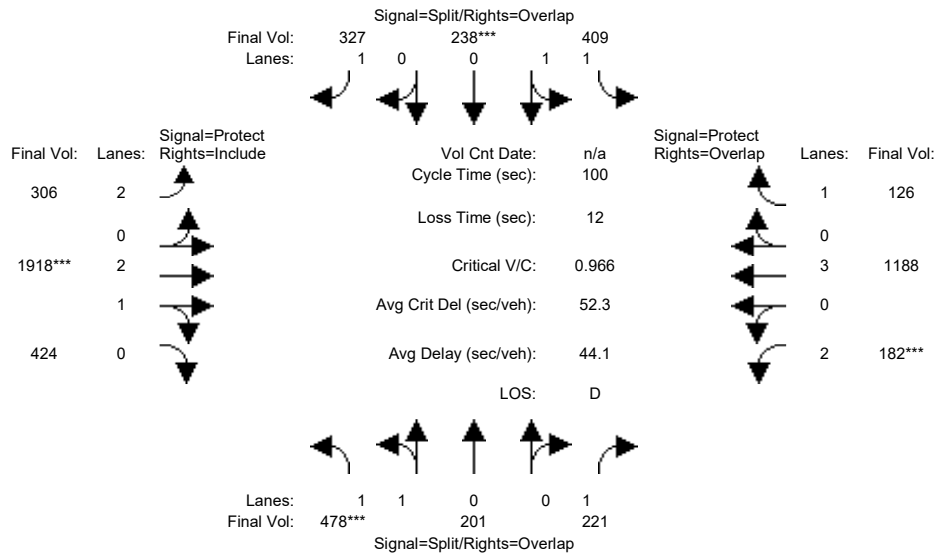
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.39	0.00	0.21	0.00	0.00	0.35	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	59.8	0.0	59.8	0.0	54.2	0.0	0.0	54.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.78	0.00	0.46	0.00	0.00	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	0.0	29.2	0.0	22.9	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	18.0	0.0	29.2	0.0	22.9	0.0	0.0	29.4	0.0
LOS by Move:	A	A	A	B	A	C	A	C+	A	A	C	A
HCM2kAvgQ:	0	0	0	6	0	23	0	10	0	0	21	0

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

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Cumulative PM GP w/ Max Residential

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	191	24	0	217	140	89	120	155	14	106	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	478	201	221	409	238	327	306	1918	424	182	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:	478	201	221	409	238	327	306	1918	424	182	1188	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	201	221	409	238	327	306	1918	424	182	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:	478	201	221	409	238	327	306	1918	424	182	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:	1.42	0.58	1.00	1.27	0.73	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2499	1051	1750	2244	1306	1750	3150	4585	1014	3150	5700	1750

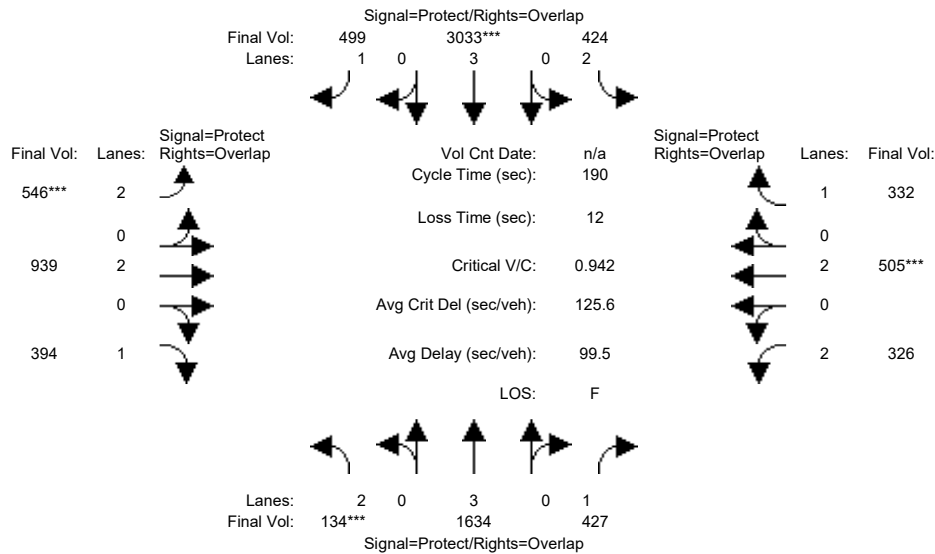
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.13	0.18	0.18	0.19	0.10	0.42	0.42	0.06	0.21	0.07
Crit Moves:	***				***			***		***		
Green Time:	19.6	19.6	26.6	18.6	18.6	34.5	15.8	42.8	42.8	7.0	34.0	52.6
Volume/Cap:	0.98	0.98	0.48	0.98	0.98	0.54	0.61	0.98	0.98	0.83	0.61	0.14
Delay/Veh:	68.5	68.5	31.6	69.8	69.8	27.4	41.5	41.7	41.7	67.7	28.1	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:	68.5	68.5	31.6	69.8	69.8	27.4	41.5	41.7	41.7	67.7	28.1	12.2
LOS by Move:	E	E	C	E	E	C	D	D	D	E	C	B
HCM2kAvgQ:	16	16	6	16	16	9	5	26	26	6	11	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)
Cumulative PM GP w/ Max Residential

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	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	387	33	127	684	126	90	99	0	26	74	96
PasserByVol:	8	160	29	47	234	44	66	71	32	12	40	35
Initial Fut:	134	2043	427	424	3839	499	546	939	394	326	505	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	1634	427	424	3033	499	546	939	394	326	505	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1634	427	424	3033	499	546	939	394	326	505	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	1634	427	424	3033	499	546	939	394	326	505	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

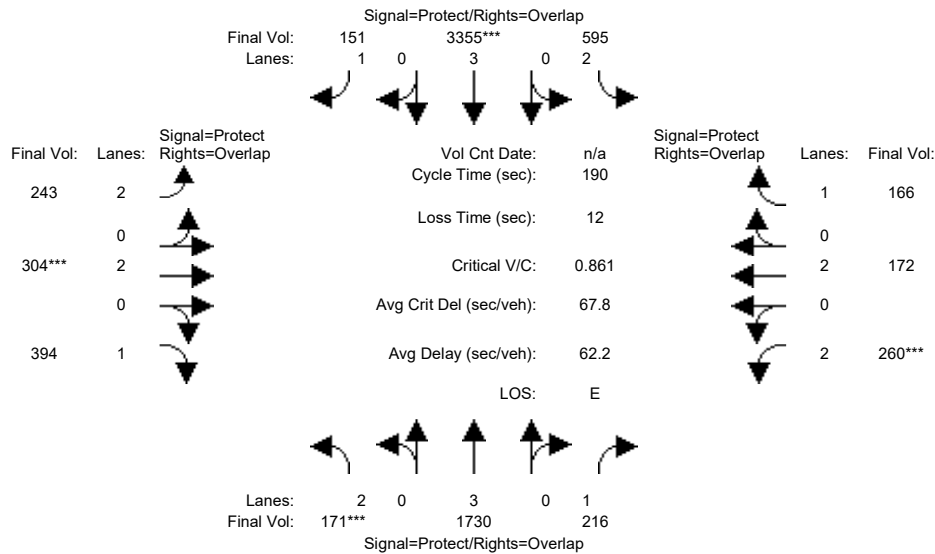
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.24	0.13	0.53	0.29	0.17	0.25	0.23	0.10	0.13	0.19
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.62	0.42	1.09	1.06	0.45	1.34	1.04	0.70	0.92	0.60	0.55
Delay/Veh:	87.7	59.8	42.5	160.7	115	38.4	251.2	113	58.9	109.4	66.4	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	59.8	42.5	160.7	115	38.4	251.2	113	58.9	109.4	66.4	50.5
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2kAvgQ:	4	27	22	20	68	25	28	29	20	14	13	16

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 GP w/ Max Residential

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	395	1	0	691	19	25	15	0	1	11	0
PasserByVol:	40	111	14	97	196	12	50	20	195	8	42	11
Initial Fut:	171	2163	216	595	4247	151	243	304	394	260	172	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	1730	216	595	3355	151	243	304	394	260	172	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1730	216	595	3355	151	243	304	394	260	172	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	1730	216	595	3355	151	243	304	394	260	172	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

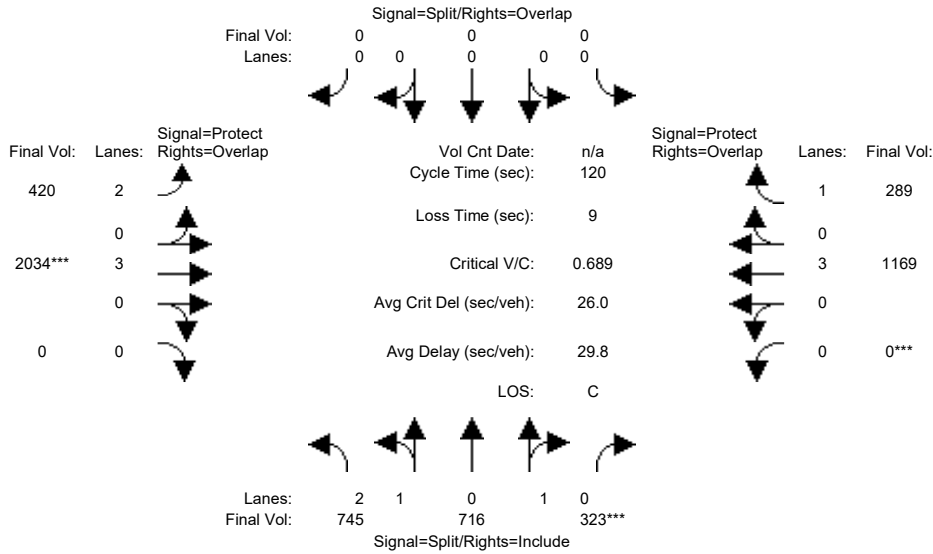
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.59	0.09	0.08	0.08	0.23	0.08	0.05	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.67	0.22	0.88	1.03	0.13	0.90	0.51	0.89	0.73	0.25	0.24
Delay/Veh:	82.6	40.9	20.2	83.2	65.1	12.1	113.7	72.8	86.6	87.3	65.2	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	40.9	20.2	83.2	65.1	12.1	113.7	72.8	86.6	87.3	65.2	37.4
LOS by Move:	F	D	C+	F	E	B	F	E	F	F	E	D+
HCM2kAvgQ:	6	25	6	18	64	3	9	8	25	10	4	7

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 GP w/ Max Residential

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:	97	89	73	0	0	0	62	280	0	0	237	36
PasserByVol:	194	13	0	0	0	0	33	74	0	0	106	0
Initial Fut:	745	716	323	0	0	0	420	2034	0	0	1169	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:	745	716	323	0	0	0	420	2034	0	0	1169	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	716	323	0	0	0	420	2034	0	0	1169	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:	745	716	323	0	0	0	420	2034	0	0	1169	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:

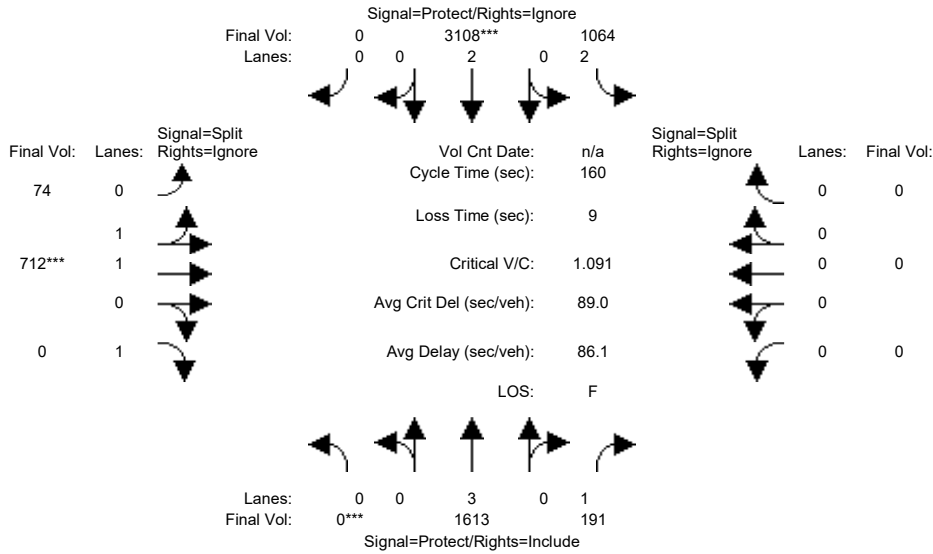
Vol/Sat:	0.24	0.28	0.28	0.00	0.00	0.00	0.13	0.36	0.00	0.00	0.21	0.17
Crit Moves:	****						****			****		
Green Time:	48.9	48.9	48.9	0.0	0.0	0.0	24.5	62.1	0.0	0.0	37.6	37.6
Volume/Cap:	0.58	0.69	0.69	0.00	0.00	0.00	0.65	0.69	0.00	0.00	0.65	0.53
Delay/Veh:	27.9	30.1	30.1	0.0	0.0	0.0	46.3	22.4	0.0	0.0	36.4	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:	27.9	30.1	30.1	0.0	0.0	0.0	46.3	22.4	0.0	0.0	36.4	34.8
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	C-
HCM2kAvgQ:	13	17	17	0	0	0	8	18	0	0	12	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)
Cumulative PM GP w/ Max Residential

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:	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	319	34	195	355	0	0	99	228	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1613	191	1064	3108	0	74	712	1212	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	1613	191	1064	3108	0	74	712	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1613	191	1064	3108	0	74	712	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	1613	191	1064	3108	0	74	712	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	348	3351	1750	0	0	0

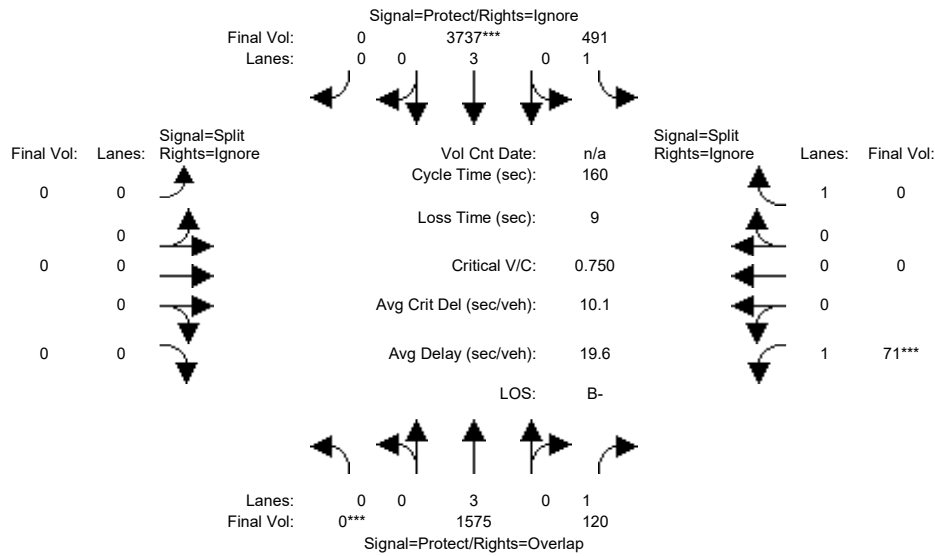
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.34	0.82	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.27	1.21	1.19	0.00	0.83	0.83	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	28.0	162.5	95.5	0.0	63.3	63.3	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	35.4	28.0	162.5	95.5	0.0	63.3	63.3	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	F	A	E	E	A	A	A	A
HCM2kAvgQ:	0	19	5	47	105	0	17	17	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)
Cumulative PM GP w/ Max Residential

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	353	0	3	579	0	0	0	0	1	0	1
PasserByVol:	0	173	0	21	380	14	0	0	0	0	0	3
Initial Fut:	0	1575	120	491	3737	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	1575	120	491	3737	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1575	120	491	3737	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	1575	120	491	3737	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

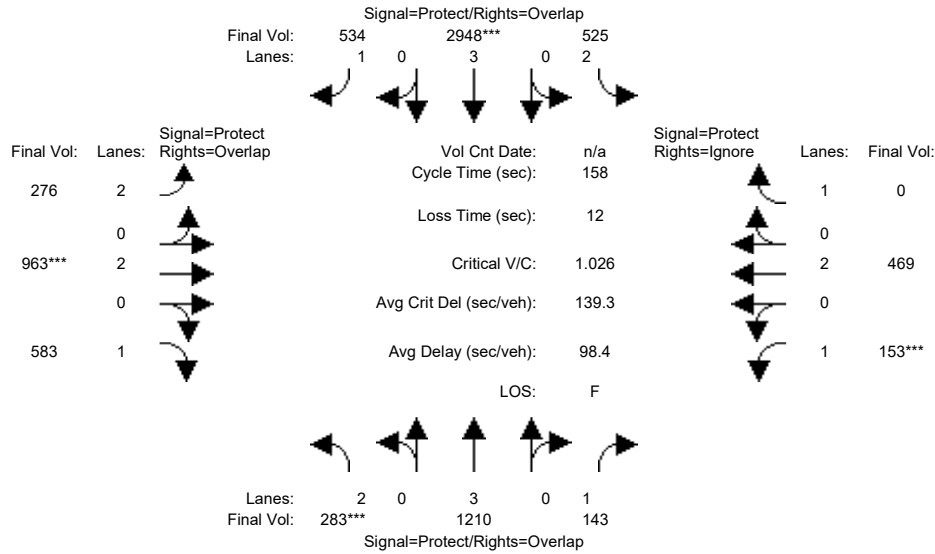
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.28	0.67	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.12	0.78	0.82	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.6	14.8	52.2	9.1	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	52.2	9.1	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
HCM2kAvgQ:	0	18	3	21	31	0	0	0	0	4	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 GP w/ Max Residential

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:	35	343	0	3	550	27	9	3	79	0	2	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	283	1210	143	525	2948	534	276	963	583	153	469	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:	283	1210	143	525	2948	534	276	963	583	153	469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1210	143	525	2948	534	276	963	583	153	469	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:	283	1210	143	525	2948	534	276	963	583	153	469	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

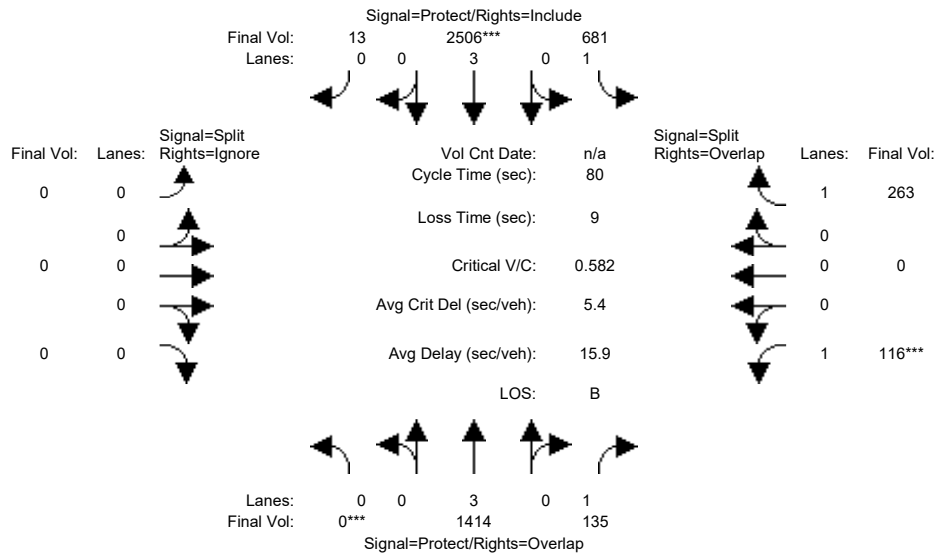
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.17	0.52	0.31	0.09	0.25	0.33	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.75	0.59	0.17	0.97	1.26	0.58	0.76	0.89	0.82	0.81	0.45	0.00
Delay/Veh:	75.1	38.9	20.0	95.6	173	33.3	76.5	63.4	49.6	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:	75.1	38.9	20.0	95.6	173	33.3	76.5	63.4	49.6	91.8	47.5	0.0
LOS by Move:	E-	D+	B-	F	F	C-	E-	E	D	F	D	A
HCM2kAvgQ:	8	14	3	16	70	21	8	24	28	10	9	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 GP w/ Max Residential

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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	375	0	4	625	0	0	0	0	0	0	3
PasserByVol:	0	139	0	36	250	13	0	0	0	0	0	1
Initial Fut:	0	1414	135	681	2506	13	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	1414	135	681	2506	13	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1414	135	681	2506	13	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	1414	135	681	2506	13	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	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	29	0	0	0	1750	0	1750

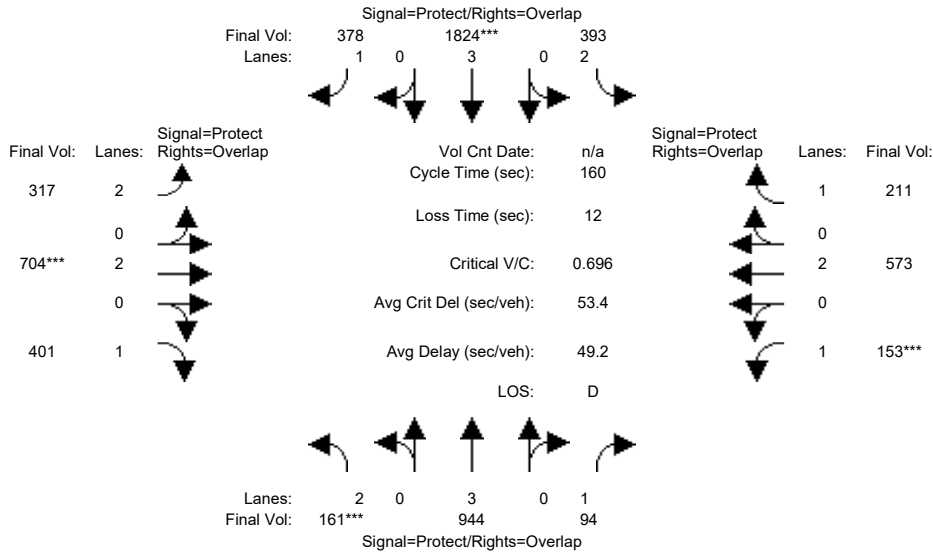
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.39	0.45	0.45	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.68	0.16	0.95	0.58	0.58	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	22.2	11.8	45.9	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	22.2	11.8	45.9	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+
HCM2kAvgQ:	0	10	2	17	8	8	0	0	0	4	0	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 GP w/ Max Residential

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:												
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	375	0	0	625	0	0	0	0	0	0	0
PasserByVol:	0	135	0	19	225	19	1	0	0	0	4	2
Initial Fut:	161	944	94	393	1824	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	944	94	393	1824	378	317	704	401	153	573	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	94	393	1824	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	944	94	393	1824	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

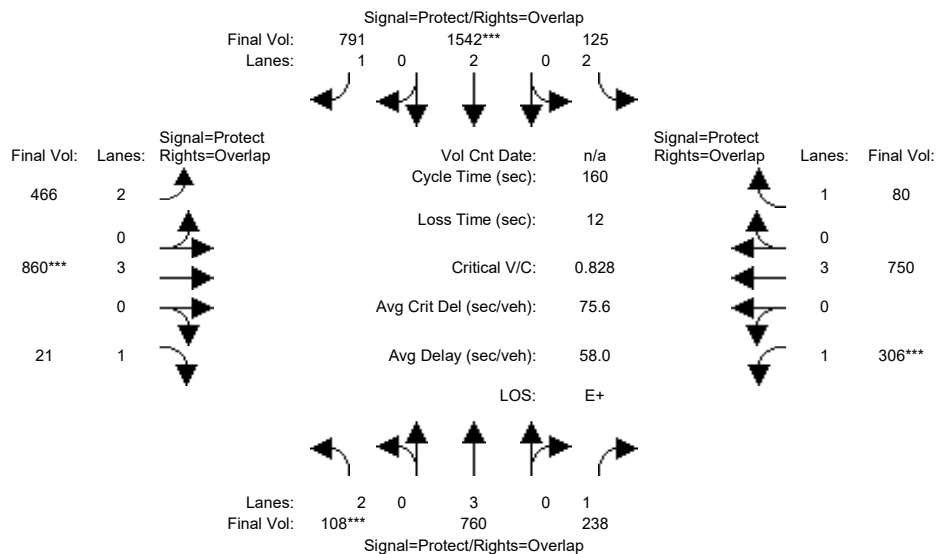
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.05	0.12	0.32	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.60	0.13	0.59	0.88	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	50.8	29.7	58.4	52.7	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	50.8	29.7	58.4	52.7	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	47	20	16	25	27	16	23	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)
Cumulative PM GP w/ Max Residential

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	357	0	0	570	55	18	0	0	0	0	0
PasserByVol:	27	68	0	2	102	175	143	42	0	40	31	0
Initial Fut:	108	760	238	125	1542	791	466	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	760	238	125	1542	791	466	860	21	306	750	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	760	238	125	1542	791	466	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	760	238	125	1542	791	466	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

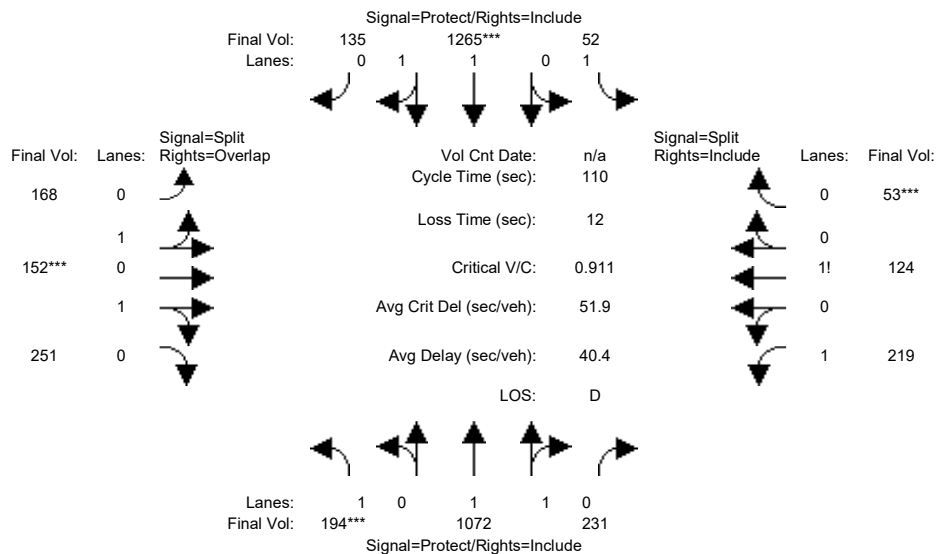
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.04	0.41	0.45	0.15	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***				****			****		****		
Green Time:	13.0	56.9	84.0	19.0	62.9	93.9	31.0	45.0	58.0	27.1	41.1	60.0
Volume/Cap:	0.42	0.37	0.26	0.33	1.03	0.77	0.76	0.54	0.03	1.03	0.51	0.12
Delay/Veh:	71.1	38.4	21.0	65.3	80.6	28.5	66.6	49.0	32.9	127.3	51.2	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	65.3	80.6	28.5	66.6	49.0	32.9	127.3	51.2	32.8
LOS by Move:	E	D+	C+	E	F	C	E	D	C-	F	D-	C-
HCM2kAvgQ:	3	9	7	4	46	32	12	11	1	22	11	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)
Cumulative PM GP w/ Max Residential

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	18	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	156	0	0	205	0	0	0	0	0	0	0
Initial Fut:	194	1072	231	52	1265	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	1072	231	52	1265	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1072	231	52	1265	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	1072	231	52	1265	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	1.80	0.20	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3044	656	1750	3343	357	1059	958	1582	2419	757	324

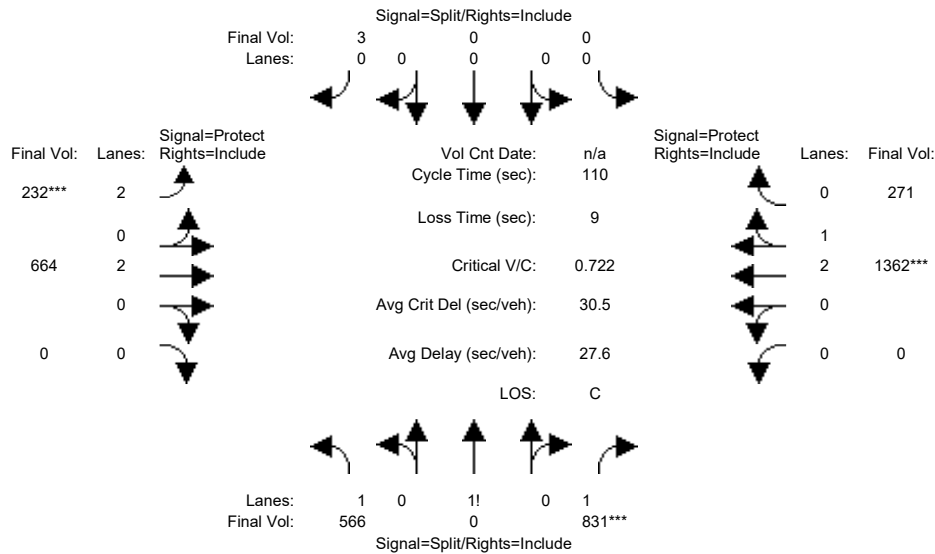
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.38	0.38	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****					****
Green Time:	13.4	50.0	50.0	9.0	45.7	45.7	19.2	19.2	32.5	19.8	19.8	19.8
Volume/Cap:	0.91	0.77	0.77	0.36	0.91	0.91	0.91	0.91	0.54	0.50	0.91	0.91
Delay/Veh:	85.8	27.5	27.5	49.3	38.7	38.7	62.1	62.1	33.0	41.2	67.3	67.3
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:	85.8	27.5	27.5	49.3	38.7	38.7	62.1	62.1	33.0	41.2	67.3	67.3
LOS by Move:	F	C	C	D	D+	D+	E	E	C-	D	E	E
HCM2kAvgQ:	8	19	19	2	21	21	14	14	9	6	14	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)
Cumulative PM GP w/ Max Residential

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
Movement:												
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	7	0	0	0	0	11	0	0	55	0
PasserByVol:	0	0	82	0	0	3	0	75	0	0	161	16
Initial Fut:	566	0	831	0	0	3	232	664	0	0	1362	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	831	0	0	3	232	664	0	0	1362	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	831	0	0	3	232	664	0	0	1362	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	831	0	0	3	232	664	0	0	1362	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	2.48	0.52
Final Sat.:	2459	0	2791	0	0	0	3150	3800	0	0	4669	929

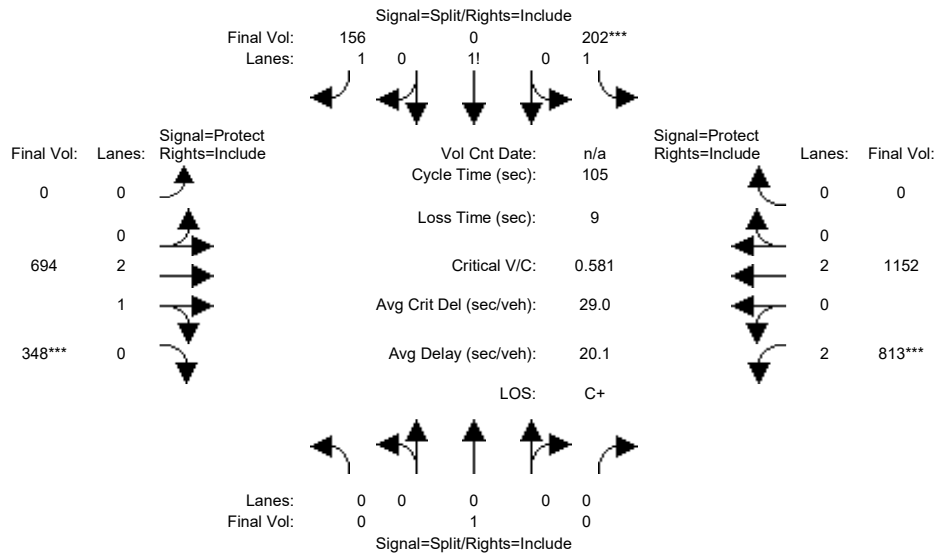
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.29	0.29
Crit Moves:			****				****				****	
Green Time:	45.4	0.0	45.4	0.0	0.0	0.0	11.2	55.6	0.0	0.0	44.4	44.4
Volume/Cap:	0.56	0.00	0.72	0.00	0.00	xxxx	0.72	0.35	0.00	0.00	0.72	0.72
Delay/Veh:	25.0	0.0	28.4	0.0	0.0	0.0	55.7	16.4	0.0	0.0	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:	25.0	0.0	28.4	0.0	0.0	0.0	55.7	16.4	0.0	0.0	28.8	28.8
LOS by Move:	C	A	C	A	A	A	E+	B	A	A	C	C
HCM2kAvgQ:	11	0	17	0	0	0	5	6	0	0	15	15

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 GP w/ Max Residential

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	11	0	37	18	0
PasserByVol:	0	1	0	34	0	0	0	38	0	157	30	0
Initial Fut:	0	1	0	202	0	156	0	694	348	813	1152	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	694	348	813	1152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	202	0	156	0	694	348	813	1152	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	694	348	813	1152	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

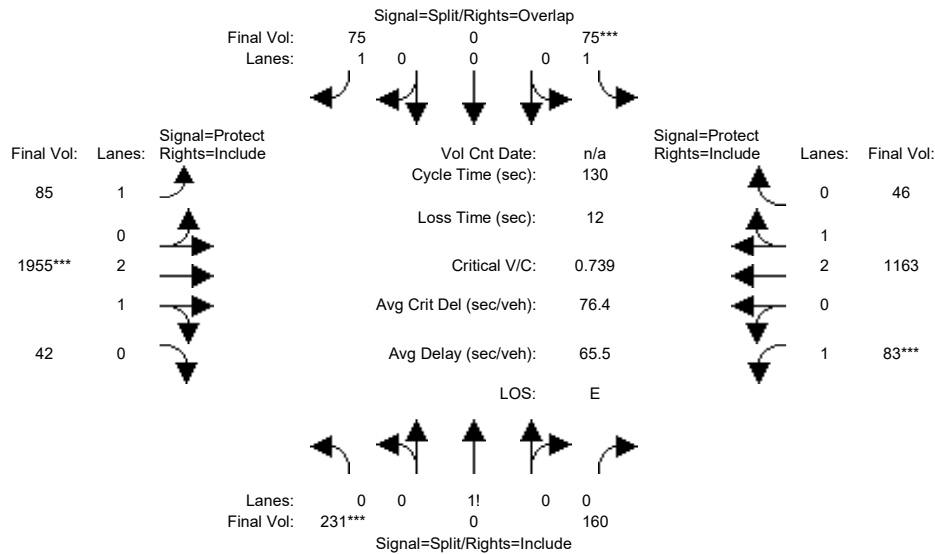
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.26	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.3	0.0	13.3	0.0	36.0	36.0	46.7	82.7	0.0
Volume/Cap:	0.00	xxxx	0.00	0.58	0.00	0.49	0.00	0.53	0.58	0.58	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	43.2	0.0	28.0	28.8	22.4	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	28.0	28.8	22.4	3.5	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C+	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	10	11	6	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 GP w/ Max Residential

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	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	3	4	349	0	0	269	0
PasserByVol:	0	0	0	4	0	0	2	71	2	0	106	20
Initial Fut:	215	0	149	70	0	70	79	1818	39	77	1082	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	75	85	1955	42	83	1163	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	75	0	75	85	1955	42	83	1163	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	75	85	1955	42	83	1163	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	2.88	0.12
Final Sat.:	1034	0	716	1750	0	1750	1750	5482	118	1750	5386	214

Capacity Analysis Module:

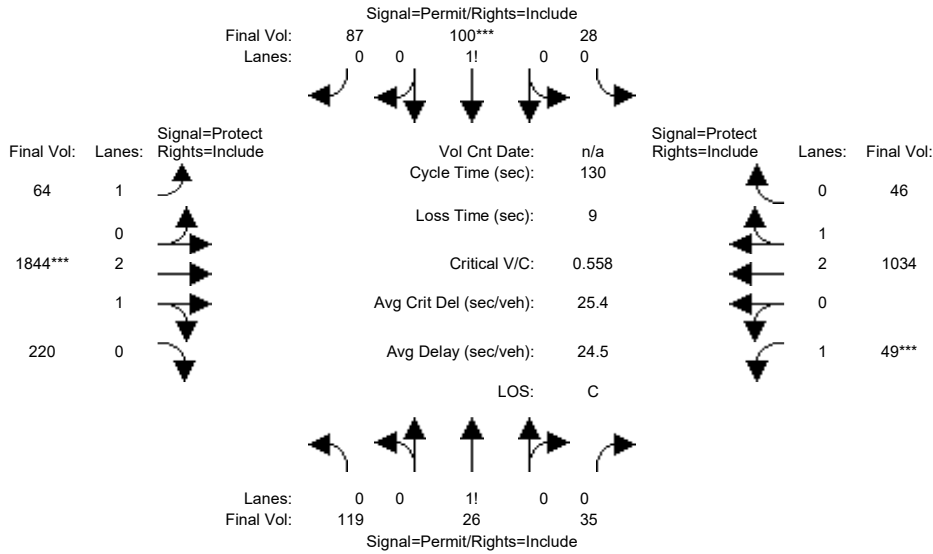
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.36	0.36	0.05	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.35	1.05	1.05	0.62	0.78	0.78
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	79.4	79.4	66.4	46.0	46.0
User DelAdj:	1.00	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	79.4	79.4	66.4	46.0	46.0
LOS by Move:	E	A	E	D+	A	C	D-	E-	E-	E	D	D
HCM2kAvgQ:	20	0	20	3	0	2	3	33	33	4	15	15

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 GP w/ Max Residential

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	16	312	21	0	242	0
PasserByVol:	3	0	4	2	0	2	6	62	5	12	100	14
Initial Fut:	115	25	34	27	97	84	62	1789	213	48	1003	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:	119	26	35	28	100	87	64	1844	220	49	1034	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	26	35	28	100	87	64	1844	220	49	1034	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:	119	26	35	28	100	87	64	1844	220	49	1034	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:	0.66	0.14	0.20	0.13	0.47	0.40	1.00	2.67	0.33	1.00	2.87	0.13
Final Sat.:	1157	251	342	227	816	707	1750	5003	596	1750	5359	240

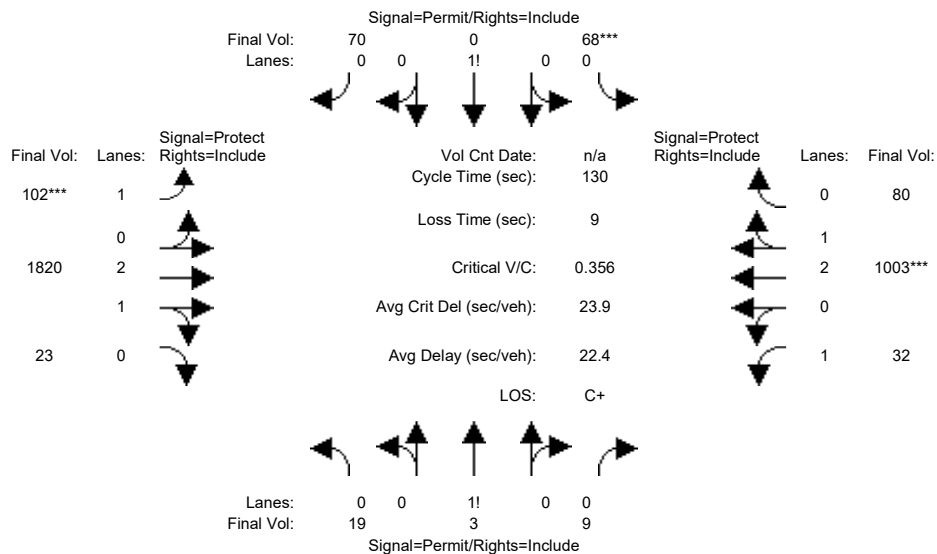
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.37	0.37	0.03	0.19	0.19
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.29	0.69	0.69	0.25	0.37	0.37
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.4	23.4	53.0	18.6	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:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.4	23.4	53.0	18.6	18.6
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C	C	D-	B-	B-
HCM2kAvgQ:	6	6	6	8	8	8	2	19	19	2	8	8

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 GP w/ Max Residential

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:												
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:	10	0	0	0	0	9	12	288	12	0	222	0
PasserByVol:	2	0	4	2	0	2	6	55	2	16	119	18
Initial Fut:	19	3	9	67	0	69	100	1784	23	31	983	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:	19	3	9	68	0	70	102	1820	23	32	1003	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	9	68	0	70	102	1820	23	32	1003	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:	19	3	9	68	0	70	102	1820	23	32	1003	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:	0.61	0.10	0.29	0.49	0.00	0.51	1.00	2.96	0.04	1.00	2.77	0.23
Final Sat.:	1073	169	508	862	0	888	1750	5529	71	1750	5188	412

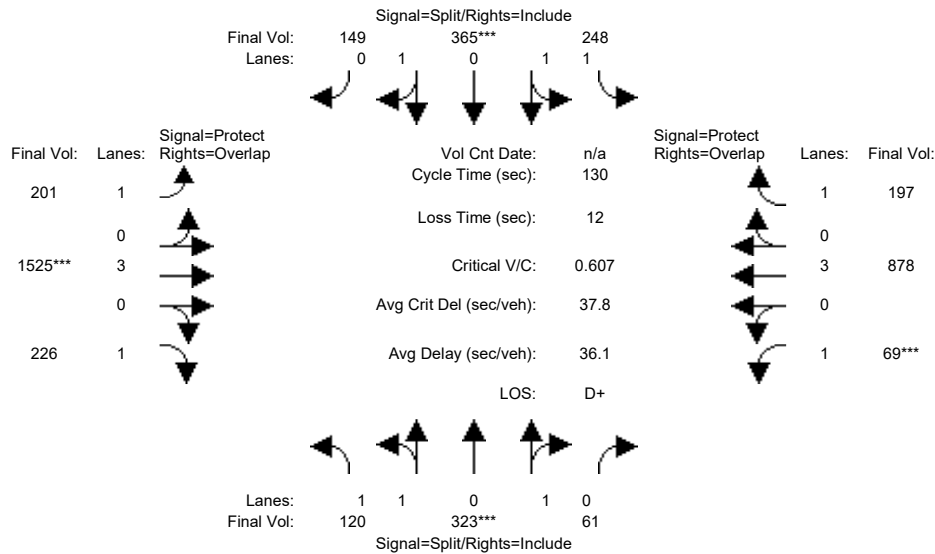
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.33	0.33	0.02	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	19.9	70.6	70.6	15.4	66.1	66.1
Volume/Cap:	0.07	0.07	0.07	0.29	0.00	0.29	0.38	0.61	0.61	0.15	0.38	0.38
Delay/Veh:	35.4	35.4	35.4	38.1	0.0	38.1	50.4	20.6	20.6	51.8	19.6	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:	35.4	35.4	35.4	38.1	0.0	38.1	50.4	20.6	20.6	51.8	19.6	19.6
LOS by Move:	D+	D+	D+	D+	A	D+	D	C+	C+	D-	B-	B-
HCM2kAvgQ:	1	1	1	5	0	5	4	16	16	1	9	9

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

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Cumulative PM GP w/ Max Residential

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:												
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:	7	0	0	0	0	7	10	268	10	0	208	0
PasserByVol:	2	0	0	14	0	1	1	57	2	4	149	46
Initial Fut:	120	323	61	248	365	149	201	1525	226	69	878	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:	120	323	61	248	365	149	201	1525	226	69	878	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	323	61	248	365	149	201	1525	226	69	878	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:	120	323	61	248	365	149	201	1525	226	69	878	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	1.40	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1773	2609	1065	1750	5700	1750	1750	5700	1750

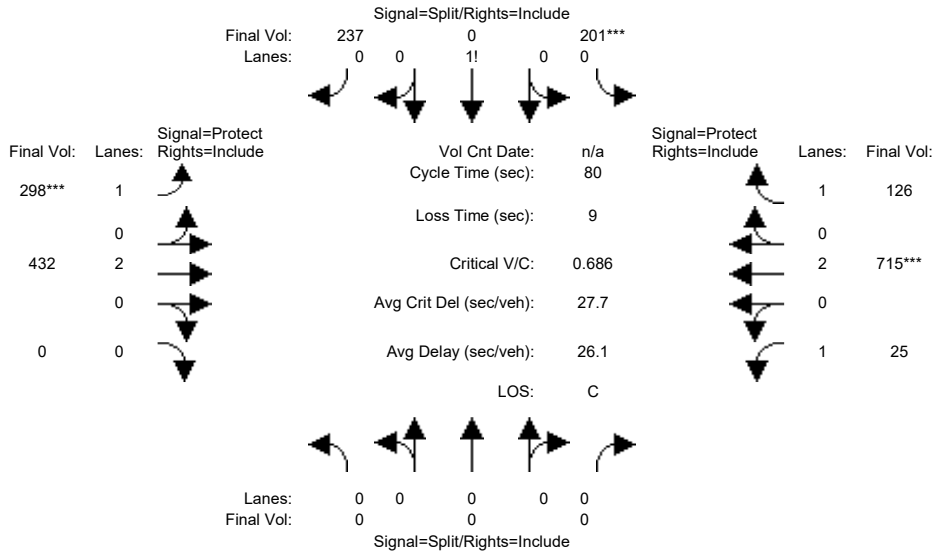
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.11	0.27	0.13	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.2	22.2	22.2	30.0	30.0	30.0	28.1	57.3	79.6	8.4	37.7	67.7
Volume/Cap:	0.40	0.61	0.61	0.61	0.61	0.61	0.53	0.61	0.21	0.61	0.53	0.22
Delay/Veh:	48.2	51.1	51.1	45.6	45.6	45.6	46.6	28.2	11.3	68.2	39.1	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:	48.2	51.1	51.1	45.6	45.6	45.6	46.6	28.2	11.3	68.2	39.1	17.0
LOS by Move:	D	D-	D-	D	D	D	D	C	B+	E	D	B
HCM2kAvgQ:	5	8	8	10	10	10	7	15	4	4	10	4

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

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Level Of Service Computation Report
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Cumulative PM GP w/ Max Residential

Intersection #64: Perimeter Road / Vallco Parkway



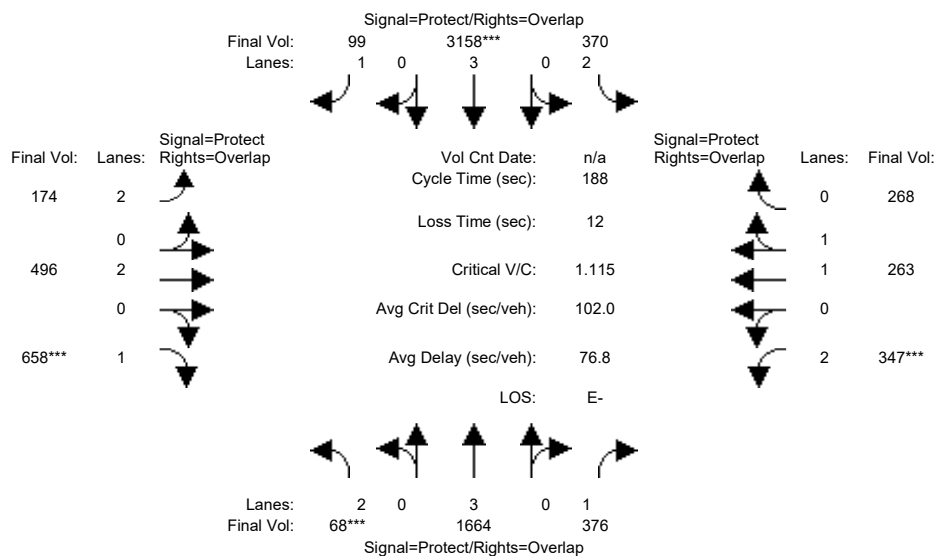
Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	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	140	0	154	248	28	0	0	30	96
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	201	0	237	298	432	0	25	715	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:	0	0	0	201	0	237	298	432	0	25	715	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	237	298	432	0	25	715	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:	0	0	0	201	0	237	298	432	0	25	715	126
Saturation 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	803	0	947	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.11	0.00	0.01	0.19	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.2	0.0	29.2	19.9	24.6	0.0	17.2	21.9	21.9
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.69	0.37	0.00	0.07	0.69	0.26
Delay/Veh:	0.0	0.0	0.0	24.6	0.0	24.6	31.8	21.8	0.0	25.1	27.9	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	0.0	0.0	24.6	0.0	24.6	31.8	21.8	0.0	25.1	27.9	23.0
LOS by Move:	A	A	A	C	A	C	C	C+	A	C	C	C+
HCM2kAvgQ:	0	0	0	11	0	11	7	4	0	1	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)
Cumulative PM GP w/ Max Residential

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:	13	233	13	0	301	0	0	0	15	17	0	0
PasserByVol:	9	627	5	14	268	7	11	10	0	68	10	8
Initial Fut:	68	2080	376	370	3998	99	174	496	658	347	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:	68	1664	376	370	3158	99	174	496	658	347	263	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1664	376	370	3158	99	174	496	658	347	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:	68	1664	376	370	3158	99	174	496	658	347	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

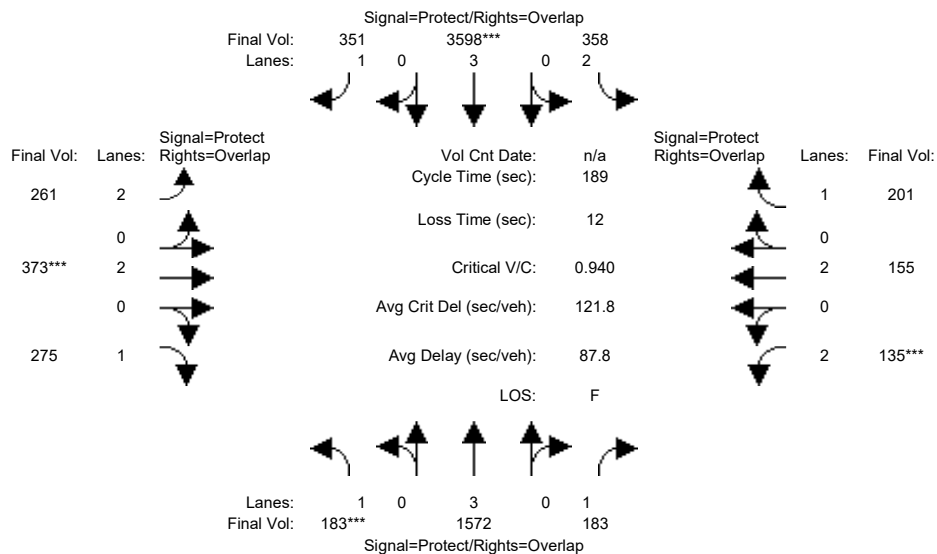
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.21	0.12	0.55	0.06	0.06	0.13	0.38	0.11	0.14	0.15
Crit Moves:	***			****			****			****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.32	0.61	0.35	0.81	1.00	0.09	0.68	0.76	1.57	0.79	0.60	0.41
Delay/Veh:	81.0	35.3	17.2	84.5	55.2	12.7	88.1	76.0	338.1	84.6	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:	81.0	35.3	17.2	84.5	55.2	12.7	88.1	76.0	338.1	84.6	63.0	41.6
LOS by Move:	F	D+	B	F	E+	B	F	E-	F	F	E	D
HCM2kAvgQ:	2	22	10	14	64	2	7	14	71	13	13	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 GP w/ Max Residential

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:	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:	7	260	5	0	334	0	0	0	10	10	0	0
PasserByVol:	9	487	6	5	339	20	64	13	2	0	6	34
Initial Fut:	183	1965	183	358	4555	351	261	373	275	135	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:	183	1572	183	358	3598	351	261	373	275	135	155	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1572	183	358	3598	351	261	373	275	135	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:	183	1572	183	358	3598	351	261	373	275	135	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

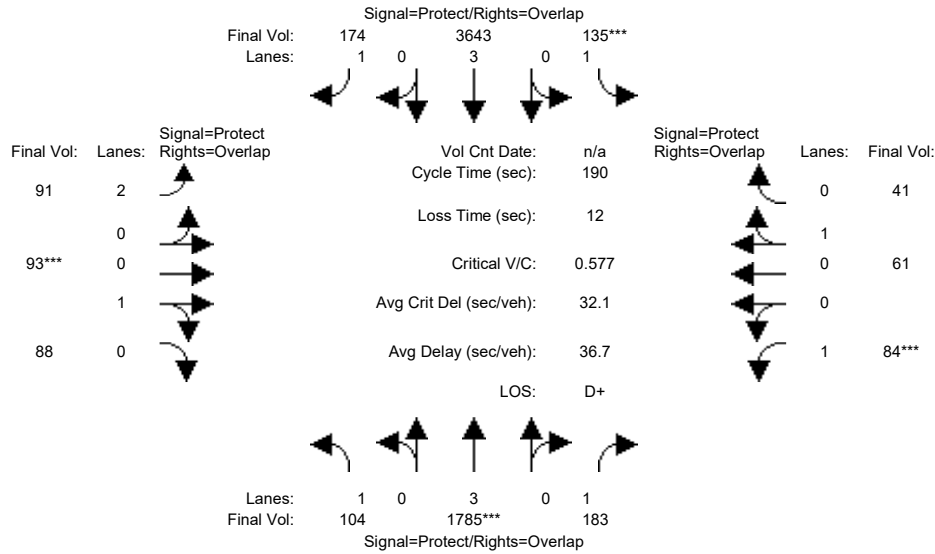
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.10	0.11	0.63	0.20	0.08	0.10	0.16	0.04	0.04	0.11
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.99	0.56	0.18	0.80	1.18	0.32	0.88	0.48	0.51	0.48	0.20	0.34
Delay/Veh:	143.8	31.8	17.4	84.3	128	15.8	104.7	63.4	51.4	79.4	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:	143.8	31.8	17.4	84.3	128	15.8	104.7	63.4	51.4	79.4	60.2	44.3
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2kAvgQ:	13	19	5	11	84	9	11	9	13	5	3	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 GP w/ Max Residential

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:	4	272	4	0	354	0	0	0	3	1	0	0
PasserByVol:	9	456	3	8	226	13	20	7	0	9	6	5
Initial Fut:	104	2231	183	135	4612	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:	104	1785	183	135	3643	174	91	93	88	84	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1785	183	135	3643	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:	104	1785	183	135	3643	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	0.31	0.10	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:	0.71	0.50	0.15	0.66	0.98	0.14	0.39	0.79	0.48	0.72	0.47	0.24
Delay/Veh:	95.7	18.8	9.8	83.9	39.3	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:	95.7	18.8	9.8	83.9	39.3	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+
HCM2kAvgQ:	6	17	3	7	61	3	3	12	9	6	6	5

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

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 Retail and Residential 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	24.9	0.921	+ 0.024	59.1	+ 3.2	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D-	53.7	0.941	64.9	E+	58.8	0.976	+ 0.035	71.6	+ 6.7	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E	71.4	1.055	85.2	E-	75.4	1.072	+ 0.017	91.5	+ 6.3	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	E	73.8	1.063	87.5	E-	76.7	1.076	+ 0.012	91.9	+ 4.5	?	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	27.2	+ 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D-	52.0	0.987	61.9	E+	55.4	1.004	+ 0.016	66.3	+ 4.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	33.8	0.956	47.5	D+	35.8	0.974	+ 0.018	50.8	+ 3.3	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	21.9	0.885	49.3	C+	22.8	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	64.4	1.040	+ 0.057	76.9	+ 17.4	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	73.0	1.029	88.2	E	74.1	1.037	+ 0.008	90.3	+ 2.1	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.4	0.711	36.1	C	24.4	0.724	+ 0.013	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	17.4	0.897	+ 0.024	22.5	+ 1.8	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.2	0.649	26.8	B	15.4	0.664	+ 0.015	27.1	+ 0.3	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	27.6	0.764	28.5	C	27.5	0.769	+ 0.005	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+	21.2	0.667	+ 0.055	22.5	+ 0.0	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	25.8	0.842	33.3	C	26.6	0.856	+ 0.014	33.9	+ 0.7	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.3	0.796	34.2	C-	34.8	0.862	+ 0.067	36.9	+ 2.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.1	0.481	7.0	B+	11.6	0.537	+ 0.056	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	24.9	0.674	+ 0.083	21.0	+ 6.6	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E	66.9	1.014	91.7	E	72.8	1.054	+ 0.040	103.2	+ 11.5	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E	64.9	0.946	57.7	E	72.2	0.983	+ 0.037	64.6	+ 6.9	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	C+	20.2	0.728	33.5	C+	20.8	0.768	+ 0.040	34.0	+ 0.5	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	24.7	0.767	23.9	C	25.4	0.814	+ 0.047	25.4	+ 1.5	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D-	54.2	0.920	68.8	E+	58.9	0.967	+ 0.047	71.8	+ 2.9	?	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 Retail and Residential 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-	34.0	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+	22.9	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	15.6	0.852	+ 0.052	16.7	+ 1.5	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B+	10.1	0.592	11.8	B+	10.9	0.703	+ 0.110	12.8	+ 1.1	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.1	0.679	33.3	D	49.2	0.882	+ 0.203	59.0	+ 25.6	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	64.1	1.054	89.3	E-	75.1	1.105	+ 0.051	107.8	+ 18.5	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.446	3.4	A	2.8	0.461	+ 0.014	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	0.443	+ 0.013	3.5	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	47.4	0.861	54.6	D	48.3	0.876	+ 0.015	56.2	+ 1.6	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	23.5	0.581	22.6	C	23.5	0.596	+ 0.016	22.9	+ 0.3	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.3	0.700	23.3	C+	22.0	0.733	+ 0.033	23.6	+ 0.3	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	53.0	0.923	63.2	E+	55.0	0.943	+ 0.020	67.1	+ 3.9	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	24.1	0.533	+ 0.018	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	27.8	0.778	+ 0.029	37.7	+ 2.2	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	32.9	0.679	+ 0.123	40.3	+ 6.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.7	0.779	48.7	D	47.5	0.832	+ 0.053	51.7	+ 3.1	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	100.5	0.837	143.1	F	119.6	0.869	+ 0.032	175.1	+ 32.0	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	95.1	0.994	98.5	F	110.2	1.033	+ 0.039	112.6	+ 14.2	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	26.4	0.459	26.6	C	27.3	0.485	+ 0.027	27.6	+ 1.0	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.3	0.736	28.0	C	26.3	0.786	+ 0.049	29.7	+ 1.6	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	37.9	0.918	43.4	D	44.2	0.967	+ 0.048	52.6	+ 9.2	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	94.7	0.919	117.1	F	99.1	0.941	+ 0.022	125.0	+ 7.9	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.6	0.852	65.6	E	62.3	0.861	+ 0.010	68.2	+ 2.6	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	29.3	0.674	25.7	C	29.7	0.686	+ 0.012	25.9	+ 0.2	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	86.0	1.072	88.7	F	85.9	1.083	+ 0.011	88.8	+ 0.1	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	19.3	0.739	9.8	B-	19.5	0.744	+ 0.005	10.0	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
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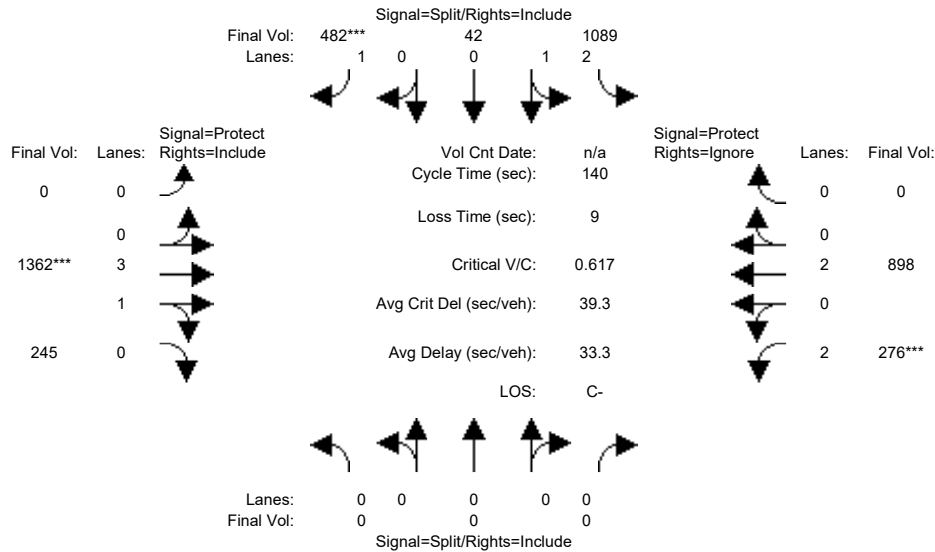
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM Retail and Residential 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	96.1	1.019	+ 0.012	135.4	+ 2.7	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	15.7	0.562	5.3	B	15.9	0.570	+ 0.008	5.3	+ 0.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	48.2	0.677	51.6	D	48.6	0.685	+ 0.008	52.2	0.7	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	E+	56.0	0.816	72.0	E+	57.3	0.824	+ 0.008	74.4	+ 2.4	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.7	0.894	50.2	D	39.8	0.898	+ 0.003	50.5	+ 0.3	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.5	0.709	30.3	C	27.5	0.711	+ 0.002	30.3	+ 0.0	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.9	0.568	28.9	B-	19.9	0.568	+ 0.000	28.9	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.722	66.0	E	63.6	0.735	+ 0.012	73.6	+ 7.6	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	24.1	0.540	24.9	C	24.4	0.554	+ 0.014	25.3	+ 0.4	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.7	0.337	22.8	C+	22.3	0.355	+ 0.019	23.6	+ 0.8	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.0	0.601	37.8	D+	36.1	0.606	+ 0.005	37.9	+ 0.1	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	24.7	0.648	+ 0.294	26.7	10.7	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	74.6	1.097	97.9	E-	77.8	1.121	+ 0.024	103.8	5.9	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	F	84.9	0.924	116.4	F	88.5	0.941	+ 0.017	122.9	6.5	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35	0.563	32	D+	37.3	0.575	+ 0.012	32.1	0.1	?	xx.x	x.xxx	xx.x

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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:	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	126	0	0	0	170	0	75	155	0
PasserByVol:	0	0	0	3	0	14	0	25	0	0	56	0
Initial Fut:	0	0	0	1089	42	482	0	1362	245	276	898	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	1089	42	482	0	1362	245	276	898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1089	42	482	0	1362	245	276	898	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	1089	42	482	0	1362	245	276	898	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	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	6355	1143	3150	3800	0

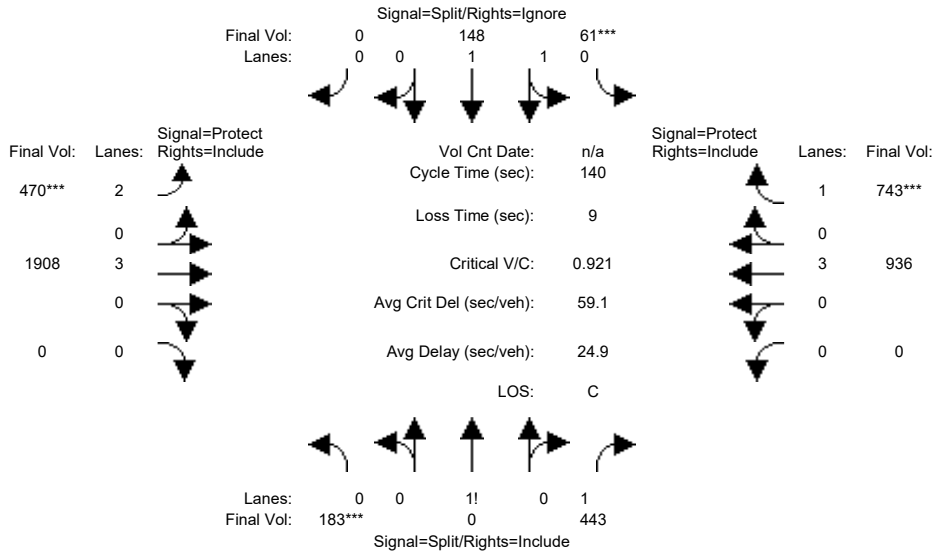
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.28	0.00	0.21	0.21	0.09	0.24	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	62.5	62.5	62.5	0.0	48.6	48.6	19.9	68.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.62	0.00	0.62	0.62	0.62	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	28.0	31.1	0.0	38.4	38.4	59.1	24.1	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	28.0	28.0	31.1	0.0	38.4	38.4	59.1	24.1	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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	38	0	0	0	0	296	0	0	231	170
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	936	743
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	936	743
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	936	743
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	936	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	0.95	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

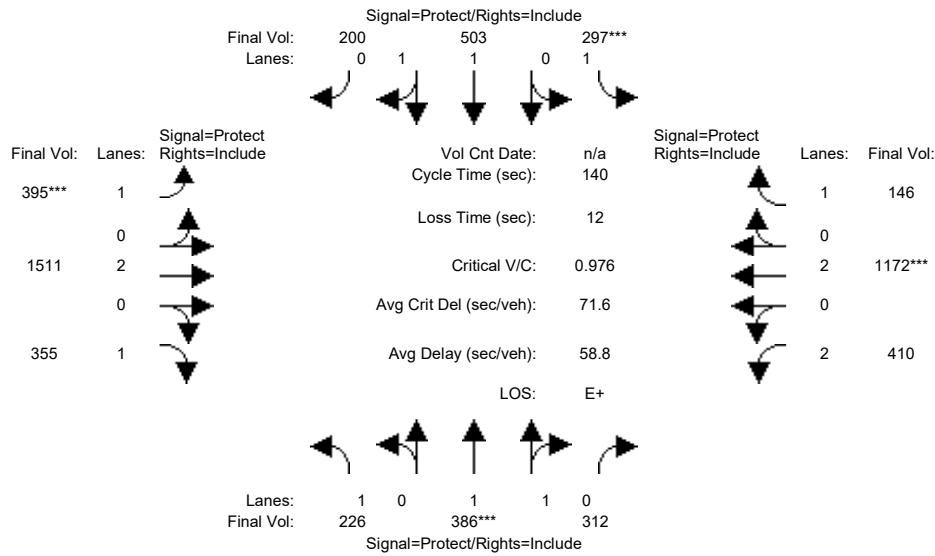
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.16	0.42
Crit Moves:	***			***			***					***
Green Time:	34.7	0.0	34.7	10.0	10.0	0.0	22.4	86.3	0.0	0.0	63.8	63.8
Volume/Cap:	0.93	0.00	0.66	0.79	0.79	0.00	0.93	0.54	0.00	0.00	0.36	0.93
Delay/Veh:	71.2	0.0	49.0	78.8	78.8	0.0	74.8	0.2	0.0	0.0	11.0	33.3
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:	71.2	0.0	49.0	78.8	78.8	0.0	74.8	0.2	0.0	0.0	11.0	33.3
LOS by Move:	E	A	D	E-	E-	A	E	A	A	A	B+	C-
HCM2k95thQ:	37	0	23	12	12	0	23	2	0	0	8	44

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

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Cumulative PM With Retail and Residential Alternative

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	1	12	0	16	29	423	49	-2	301	12
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	312	297	503	200	395	1511	355	410	1172	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	312	297	503	200	395	1511	355	410	1172	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	312	297	503	200	395	1511	355	410	1172	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:	226	386	312	297	503	200	395	1511	355	410	1172	146

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	1.08	0.92	1.00	1.42	0.58	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2045	1653	1750	2647	1052	1750	3800	1750	3150	3800	1750

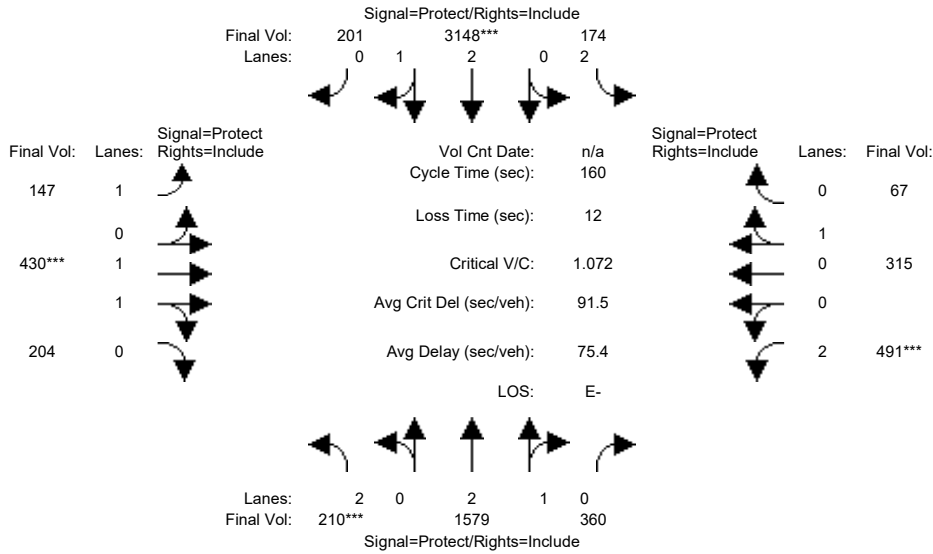
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.17	0.19	0.19	0.23	0.40	0.20	0.13	0.31	0.08
Crit Moves:	****			****			****			****		
Green Time:	20.8	27.1	27.1	24.3	30.6	30.6	32.4	57.7	57.7	18.9	44.2	44.2
Volume/Cap:	0.87	0.98	0.98	0.98	0.87	0.87	0.98	0.96	0.49	0.96	0.98	0.26
Delay/Veh:	83.7	83.9	83.9	102.5	62.8	62.8	81.1	36.5	16.7	88.4	53.2	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:	83.7	83.9	83.9	102.5	62.8	62.8	81.1	36.5	16.7	88.4	53.2	25.0
LOS by Move:	F	F	F	F	E	E	F	D+	B	F	D-	C
HCM2k95thQ:	23	34	34	32	30	30	35	53	15	21	44	7

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 With Retail and Residential 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:	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:	9	509	12	0	860	0	0	0	7	11	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	210	1579	360	174	3148	201	147	430	204	491	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:	210	1579	360	174	3148	201	147	430	204	491	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1579	360	174	3148	201	147	430	204	491	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:	210	1579	360	174	3148	201	147	430	204	491	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	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4559	1039	3150	5263	336	1750	2509	1190	3150	1484	316

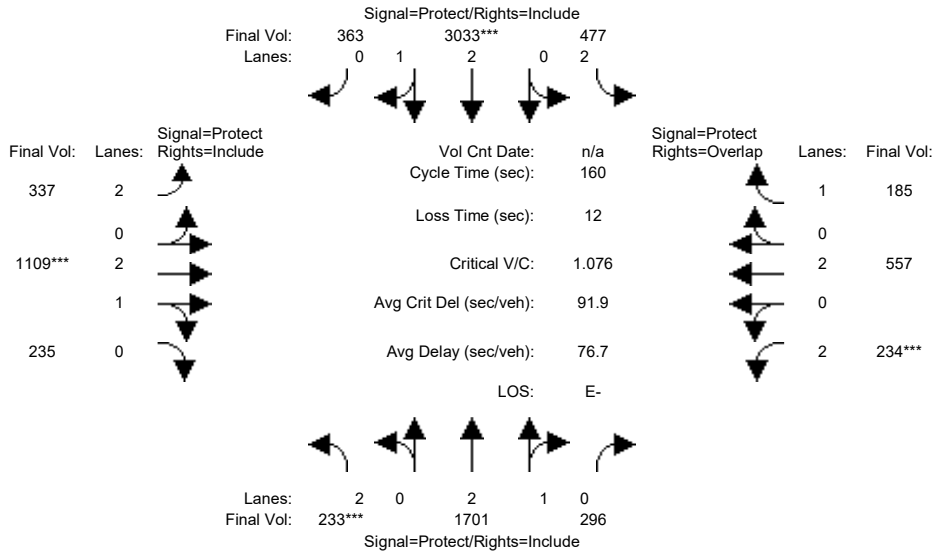
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.06	0.60	0.60	0.08	0.17	0.17	0.16	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	9.9	85.5	85.5	13.6	89.2	89.2	13.8	25.6	25.6	23.3	35.0	35.0
Volume/Cap:	1.07	0.65	0.65	0.65	1.07	1.07	0.97	1.07	1.07	1.07	0.97	0.97
Delay/Veh:	159.9	27.0	27.0	76.3	75.0	75.0	136.9	125	125.2	131.2	99.5	99.5
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:	159.9	27.0	27.0	76.3	75.0	75.0	136.9	125	125.2	131.2	99.5	99.5
LOS by Move:	F	C	C	E-	E-	E-	F	F	F	F	F	F
HCM2k95thQ:	15	36	36	10	102	102	20	37	37	35	40	40

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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:	7	492	11	49	829	0	0	33	5	19	42	38
PasserByVol:	10	50	0	24	37	6	5	23	3	0	7	32
Initial Fut:	233	1701	296	477	3033	363	337	1109	235	234	557	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1701	296	477	3033	363	337	1109	235	234	557	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1701	296	477	3033	363	337	1109	235	234	557	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1701	296	477	3033	363	337	1109	235	234	557	185

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	2.46	0.54	2.00	2.00	1.00
Final Sat.:	3150	4769	830	3150	5001	598	3150	4620	979	3150	3800	1750

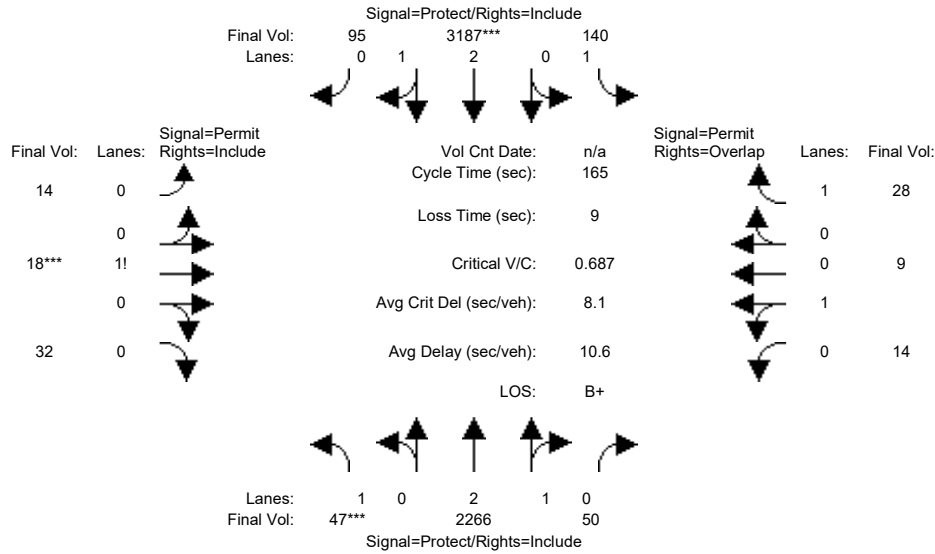
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.15	0.61	0.61	0.11	0.24	0.24	0.07	0.15	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.0	71.1	71.1	30.2	90.2	90.2	19.7	35.7	35.7	11.1	27.0	57.2
Volume/Cap:	1.08	0.80	0.80	0.80	1.08	1.08	0.87	1.08	1.08	1.08	0.87	0.30
Delay/Veh:	157.1	40.4	40.4	69.9	75.6	75.6	87.1	111	110.5	157.0	76.8	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:	157.1	40.4	40.4	69.9	75.6	75.6	87.1	111	110.5	157.0	76.8	37.2
LOS by Move:	F	D	D	E	E-	E-	F	F	F	F	E-	D+
HCM2k95thQ:	17	46	46	22	95	95	22	49	49	17	25	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)
Cumulative PM With Retail and Residential 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:	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	509	0	0	854	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	47	2266	50	140	3187	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	2266	50	140	3187	95	14	18	32	14	9	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2266	50	140	3187	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	2266	50	140	3187	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	5479	121	1750	5438	162	383	492	875	1096	704	1750

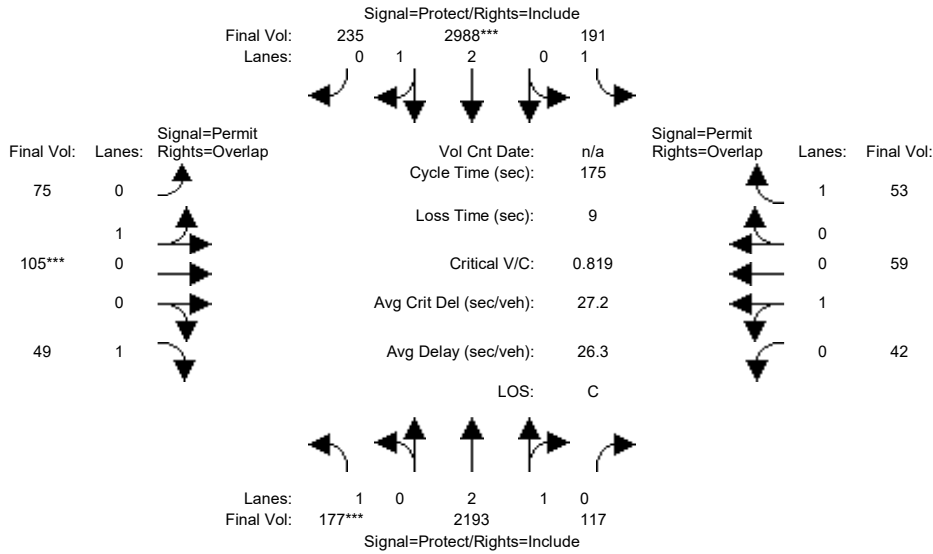
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.08	0.59	0.59	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	122	122.3	23.7	139	139.0	10.0	10.0	10.0	10.0	10.0	33.7
Volume/Cap:	0.63	0.56	0.56	0.56	0.70	0.70	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	9.6	9.6	68.6	5.4	5.4	85.0	85.0	85.0	74.7	74.7	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:	94.2	9.6	9.6	68.6	5.4	5.4	85.0	85.0	85.0	74.7	74.7	53.2
LOS by Move:	F	A	A	E	A	A	F	F	F	E	E	D-
HCM2k95thQ:	5	29	29	13	34	34	9	9	9	3	3	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)
Cumulative PM With Retail and Residential Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East 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:	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	509	0	0	854	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	177	2193	117	191	2988	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	2193	117	191	2988	235	75	105	49	42	59	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	2193	117	191	2988	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	2193	117	191	2988	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	5316	284	1750	5191	408	750	1050	1750	749	1051	1750

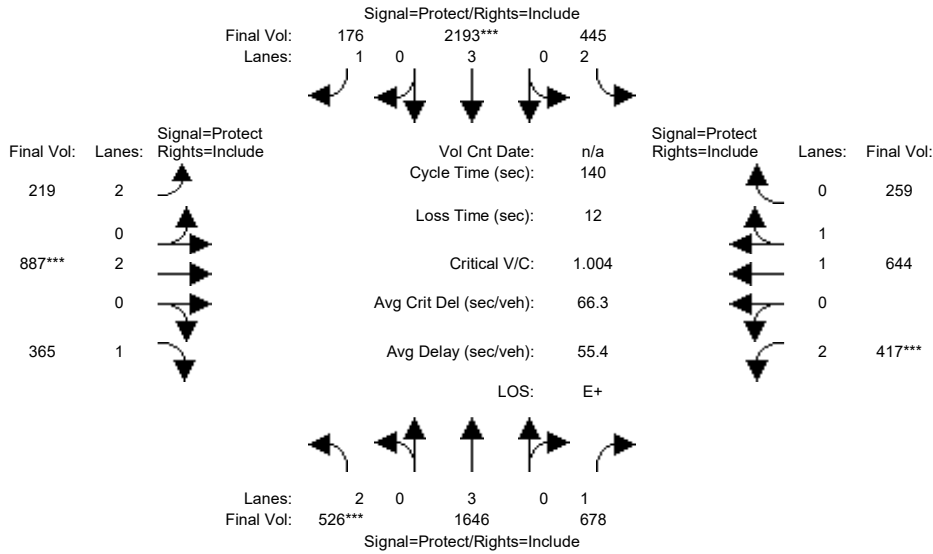
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.11	0.58	0.58	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	***			***			***			***		
Green Time:	21.6	114	114.4	30.3	123	123.0	21.4	21.4	43.0	21.4	21.4	51.6
Volume/Cap:	0.82	0.63	0.63	0.63	0.82	0.82	0.82	0.82	0.11	0.46	0.46	0.10
Delay/Veh:	96.0	18.2	18.2	71.5	19.6	19.6	95.8	95.8	51.3	73.0	73.0	44.9
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:	96.0	18.2	18.2	71.5	19.6	19.6	95.8	95.8	51.3	73.0	73.0	44.9
LOS by Move:	F	B-	B-	E	B-	B-	F	F	D-	E	E	D
HCM2k95thQ:	19	39	39	18	63	63	22	22	4	11	11	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 With Retail and Residential 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:	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:	19	422	42	85	731	38	28	73	22	59	67	59
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	526	1646	678	445	2193	176	219	887	365	417	644	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	1646	678	445	2193	176	219	887	365	417	644	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	1646	678	445	2193	176	219	887	365	417	644	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	526	1646	678	445	2193	176	219	887	365	417	644	259

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	1.41	0.59
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2638	1061

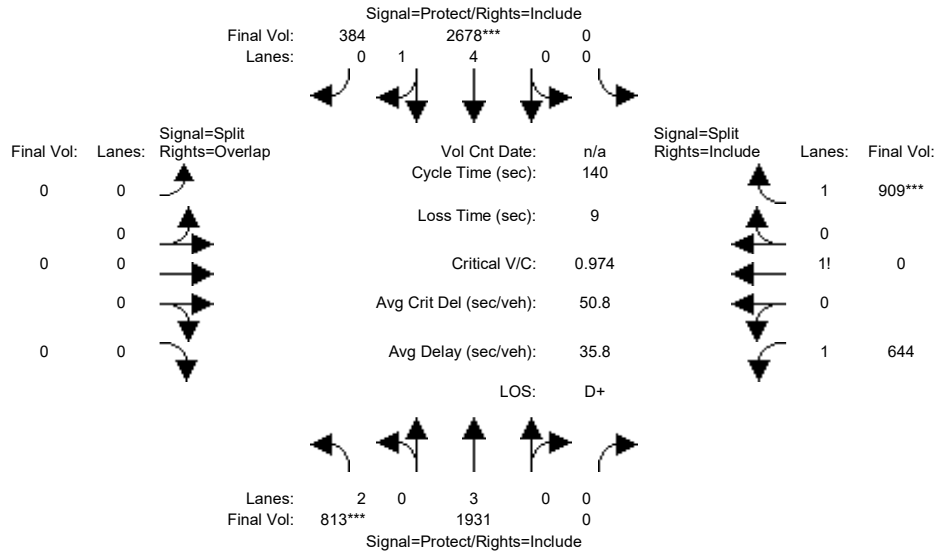
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.39	0.14	0.38	0.10	0.07	0.23	0.21	0.13	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	23.3	56.4	56.4	20.6	53.7	53.7	11.3	32.6	32.6	18.5	39.7	39.7
Volume/Cap:	1.00	0.72	0.96	0.96	1.00	0.26	0.86	1.00	0.90	1.00	0.86	0.86
Delay/Veh:	90.8	20.4	47.1	84.6	45.4	17.5	88.0	84.9	73.9	105.8	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:	90.8	20.4	47.1	84.6	45.4	17.5	88.0	84.9	73.9	105.8	54.9	54.9
LOS by Move:	F	C+	D	F	D	B	F	F	E	F	D-	D-
HCM2k95thQ:	32	28	55	22	54	7	12	38	30	24	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 With Retail and Residential 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:	34	296	0	0	811	12	0	0	0	14	0	204
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	813	1931	0	0	2678	384	0	0	0	644	0	909
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	1931	0	0	2678	384	0	0	0	644	0	909
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	1931	0	0	2678	384	0	0	0	644	0	909
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	813	1931	0	0	2678	384	0	0	0	644	0	909

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	2476	0	2774

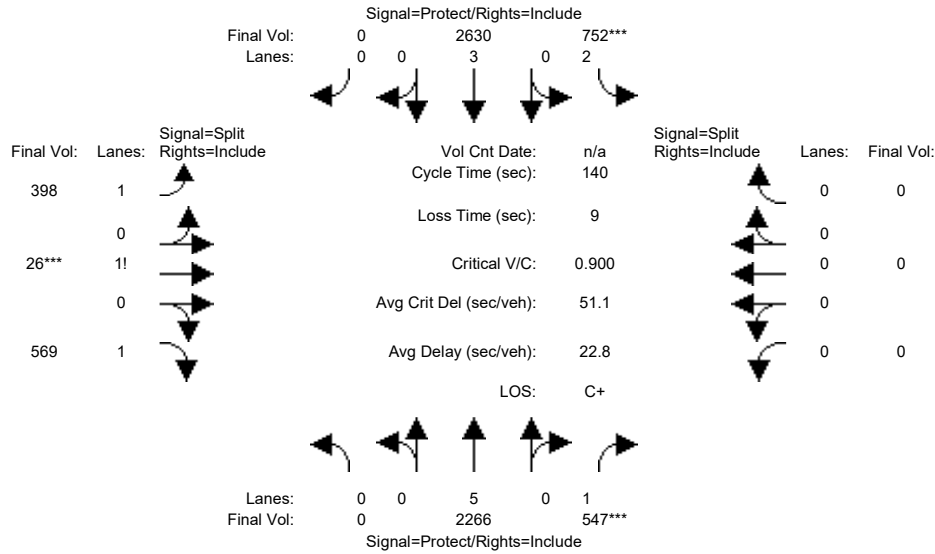
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:	***			****						****		
Green Time:	37.1	83.9	0.0	0.0	46.8	46.8	0.0	0.0	0.0	47.1	0.0	47.1
Volume/Cap:	0.97	0.57	0.00	0.00	0.97	0.97	0.00	0.00	0.00	0.77	0.00	0.97
Delay/Veh:	63.6	0.3	0.0	0.0	41.3	41.3	0.0	0.0	0.0	43.6	0.0	62.6
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:	63.6	0.3	0.0	0.0	41.3	41.3	0.0	0.0	0.0	43.6	0.0	62.6
LOS by Move:	E	A	A	A	D	D	A	A	A	D	A	E
HCM2k95thQ:	38	2	0	0	50	50	0	0	0	34	0	51

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 With Retail and Residential 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	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	2266	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	2266	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	2266	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	2266	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

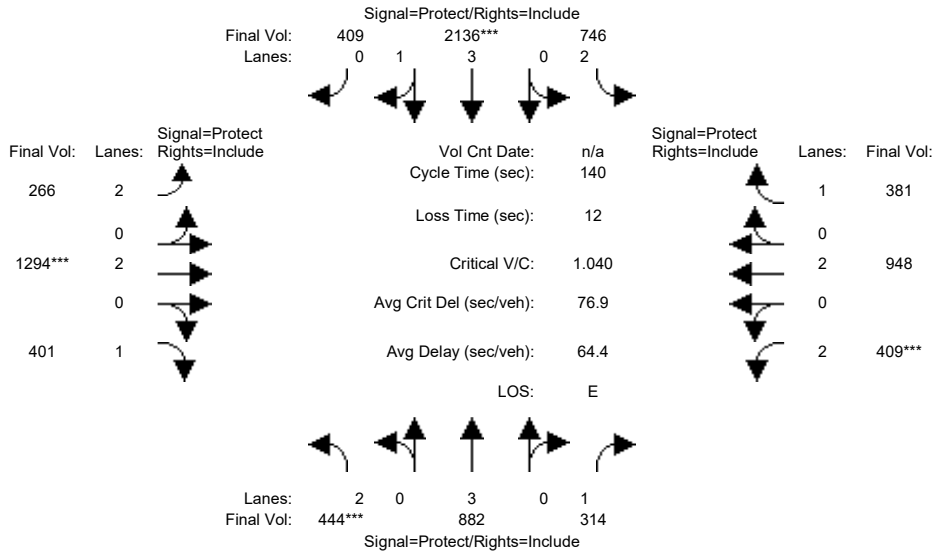
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.31	0.24	0.46	0.00	0.16	0.29	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.6	48.6	37.1	85.7	0.0	45.3	45.3	45.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.90	0.90	0.75	0.00	0.51	0.90	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	25.9	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	25.9	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	24	40	30	1	0	20	42	26	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 With Retail and Residential 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		
	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	67	157	339	59	77	318	27	70	244	114
PasserByVol:	0	4	29	29	10	0	0	34	0	64	86	21
Initial Fut:	444	882	314	746	2136	409	266	1294	401	409	948	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	314	746	2136	409	266	1294	401	409	948	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	882	314	746	2136	409	266	1294	401	409	948	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	314	746	2136	409	266	1294	401	409	948	381

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

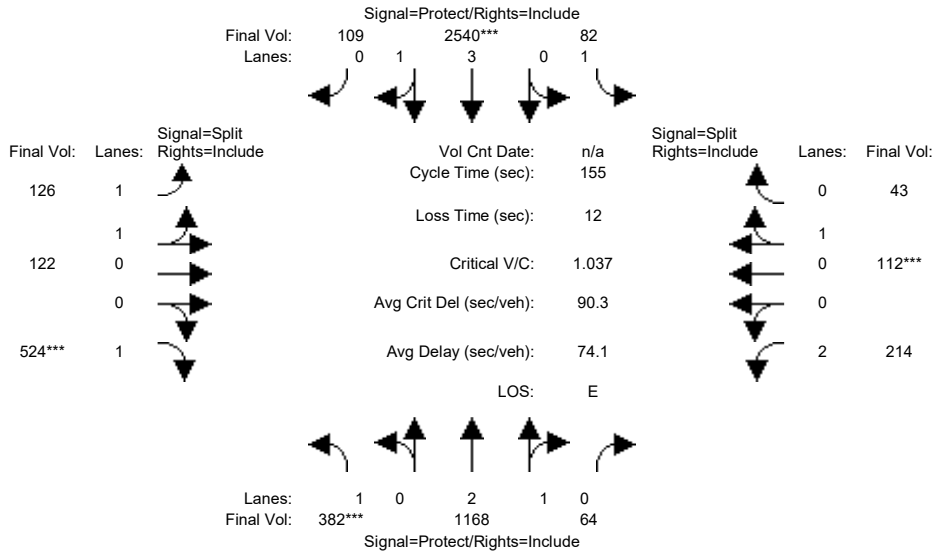
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.18	0.24	0.34	0.34	0.08	0.34	0.23	0.13	0.25	0.22
Crit Moves:	***			****			****			****		
Green Time:	19.0	27.9	27.9	36.8	45.7	45.7	16.0	45.8	45.8	17.5	47.3	47.3
Volume/Cap:	1.04	0.78	0.90	0.90	1.04	1.04	0.74	1.04	0.70	1.04	0.74	0.64
Delay/Veh:	108.5	47.8	70.9	50.9	61.5	61.5	67.8	83.6	44.9	117.4	43.2	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:	108.5	47.8	70.9	50.9	61.5	61.5	67.8	83.6	44.9	117.4	43.2	41.7
LOS by Move:	F	D	E	D	E	E	E	F	D	F	D	D
HCM2k95thQ:	26	21	27	33	54	54	12	49	25	24	29	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)
Cumulative PM With Retail and Residential 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	229	0	0	437	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1168	64	82	2540	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	1168	64	82	2540	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1168	64	82	2540	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	1168	64	82	2540	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	5309	291	1750	7191	309	1803	1746	1750	3150	1301	499

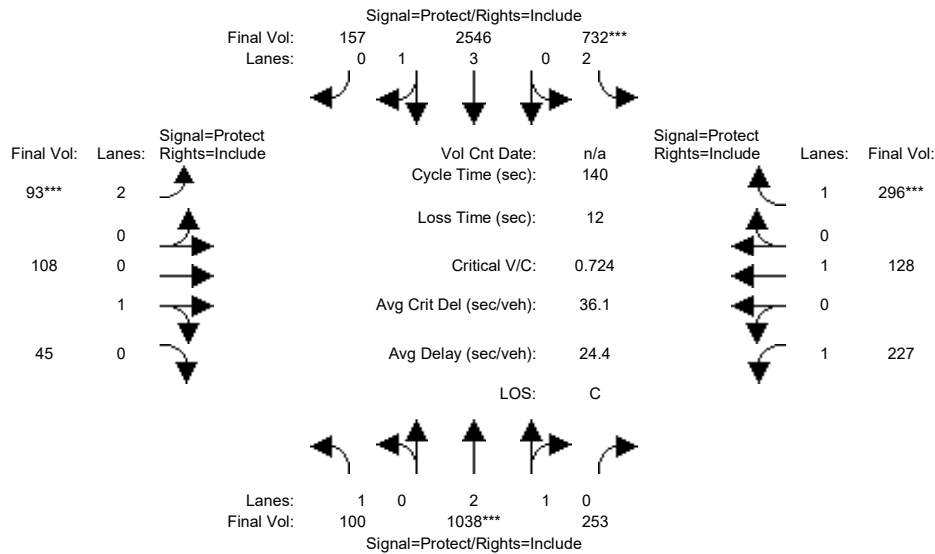
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.35	0.35	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.6	70.4	70.4	15.0	52.8	52.8	44.7	44.7	44.7	12.9	12.9	12.9
Volume/Cap:	1.04	0.48	0.48	0.48	1.04	1.04	0.24	0.24	1.04	0.82	1.04	1.04
Delay/Veh:	118.1	29.7	29.7	68.5	79.5	79.5	42.3	42.3	105.2	88.0	155	154.9
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:	118.1	29.7	29.7	68.5	79.5	79.5	42.3	42.3	105.2	88.0	155	154.9
LOS by Move:	F	C	C	E	E-	E-	D	D	F	F	F	F
HCM2k95thQ:	38	23	23	7	53	53	9	9	55	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 With Retail and Residential 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	217	1	27	408	2	2	2	0	1	2	11
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1038	253	732	2546	157	93	108	45	227	128	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	1038	253	732	2546	157	93	108	45	227	128	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1038	253	732	2546	157	93	108	45	227	128	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	1038	253	732	2546	157	93	108	45	227	128	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	2.39	0.61	2.00	3.76	0.24	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4501	1097	3150	7064	436	3150	1271	529	1750	1900	1750

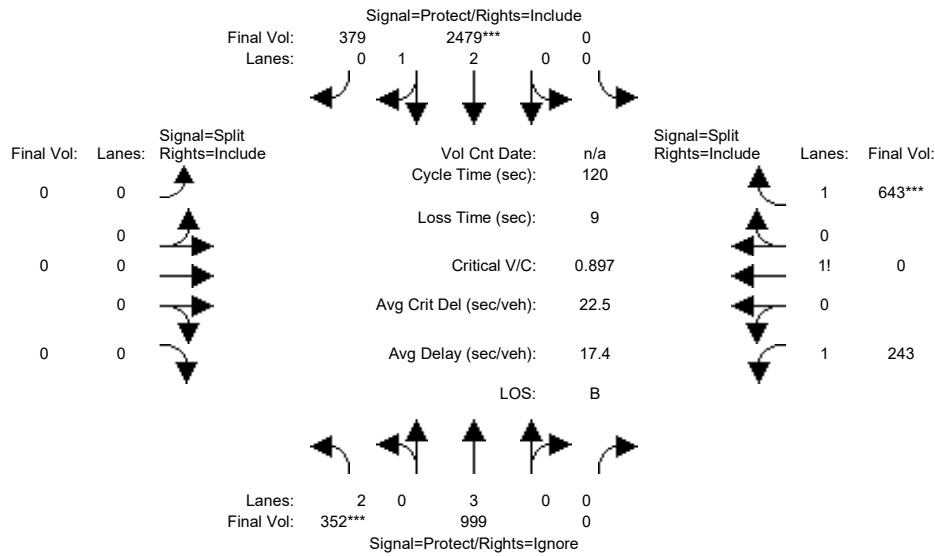
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.36	0.36	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.1	44.1	44.1	44.5	76.5	76.5	7.0	15.6	15.6	23.8	32.4	32.4
Volume/Cap:	0.66	0.73	0.73	0.73	0.66	0.66	0.59	0.76	0.76	0.76	0.29	0.73
Delay/Veh:	68.3	31.2	31.2	32.1	4.8	4.8	70.9	76.3	76.3	66.5	44.7	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:	68.3	31.2	31.2	32.1	4.8	4.8	70.9	76.3	76.3	66.5	44.7	56.5
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.

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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:	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	127	0	0	288	121	0	0	0	0	0	90
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	999	0	0	2479	379	0	0	0	243	0	643
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	999	0	0	2479	379	0	0	0	243	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	999	0	0	2479	379	0	0	0	243	0	643
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	999	0	0	2479	379	0	0	0	243	0	643

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	2.59	0.41	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4856	742	0	0	0	2240	0	3096

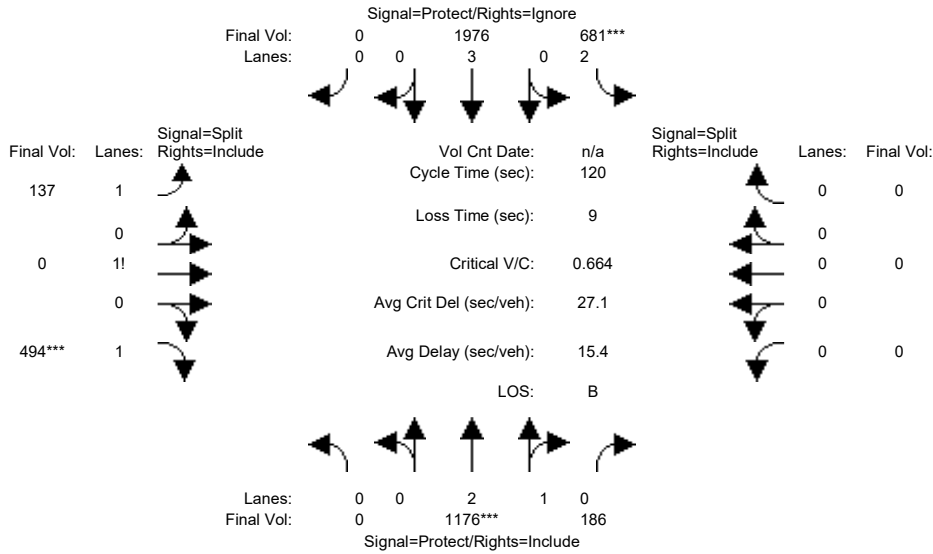
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.9	83.2	0.0	0.0	68.3	68.3	0.0	0.0	0.0	27.8	0.0	27.8
Volume/Cap:	0.90	0.25	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.47	0.00	0.90
Delay/Veh:	69.4	0.0	0.0	0.0	6.5	6.5	0.0	0.0	0.0	39.9	0.0	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:	69.4	0.0	0.0	0.0	6.5	6.5	0.0	0.0	0.0	39.9	0.0	55.5
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	E+
HCM2k95thQ:	16	0	0	0	27	27	0	0	0	13	0	30

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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	127	0	37	250	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1176	186	681	1976	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	1176	186	681	1976	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1176	186	681	1976	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	1176	186	681	1976	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	4834	765	3150	5700	0	2138	0	3201	0	0	0

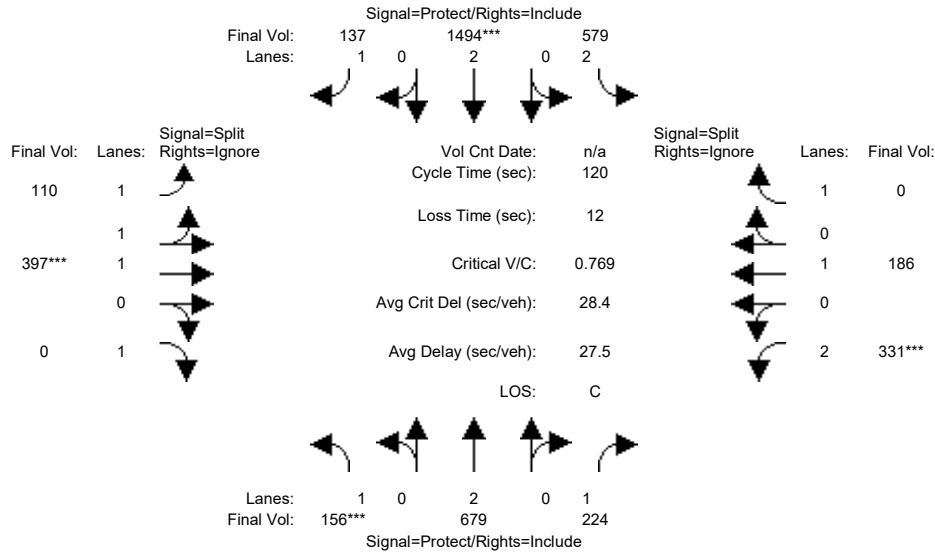
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.22	0.35	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.0	44.0	39.1	83.1	0.0	27.9	0.0	27.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.50	0.00	0.28	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	20.4	25.2	0.1	0.0	37.8	0.0	43.6	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	20.4	20.4	25.2	0.1	0.0	37.8	0.0	43.6	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	19	1	0	7	0	20	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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	124	0	0	246	4	3	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	679	224	579	1494	137	110	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	679	224	579	1494	137	110	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	679	224	579	1494	137	110	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	679	224	579	1494	137	110	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

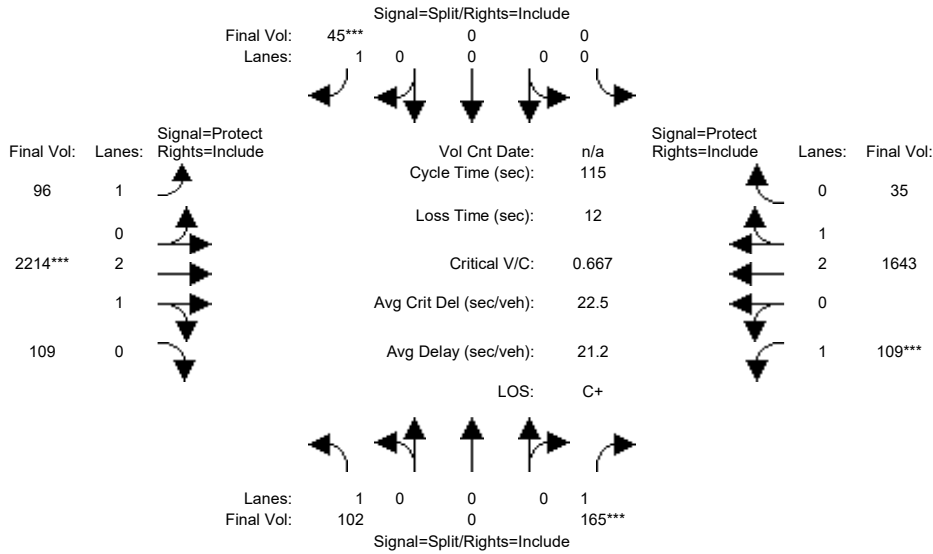
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.18	0.39	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***			****			****			****		
Green Time:	13.9	37.1	37.1	38.2	61.4	61.4	16.3	16.3	0.0	16.4	16.4	0.0
Volume/Cap:	0.77	0.58	0.41	0.58	0.77	0.15	0.46	0.77	0.00	0.77	0.72	0.00
Delay/Veh:	63.2	25.2	23.5	24.4	9.1	4.8	48.1	55.5	0.0	58.2	58.7	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:	63.2	25.2	23.5	24.4	9.1	4.8	48.1	55.5	0.0	58.2	58.7	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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	542	0	0	428	0
PasserByVol:	0	0	0	0	0	0	0	128	0	0	192	0
Initial Fut:	102	0	165	0	0	45	96	2214	109	109	1643	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	2214	109	109	1643	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2214	109	109	1643	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
FinalVolume:	102	0	165	0	0	45	96	2214	109	109	1643	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	2.85	0.15	1.00	2.94	0.06
Final Sat.:	1750	0	1750	0	0	1750	1750	5337	263	1750	5483	117

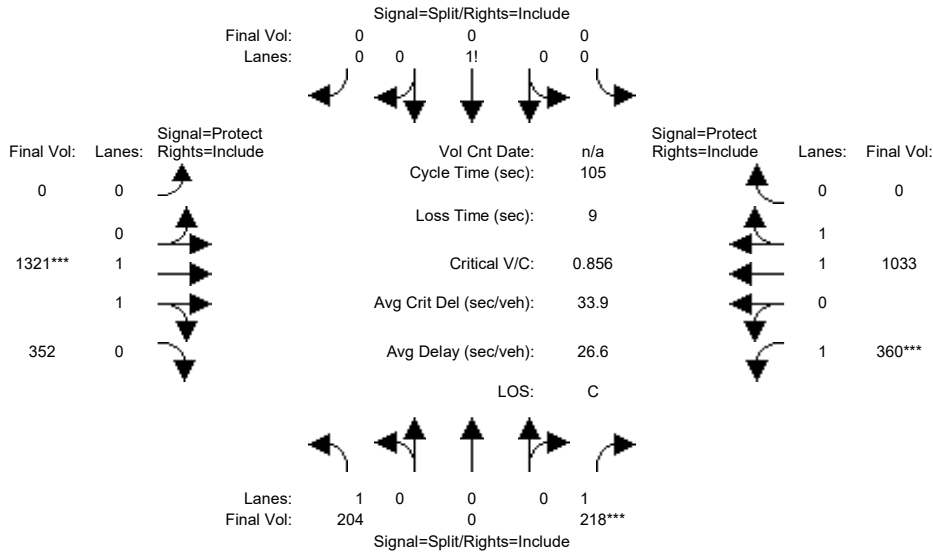
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.41	0.41	0.06	0.30	0.30
Crit Moves:			****			****		****			****	
Green Time:	15.3	0.0	15.3	0.0	0.0	10.0	13.1	67.5	67.5	10.1	64.5	64.5
Volume/Cap:	0.44	0.00	0.71	0.00	0.00	0.30	0.48	0.71	0.71	0.71	0.53	0.53
Delay/Veh:	47.2	0.0	57.2	0.0	0.0	50.3	49.6	17.5	17.5	64.9	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:	47.2	0.0	57.2	0.0	0.0	50.3	49.6	17.5	17.5	64.9	16.0	16.0
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	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)
Cumulative PM With Retail and Residential 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:												
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:	9	0	1	0	0	0	0	187	13	1	175	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	145	0
Initial Fut:	204	0	218	0	0	0	0	1321	352	360	1033	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:	204	0	218	0	0	0	0	1321	352	360	1033	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	218	0	0	0	0	1321	352	360	1033	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:	204	0	218	0	0	0	0	1321	352	360	1033	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

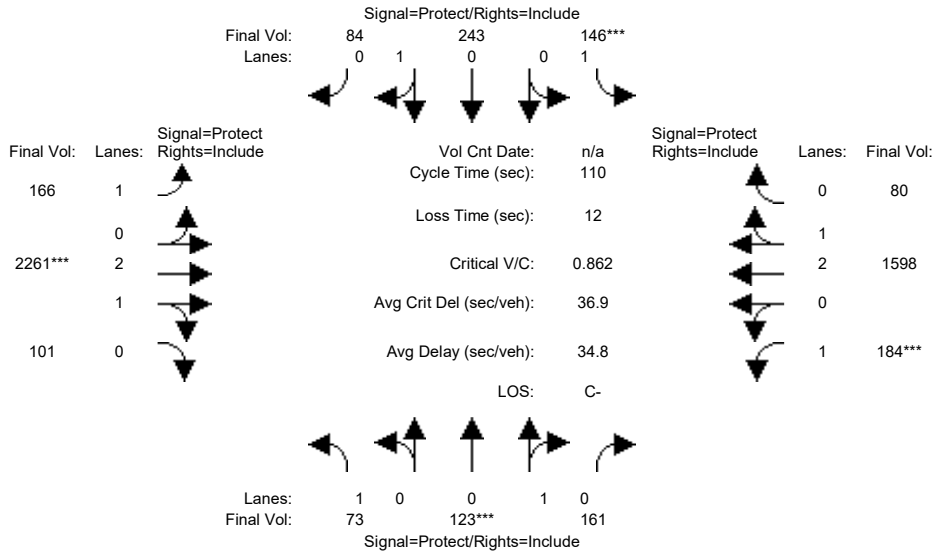
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.45	0.45	0.21	0.28	0.00
Crit Moves:	****						****			****		
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	55.5	55.5	25.2	80.7	0.0
Volume/Cap:	0.80	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.36	0.00
Delay/Veh:	59.8	0.0	67.4	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:	59.8	0.0	67.4	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:	17	0	19	0	0	0	0	42	42	22	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)
Cumulative PM With Retail and Residential 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	2	13	0	1	1	541	0	3	427	9
PasserByVol:	0	0	0	0	0	0	0	129	0	0	194	0
Initial Fut:	73	123	161	146	243	84	166	2261	101	184	1598	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:	73	123	161	146	243	84	166	2261	101	184	1598	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	161	146	243	84	166	2261	101	184	1598	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:	73	123	161	146	243	84	166	2261	101	184	1598	80

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	2.85	0.15
Final Sat.:	1750	780	1020	1750	1338	462	1750	5360	239	1750	5333	267

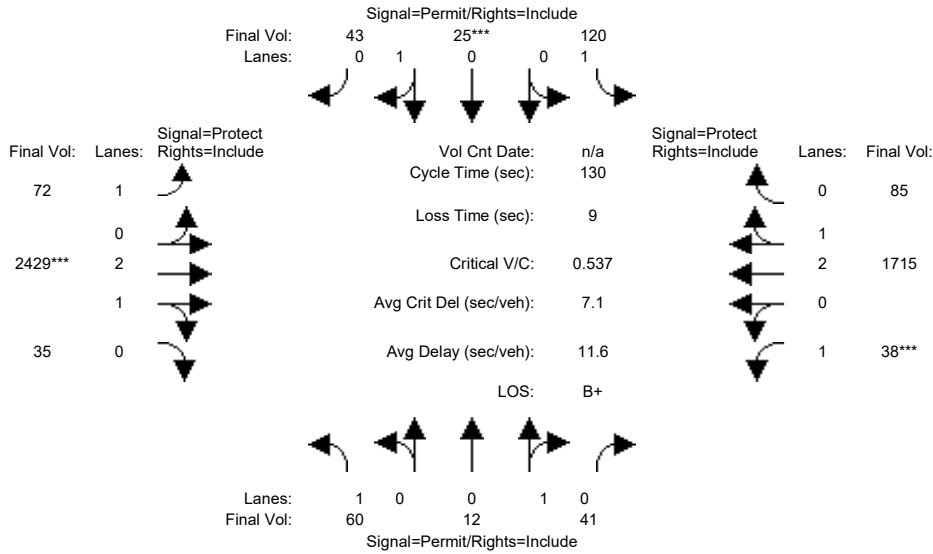
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.42	0.42	0.11	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	8.0	20.1	20.1	10.6	22.8	22.8	16.2	53.8	53.8	13.4	51.1	51.1
Volume/Cap:	0.57	0.86	0.86	0.86	0.88	0.88	0.65	0.86	0.86	0.86	0.65	0.65
Delay/Veh:	55.7	63.7	63.7	82.6	62.5	62.5	49.8	27.9	27.9	75.7	23.1	23.1
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:	55.7	63.7	63.7	82.6	62.5	62.5	49.8	27.9	27.9	75.7	23.1	23.1
LOS by Move:	E+	E	E	F	E	E	D	C	C	E-	C	C
HCM2k95thQ:	5	20	20	15	26	26	11	40	40	14	26	26

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 With Retail and Residential 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:	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	556	0	0	440	0
PasserByVol:	0	0	0	0	0	0	0	88	0	0	223	0
Initial Fut:	60	12	41	120	25	43	72	2429	35	38	1715	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	2429	35	38	1715	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2429	35	38	1715	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	2429	35	38	1715	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	2.85	0.15
Final Sat.:	1750	408	1392	1750	662	1138	1750	5520	80	1750	5335	264

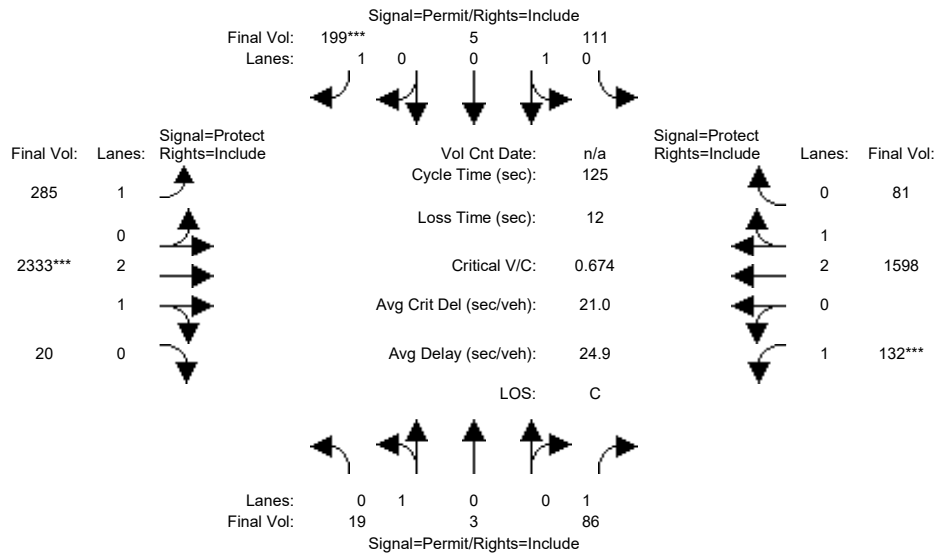
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.44	0.44	0.02	0.32	0.32
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.9	104	104.0	7.0	95.1	95.1
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.34	0.55	0.55	0.40	0.44	0.44
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	53.1	4.8	4.8	62.3	7.0	7.0
User DelAdj:	1.00	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	53.1	4.8	4.8	62.3	7.0	7.0
LOS by Move:	E+	E+	E+	F	E	E	D-	A	A	E	A	A
HCM2k95thQ:	6	5	5	15	7	7	5	21	21	3	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)
Cumulative PM With Retail and Residential 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	69	0	172	235	321	0	0	267	58
PasserByVol:	0	0	0	0	0	0	0	131	0	0	201	0
Initial Fut:	19	3	86	111	5	199	285	2333	20	132	1598	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	111	5	199	285	2333	20	132	1598	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	111	5	199	285	2333	20	132	1598	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	111	5	199	285	2333	20	132	1598	81

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	0.96	0.04	1.00	1.00	2.97	0.03	1.00	2.85	0.15
Final Sat.:	1555	245	1750	1722	78	1750	1750	5552	48	1750	5329	270

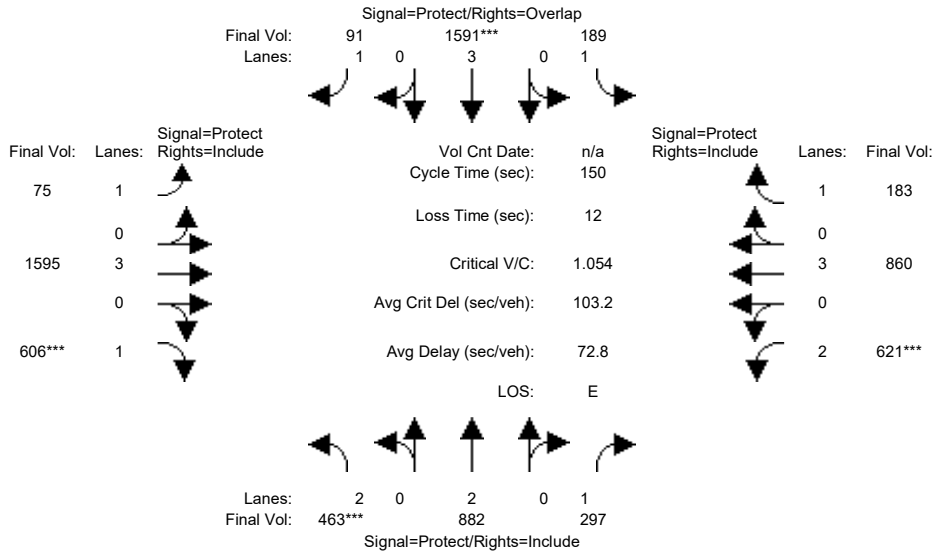
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.06	0.06	0.11	0.16	0.42	0.42	0.08	0.30	0.30
Crit Moves:						****		****		****		
Green Time:	21.1	21.1	21.1	21.1	21.1	21.1	32.4	77.9	77.9	14.0	59.6	59.6
Volume/Cap:	0.07	0.07	0.29	0.38	0.38	0.67	0.63	0.67	0.67	0.67	0.63	0.63
Delay/Veh:	43.8	43.8	46.0	47.0	47.0	54.8	43.8	15.8	15.8	62.2	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:	43.8	43.8	46.0	47.0	47.0	54.8	43.8	15.8	15.8	62.2	25.0	25.0
LOS by Move:	D	D	D	D	D	D-	D	B	B	E	C	C
HCM2k95thQ:	2	2	6	9	9	17	19	33	33	10	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)
Cumulative PM With Retail and Residential 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:	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:	26	114	95	10	152	0	0	206	40	165	145	7
PasserByVol:	81	79	0	0	70	0	0	0	70	4	8	0
Initial Fut:	463	882	297	189	1591	91	75	1595	606	621	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:	463	882	297	189	1591	91	75	1595	606	621	860	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	882	297	189	1591	91	75	1595	606	621	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:	463	882	297	189	1591	91	75	1595	606	621	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

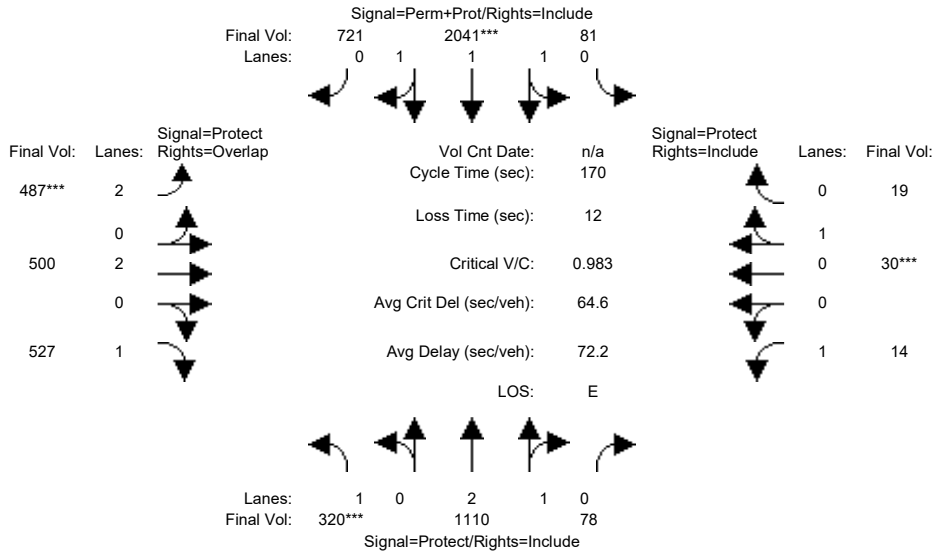
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.17	0.11	0.28	0.05	0.04	0.28	0.35	0.20	0.15	0.10
Crit Moves:	***			****					****	****		
Green Time:	20.9	41.4	41.4	19.3	39.7	58.0	18.3	49.3	49.3	28.1	59.1	59.1
Volume/Cap:	1.05	0.84	0.62	0.84	1.05	0.13	0.35	0.85	1.05	1.05	0.38	0.27
Delay/Veh:	122.4	57.4	49.7	87.6	93.9	29.9	61.4	50.9	102.9	113.0	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:	122.4	57.4	49.7	87.6	93.9	29.9	61.4	50.9	102.9	113.0	32.6	31.0
LOS by Move:	F	E+	D	F	F	C	E	D	F	F	C-	C
HCM2k95thQ:	25	30	21	21	51	6	7	41	61	36	17	11

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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:	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:	39	177	0	0	254	103	57	0	40	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	320	1110	78	81	2041	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:	320	1110	78	81	2041	721	487	500	527	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1110	78	81	2041	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:	320	1110	78	81	2041	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	2.14	0.77	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5232	368	157	3948	1395	3150	3800	1750	1750	1102	698

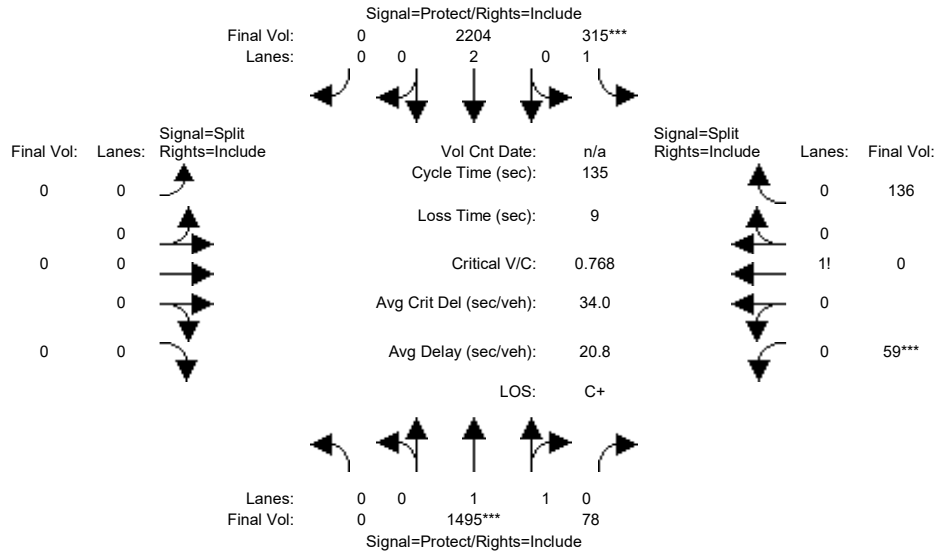
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.00	0.52	0.52	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***				****		****			****		
Green Time:	31.9	35.5	35.5	89.6	90.2	90.2	25.9	27.3	59.2	8.6	10.0	10.0
Volume/Cap:	0.97	1.02	1.02	0.98	0.97	0.97	1.02	0.82	0.86	0.16	0.46	0.46
Delay/Veh:	111.2	97.4	97.4	52.0	50.1	50.1	117.0	77.5	63.9	78.1	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:	111.2	97.4	97.4	52.0	50.1	50.1	117.0	77.5	63.9	78.1	80.6	80.6
LOS by Move:	F	F	F	D-	D	D	F	E-	E	E-	F	F
HCM2k95thQ:	33	39	39	74	73	73	27	21	42	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 With Retail and Residential Alternative

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	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	216	4	0	294	0	0	0	0	4	0	0
PasserByVol:	0	233	0	0	222	0	0	0	0	0	0	0
Initial Fut:	0	1495	78	315	2204	0	0	0	0	59	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	1495	78	315	2204	0	0	0	0	59	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1495	78	315	2204	0	0	0	0	59	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	1495	78	315	2204	0	0	0	0	59	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	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3516	183	1750	3800	0	0	0	0	529	0	1221

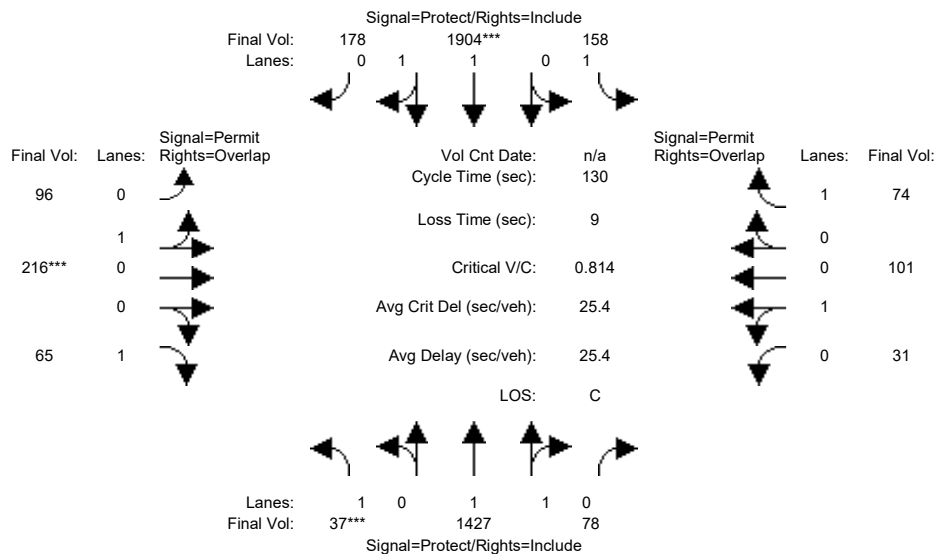
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.18	0.58	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	74.8	74.8	31.7	106	0.0	0.0	0.0	0.0	19.6	0.0	19.6
Volume/Cap:	0.00	0.77	0.77	0.77	0.74	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	25.2	25.2	56.8	8.2	0.0	0.0	0.0	0.0	68.7	0.0	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:	0.0	25.2	25.2	56.8	8.2	0.0	0.0	0.0	0.0	68.7	0.0	68.7
LOS by Move:	A	C	C	E+	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	42	42	22	36	0	0	0	0	19	0	19

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:	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:	4	220	4	0	298	0	0	0	4	4	0	0
PasserByVol:	12	233	2	0	222	0	0	0	4	1	0	0
Initial Fut:	37	1427	78	158	1904	178	96	216	65	31	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:	37	1427	78	158	1904	178	96	216	65	31	101	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1427	78	158	1904	178	96	216	65	31	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:	37	1427	78	158	1904	178	96	216	65	31	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	0.23	0.77	1.00
Final Sat.:	1750	3508	192	1750	3383	316	554	1246	1750	423	1377	1750

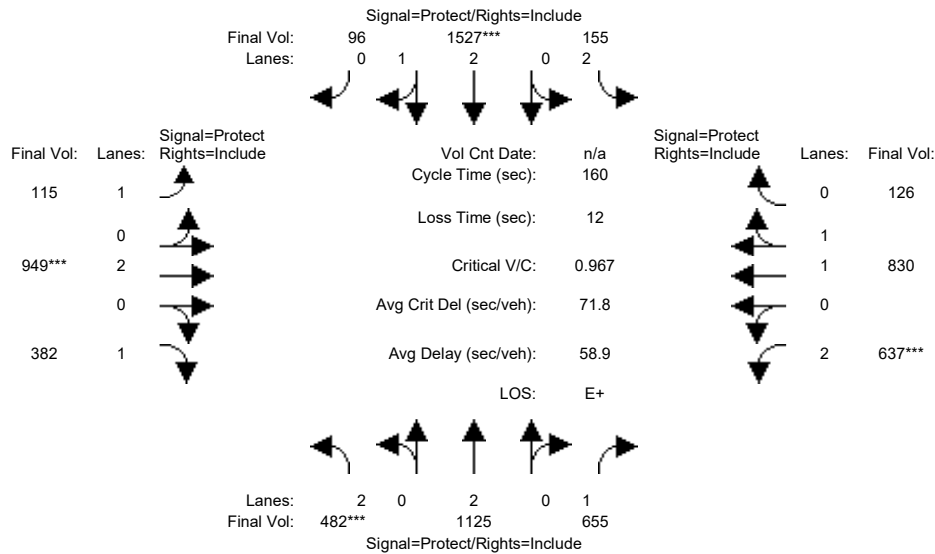
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.09	0.56	0.56	0.17	0.17	0.04	0.07	0.07	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	77.1	77.1	17.1	87.2	87.2	26.8	26.8	33.8	26.8	26.8	43.9
Volume/Cap:	0.39	0.69	0.69	0.69	0.84	0.84	0.84	0.84	0.14	0.36	0.36	0.13
Delay/Veh:	62.1	19.1	19.1	62.3	18.9	18.9	65.0	65.0	37.1	44.8	44.8	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:	62.1	19.1	19.1	62.3	18.9	18.9	65.0	65.0	37.1	44.8	44.8	29.8
LOS by Move:	E	B-	B-	E	B-	B-	E	E	D+	D	D	C
HCM2k95thQ:	3	34	34	12	51	51	26	26	4	9	9	4

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

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Cumulative PM With Retail and Residential Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						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:	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:	57	204	46	14	273	18	12	97	83	72	104	10
PasserByVol:	161	221	176	14	219	0	0	59	67	124	103	30
Initial Fut:	482	1125	655	155	1527	96	115	949	382	637	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:	482	1125	655	155	1527	96	115	949	382	637	830	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1125	655	155	1527	96	115	949	382	637	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:	482	1125	655	155	1527	96	115	949	382	637	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	331	1750	3800	1750	3150	3212	488

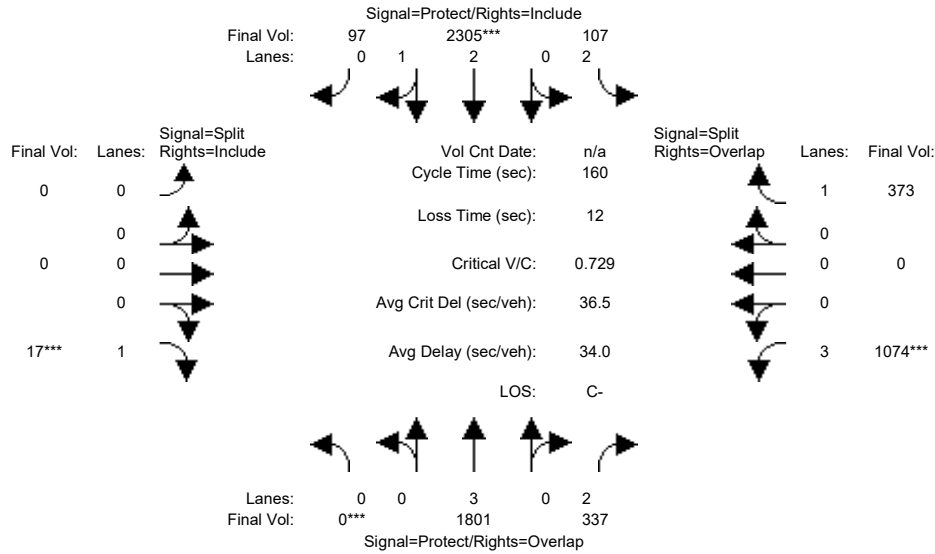
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.37	0.05	0.29	0.29	0.07	0.25	0.22	0.20	0.26	0.26
Crit Moves:	***				***			***			***	
Green Time:	25.3	64.7	64.7	8.5	47.9	47.9	15.2	41.3	41.3	33.4	59.6	59.6
Volume/Cap:	0.97	0.73	0.93	0.93	0.97	0.97	0.69	0.97	0.85	0.97	0.69	0.69
Delay/Veh:	90.5	23.9	42.8	120.7	54.4	54.4	82.2	79.8	70.0	89.8	44.0	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:	90.5	23.9	42.8	120.7	54.4	54.4	82.2	79.8	70.0	89.8	44.0	44.0
LOS by Move:	F	C	D	F	D-	D-	F	E-	E	F	D	D
HCM2k95thQ:	28	30	51	10	44	44	11	39	31	34	31	31

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

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Level Of Service Computation Report
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Cumulative PM With Retail and Residential 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	307	0	0	421	7	0	0	0	0	0	0
PasserByVol:	0	284	325	66	268	75	0	0	0	891	0	272
Initial Fut:	0	1801	337	107	2305	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	1801	337	107	2305	97	0	0	17	1074	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1801	337	107	2305	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	1801	337	107	2305	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	5374	226	0	0	1750	4551	0	1750

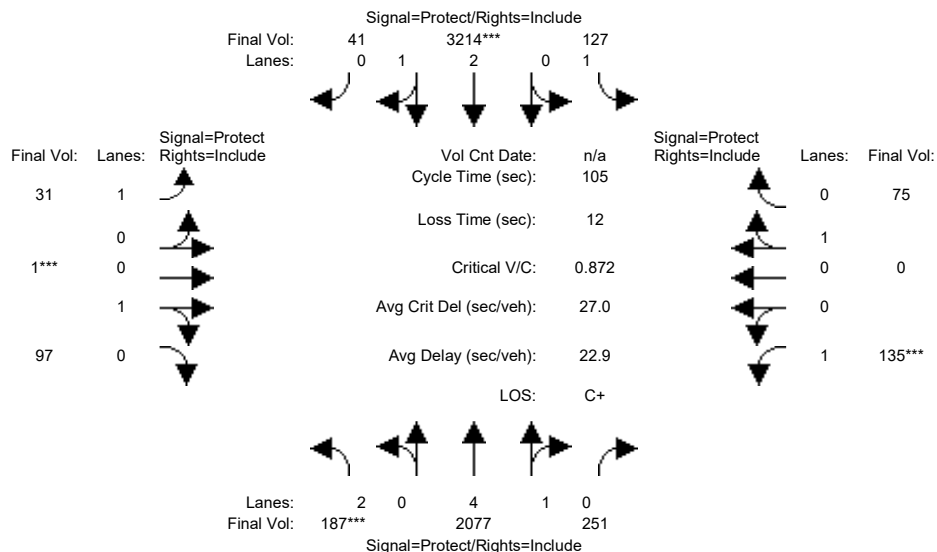
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.11	0.03	0.43	0.43	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***				***				***	***		
Green Time:	0.0	78.2	127.2	10.8	89.0	89.0	0.0	0.0	10.0	49.0	0.0	59.8
Volume/Cap:	0.00	0.65	0.13	0.50	0.77	0.77	0.00	0.00	0.16	0.77	0.00	0.57
Delay/Veh:	0.0	31.1	3.8	73.9	28.8	28.8	0.0	0.0	71.7	53.1	0.0	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:	0.0	31.1	3.8	73.9	28.8	28.8	0.0	0.0	71.7	53.1	0.0	41.1
LOS by Move:	A	C	A	E	C	C	A	A	E	D-	A	D
HCM2k95thQ:	0	36	5	6	47	47	0	0	2	35	0	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)
Cumulative PM With Retail and Residential 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:												
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	250	181	87	332	2	8	0	20	103	0	50
PasserByVol:	0	610	0	0	1165	0	0	0	0	0	0	0
Initial Fut:	187	2077	251	127	3214	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	2077	251	127	3214	41	31	1	97	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	2077	251	127	3214	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	2077	251	127	3214	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	4.44	0.56	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8385	1013	1750	5529	71	1750	18	1782	1750	0	1800

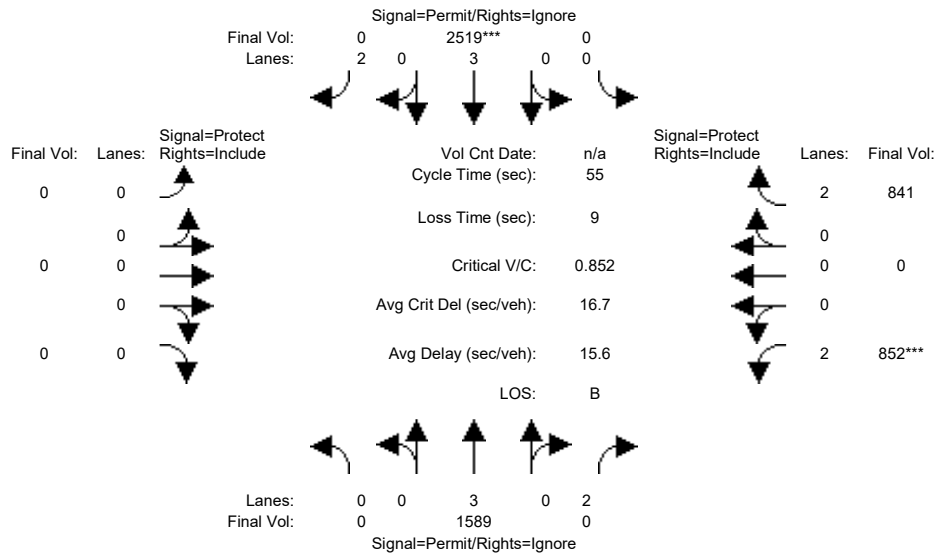
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.07	0.58	0.58	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	57.3	57.3	16.8	67.1	67.1	7.8	10.0	10.0	8.9	0.0	11.1
Volume/Cap:	0.89	0.45	0.45	0.45	0.91	0.91	0.24	0.57	0.57	0.91	0.00	0.39
Delay/Veh:	82.6	14.5	14.5	41.1	20.3	20.3	46.8	50.0	50.0	95.6	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	14.5	14.5	41.1	20.3	20.3	46.8	50.0	50.0	95.6	0.0	45.1
LOS by Move:	F	B	B	D	C+	C+	D	D	D	F	A	D
HCM2k95thQ:	8	16	16	8	50	50	3	8	8	15	0	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 With Retail and Residential Alternative

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



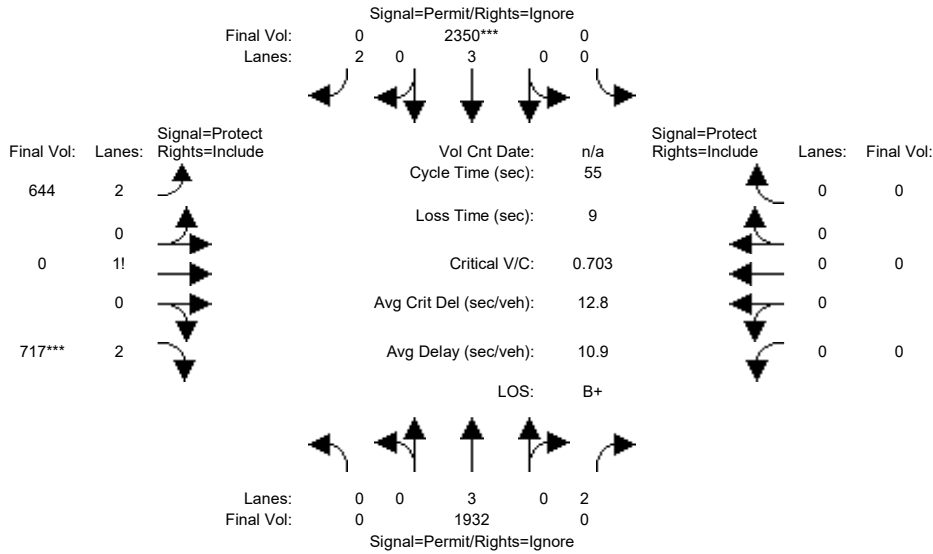
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	782	526	0	1417	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	369	151	0	415	41	0	0	0	195	0	86
PasserByVol:	0	438	279	0	687	479	0	0	0	100	0	172
Initial Fut:	0	1589	956	0	2519	1082	0	0	0	852	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	1589	0	0	2519	0	0	0	0	852	0	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1589	0	0	2519	0	0	0	0	852	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
FinalVolume:	0	1589	0	0	2519	0	0	0	0	852	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	0.28	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:					****					****		
Green Time:	0.0	28.5	0.0	0.0	28.5	0.0	0.0	0.0	0.0	17.5	0.0	17.5
Volume/Cap:	0.00	0.54	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.84
Delay/Veh:	0.0	9.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	24.7	0.0	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:	0.0	9.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	24.7	0.0	24.0
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	5	0	0	14	0	0	0	0	21	0	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 With Retail and Residential 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	454	163	0	559	51	65	0	202	0	0	0
PasserByVol:	0	379	12	0	390	397	348	0	140	0	0	0
Initial Fut:	0	1932	638	0	2350	1013	644	0	717	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	1932	0	0	2350	0	644	0	717	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1932	0	0	2350	0	644	0	717	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	1932	0	0	2350	0	644	0	717	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	2.48	0.00	2.52	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	3966	0	4082	0	0	0

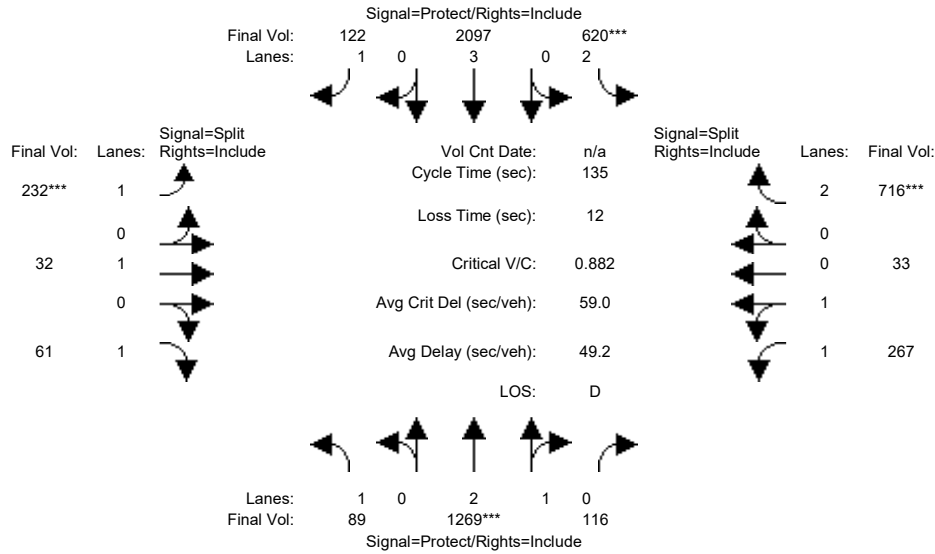
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.41	0.00	0.16	0.00	0.18	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	32.3	0.0	0.0	32.3	0.0	13.7	0.0	13.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.70	0.00	0.65	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	8.7	0.0	19.2	0.0	20.0	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	7.4	0.0	0.0	8.7	0.0	19.2	0.0	20.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B-	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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:	46	212	40	252	160	65	198	20	43	110	27	47
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	89	1269	116	620	2097	122	232	32	61	267	33	716
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1269	116	620	2097	122	232	32	61	267	33	716
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1269	116	620	2097	122	232	32	61	267	33	716
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	1269	116	620	2097	122	232	32	61	267	33	716

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	2.74	0.26	2.00	3.00	1.00	1.00	1.00	1.00	1.78	0.22	2.00
Final Sat.:	1750	5130	469	3150	5700	1750	1750	1900	1750	3159	390	3150

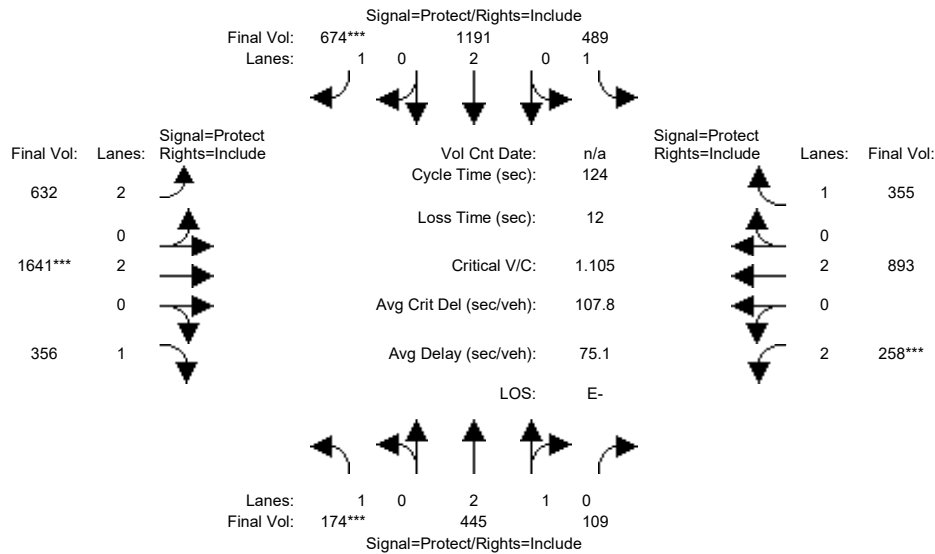
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.20	0.37	0.07	0.13	0.02	0.03	0.08	0.08	0.23
Crit Moves:	****			****			****			****		
Green Time:	8.4	37.8	37.8	30.1	59.6	59.6	20.3	20.3	20.3	34.8	34.8	34.8
Volume/Cap:	0.82	0.88	0.88	0.88	0.83	0.16	0.88	0.11	0.23	0.33	0.33	0.88
Delay/Veh:	99.0	52.7	52.7	63.3	35.9	22.8	83.7	49.8	51.0	40.9	40.9	59.3
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:	99.0	52.7	52.7	63.3	35.9	22.8	83.7	49.8	51.0	40.9	40.9	59.3
LOS by Move:	F	D-	D-	E	D+	C+	F	D	D	D	D	E+
HCM2k95thQ:	8	31	31	28	43	6	24	2	5	10	10	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 With Retail and Residential 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:	22	85	11	91	123	97	137	231	29	30	192	77
PasserByVol:	0	46	10	111	164	148	69	62	0	21	88	77
Initial Fut:	174	445	109	489	1191	674	632	1641	356	258	893	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	445	109	489	1191	674	632	1641	356	258	893	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	445	109	489	1191	674	632	1641	356	258	893	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	445	109	489	1191	674	632	1641	356	258	893	355

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	2.39	0.61	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4497	1101	1750	3800	1750	3150	3800	1750	3150	3800	1750

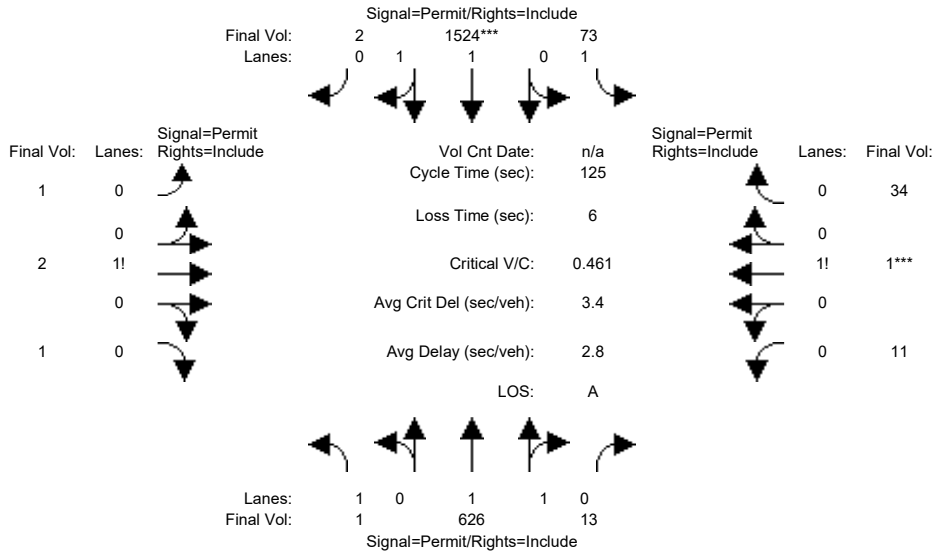
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.28	0.31	0.39	0.20	0.43	0.20	0.08	0.24	0.20
Crit Moves:	***					***	***			***		
Green Time:	11.2	14.2	14.2	40.1	43.2	43.2	26.5	48.4	48.4	9.2	31.1	31.1
Volume/Cap:	1.11	0.86	0.86	0.86	0.90	1.11	0.94	1.11	0.52	1.11	0.94	0.81
Delay/Veh:	159.2	65.5	65.5	52.3	46.9	109.1	68.6	95.6	29.6	147.4	61.6	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:	159.2	65.5	65.5	52.3	46.9	109.1	68.6	95.6	29.6	147.4	61.6	54.4
LOS by Move:	F	E	E	D-	D	F	E	F	C	F	E	D-
HCM2k95thQ:	19	15	15	31	35	57	27	65	14	16	31	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)
Cumulative PM With Retail and Residential 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	118	0	0	182	0	0	0	0	0	0	0
PasserByVol:	0	49	0	0	150	0	0	0	0	0	0	0
Initial Fut:	1	626	13	73	1524	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	626	13	73	1524	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	626	13	73	1524	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	626	13	73	1524	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	3625	75	1750	3695	5	438	875	438	418	38	1293

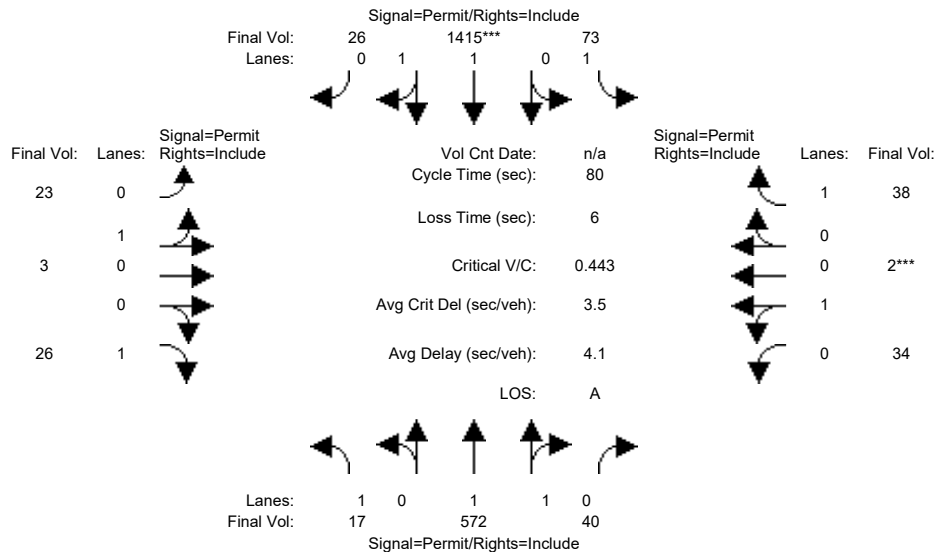
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.04	0.41	0.41	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.20	0.20	0.05	0.47	0.47	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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	12	12	0	0	0	4	4	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 With Retail and Residential Alternative

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:	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	110	0	8	174	0	0	0	0	0	0	8
PasserByVol:	0	39	0	0	130	0	0	0	0	0	0	0
Initial Fut:	17	572	40	73	1415	26	23	3	26	34	2	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:	17	572	40	73	1415	26	23	3	26	34	2	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	572	40	73	1415	26	23	3	26	34	2	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:	17	572	40	73	1415	26	23	3	26	34	2	38

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	1.87	0.13	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3458	242	1750	3633	67	1592	208	1750	1700	100	1750

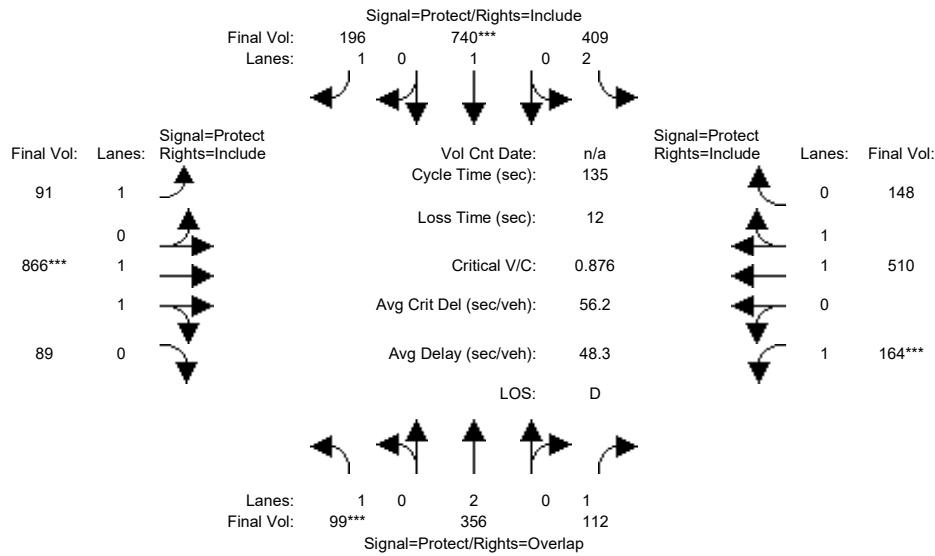
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.04	0.39	0.39	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.21	0.21	0.05	0.49	0.49	0.12	0.12	0.12	0.16	0.16	0.17
Delay/Veh:	1.6	2.0	2.0	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	2.0	2.0	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	12	12	1	1	1	2	2	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)
Cumulative PM With Retail and Residential 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	93	9	14	157	3	3	27	0	26	10	14
PasserByVol:	0	27	0	2	96	9	6	0	0	0	0	1
Initial Fut:	99	356	112	409	740	196	91	866	89	164	510	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:	99	356	112	409	740	196	91	866	89	164	510	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	356	112	409	740	196	91	866	89	164	510	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:	99	356	112	409	740	196	91	866	89	164	510	148

Saturation 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	1.54	0.46
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3355	345	1750	2867	832

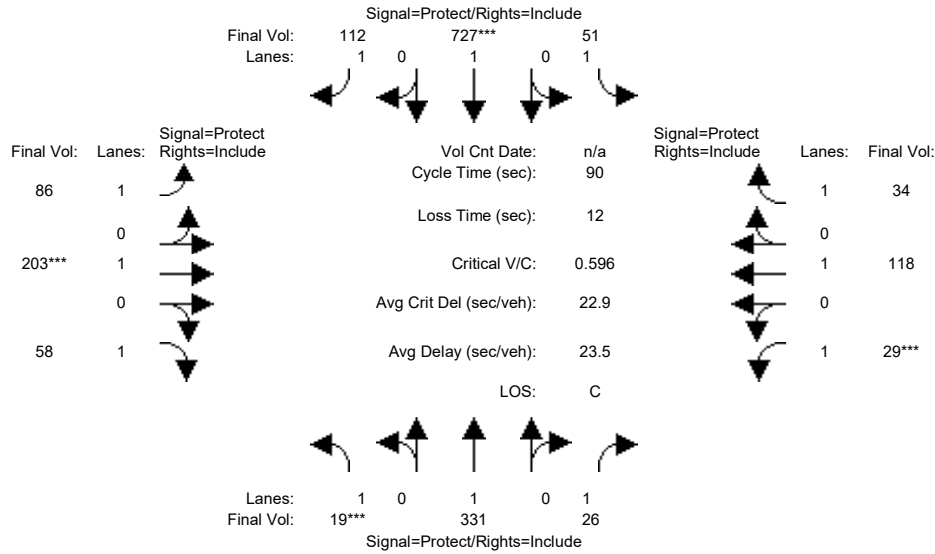
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.13	0.39	0.11	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***				***			***			***	
Green Time:	8.7	28.8	43.3	39.9	60.0	60.0	12.3	39.8	39.8	14.4	42.0	42.0
Volume/Cap:	0.88	0.44	0.20	0.44	0.88	0.25	0.57	0.88	0.88	0.88	0.57	0.57
Delay/Veh:	110.9	46.5	33.5	38.8	44.3	23.6	63.8	53.4	53.4	93.2	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:	110.9	46.5	33.5	38.8	44.3	23.6	63.8	53.4	53.4	93.2	39.7	39.7
LOS by Move:	F	D	C-	D+	D	C	E	D-	D-	F	D	D
HCM2k95thQ:	10	12	7	15	47	10	8	35	35	15	21	21

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

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Cumulative PM With Retail and Residential 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	102	0	0	183	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	75	0	0	55	0	0	25	0
Initial Fut:	19	331	26	51	727	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	331	26	51	727	112	86	203	58	29	118	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	331	26	51	727	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	331	26	51	727	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

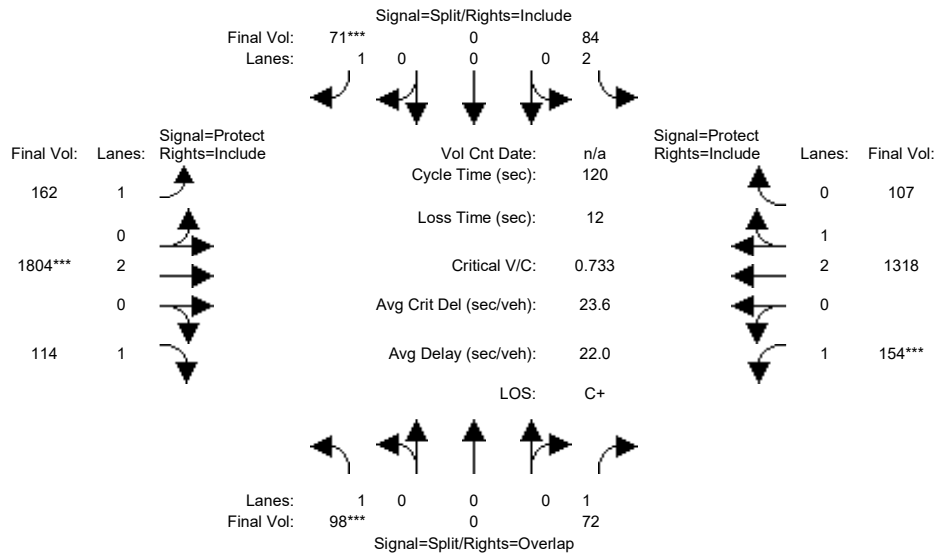
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.01	0.03	0.38	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.4	39.4	17.6	50.0	50.0	8.6	14.0	14.0	7.0	12.3	12.3
Volume/Cap:	0.14	0.40	0.03	0.15	0.69	0.12	0.51	0.69	0.21	0.21	0.45	0.14
Delay/Veh:	39.2	17.5	14.4	30.2	16.3	9.5	41.3	42.7	33.6	39.7	37.0	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:	39.2	17.5	14.4	30.2	16.3	9.5	41.3	42.7	33.6	39.7	37.0	34.4
LOS by Move:	D	B	B	C	B	A	D	D	C-	D	D+	C-
HCM2k95thQ:	1	12	1	2	24	3	6	13	3	2	7	2

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

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Level Of Service Computation Report
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Cumulative PM With Retail and Residential 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:												
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	332	0	0	300	0
PasserByVol:	0	0	0	24	0	21	28	106	0	10	150	25
Initial Fut:	98	0	72	84	0	71	162	1804	114	154	1318	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	1804	114	154	1318	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1804	114	154	1318	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	1804	114	154	1318	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	5179	420

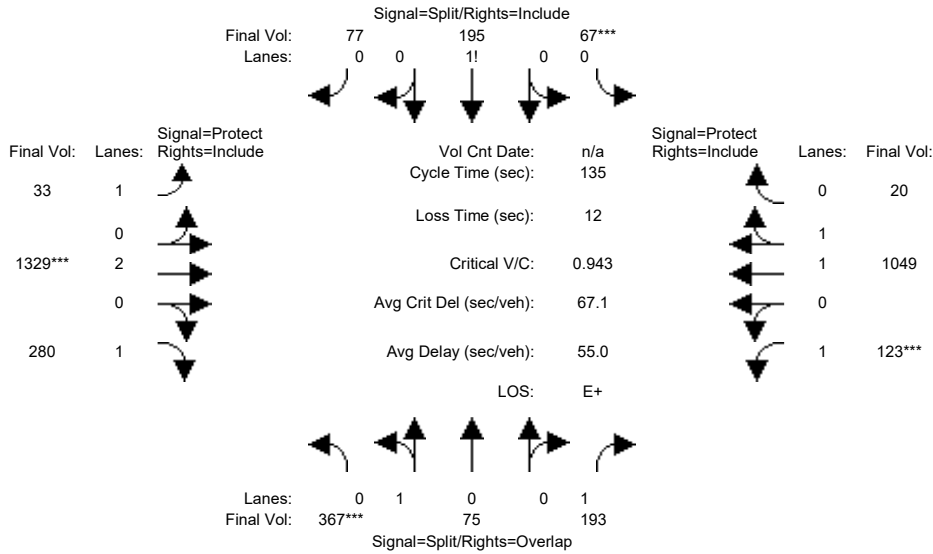
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.47	0.07	0.09	0.25	0.25
Crit Moves:	***					****		****		****		
Green Time:	9.2	0.0	23.6	6.6	0.0	6.6	24.6	77.8	77.8	14.4	67.6	67.6
Volume/Cap:	0.73	0.00	0.21	0.48	0.00	0.73	0.45	0.73	0.10	0.73	0.45	0.45
Delay/Veh:	72.9	0.0	40.7	57.1	0.0	80.5	42.7	15.3	8.0	63.4	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	0.0	40.7	57.1	0.0	80.5	42.7	15.3	8.0	63.4	15.5	15.5
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	18	18

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

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Cumulative PM With Retail and Residential 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	18	0	0	0	0	157	0	21	187	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	193	67	195	77	33	1329	280	123	1049	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	193	67	195	77	33	1329	280	123	1049	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	193	67	195	77	33	1329	280	123	1049	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	193	67	195	77	33	1329	280	123	1049	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

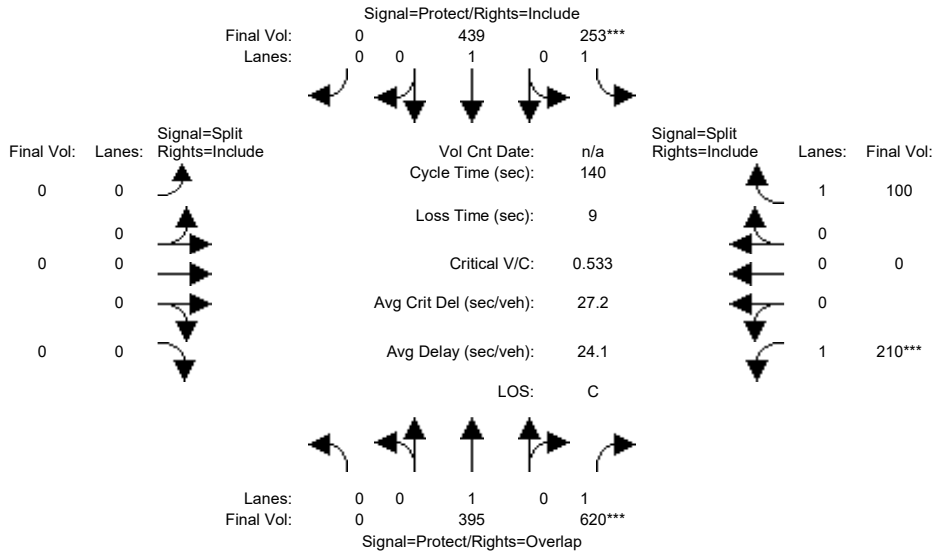
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.11	0.19	0.19	0.19	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***			***			***			***		
Green Time:	35.1	35.1	45.2	27.7	27.7	27.7	9.1	50.1	50.1	10.1	51.0	51.0
Volume/Cap:	0.94	0.94	0.33	0.94	0.94	0.94	0.28	0.94	0.43	0.94	0.77	0.77
Delay/Veh:	76.7	76.7	33.9	85.8	85.8	85.8	61.1	53.9	32.3	123.5	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	76.7	33.9	85.8	85.8	85.8	61.1	53.9	32.3	123.5	39.4	39.4
LOS by Move:	E-	E-	C-	F	F	F	E	D-	C-	F	D	D
HCM2k95thQ:	36	36	12	33	33	33	3	42	16	12	33	33

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

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Cumulative PM With Retail and Residential 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:	Tantau Avenue						Pruneridge Avenue					
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	18	31	0	21	0	0	0	0	37	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	395	620	253	439	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	395	620	253	439	0	0	0	0	210	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	395	620	253	439	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
FinalVolume:	0	395	620	253	439	0	0	0	0	210	0	100

Saturation Flow Module:	Tantau Avenue						Pruneridge 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	0.92	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

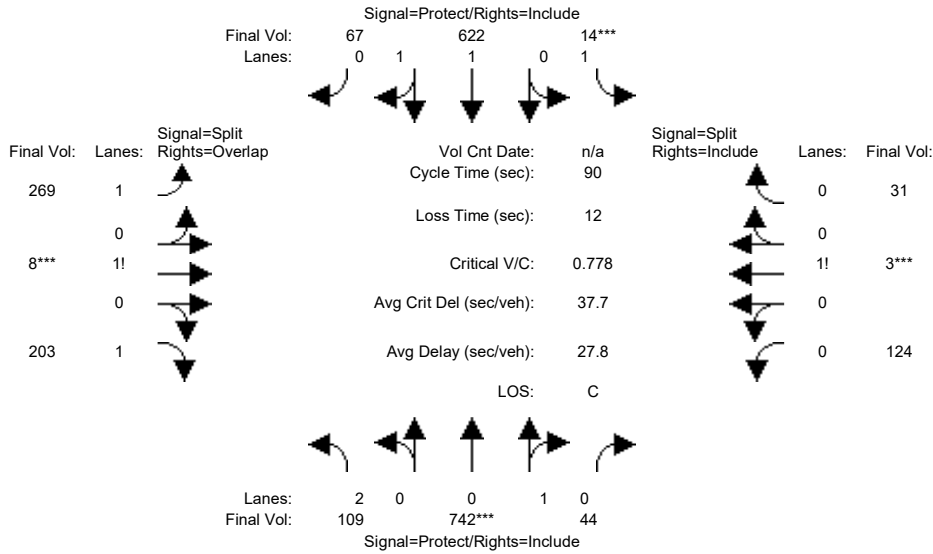
Capacity Analysis Module:	Tantau Avenue						Pruneridge Avenue					
Vol/Sat:	0.00	0.21	0.35	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	61.5	93.0	38.0	99.5	0.0	0.0	0.0	0.0	31.5	0.0	31.5
Volume/Cap:	0.00	0.47	0.53	0.53	0.33	0.00	0.00	0.00	0.00	0.53	0.00	0.25
Delay/Veh:	0.0	28.2	12.7	44.6	7.8	0.0	0.0	0.0	0.0	49.2	0.0	44.9
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	28.2	12.7	44.6	7.8	0.0	0.0	0.0	0.0	49.2	0.0	44.9
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	20	25	17	13	0	0	0	0	16	0	7

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 With Retail and Residential 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	49	0	0	57	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	742	44	14	622	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	742	44	14	622	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	742	44	14	622	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	742	44	14	622	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	1.80	0.20	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1699	101	1750	3340	360	2715	57	2478	1373	33	343

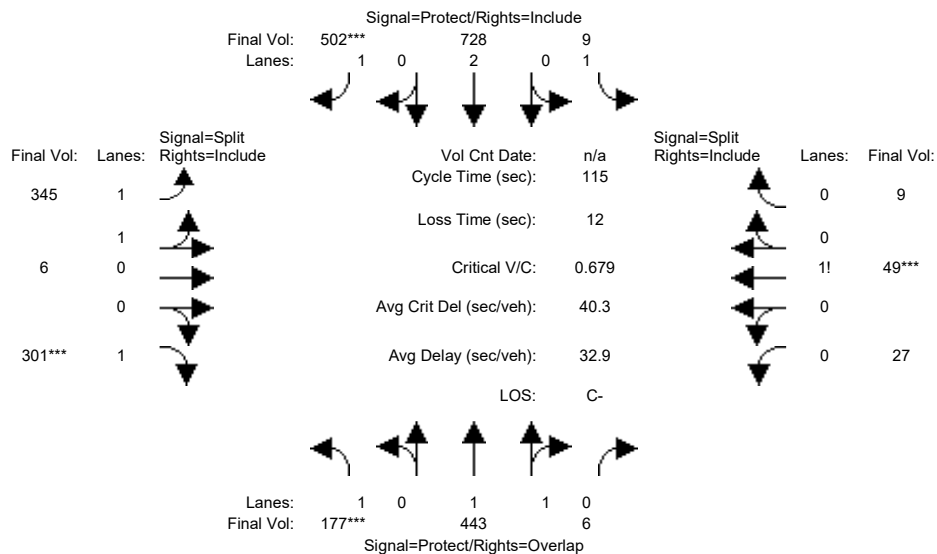
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.01	0.19	0.19	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.7	46.2	46.2	7.0	37.6	37.6	14.8	14.8	30.4	10.0	10.0	10.0
Volume/Cap:	0.20	0.85	0.85	0.10	0.45	0.45	0.60	0.85	0.24	0.81	0.81	0.81
Delay/Veh:	32.0	26.4	26.4	38.9	19.0	19.0	36.2	48.2	21.5	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:	32.0	26.4	26.4	38.9	19.0	19.0	36.2	48.2	21.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2k95thQ:	3	35	35	1	13	13	11	18	6	13	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)
Cumulative PM With Retail and Residential 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:	82	1	0	0	0	57	48	0	67	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	177	443	6	9	728	502	345	6	301	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:	177	443	6	9	728	502	345	6	301	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	443	6	9	728	502	345	6	301	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:	177	443	6	9	728	502	345	6	301	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	3489	61	1750	556	1009	185

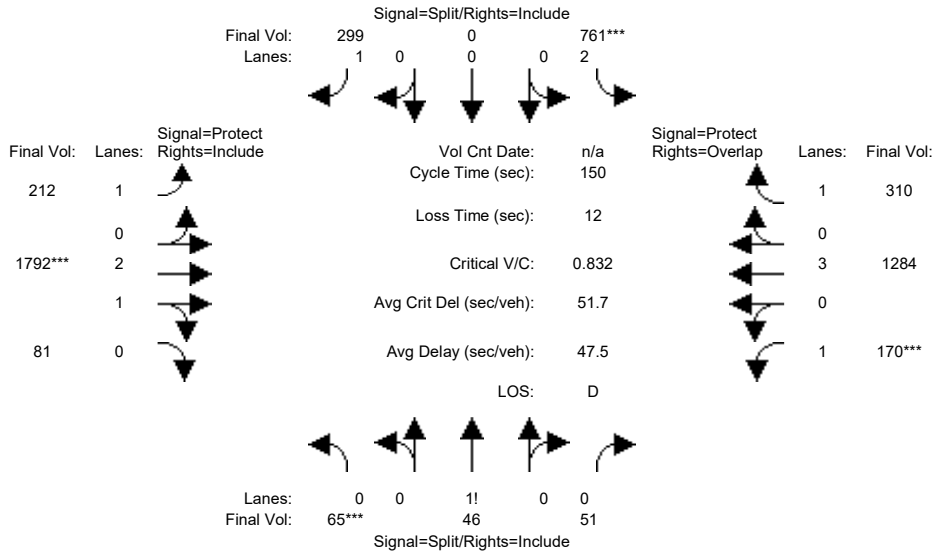
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.01	0.19	0.29	0.10	0.10	0.17	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	16.8	42.9	52.9	21.5	47.6	47.6	28.6	28.6	28.6	10.0	10.0	10.0
Volume/Cap:	0.69	0.33	0.26	0.03	0.46	0.69	0.40	0.40	0.69	0.56	0.56	0.56
Delay/Veh:	54.6	25.9	19.2	38.2	24.6	30.6	36.3	36.3	44.0	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:	54.6	25.9	19.2	38.2	24.6	30.6	36.3	36.3	44.0	55.0	55.0	55.0
LOS by Move:	D-	C	B-	D+	C	C	D+	D+	D	D-	D-	D-
HCM2k95thQ:	12	10	9	1	17	27	10	10	19	8	8	8

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 With Retail and Residential 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:	7	9	0	67	0	0	1	316	16	0	293	73
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	65	46	51	761	0	299	212	1792	81	170	1284	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	46	51	761	0	299	212	1792	81	170	1284	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	46	51	761	0	299	212	1792	81	170	1284	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	46	51	761	0	299	212	1792	81	170	1284	310

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	0.28	0.31	2.00	0.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	702	497	551	3150	0	1750	1750	5358	242	1750	5700	1750

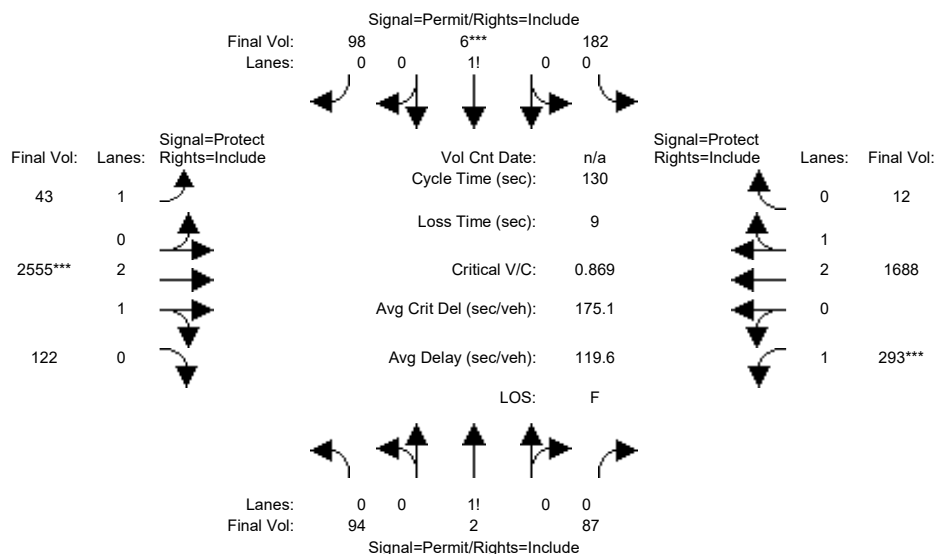
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.24	0.00	0.17	0.12	0.33	0.33	0.10	0.23	0.18
Crit Moves:	***			****			****			****		
Green Time:	16.7	16.7	16.7	43.5	0.0	43.5	27.2	60.3	60.3	17.5	50.6	94.1
Volume/Cap:	0.83	0.83	0.83	0.83	0.00	0.59	0.67	0.83	0.83	0.83	0.67	0.28
Delay/Veh:	90.5	90.5	90.5	56.4	0.0	47.4	62.6	43.1	43.1	89.1	43.4	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:	90.5	90.5	90.5	56.4	0.0	47.4	62.6	43.1	43.1	89.1	43.4	12.8
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B
HCM2k95thQ:	16	16	16	34	0	22	18	43	43	16	28	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)
Cumulative PM With Retail and Residential 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	383	0	0	365	0
PasserByVol:	0	1	0	39	0	12	5	360	0	88	318	4
Initial Fut:	88	2	82	171	6	92	40	2402	115	275	1587	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	2555	122	293	1688	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2555	122	293	1688	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	2555	122	293	1688	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	5344	256	1750	5561	39

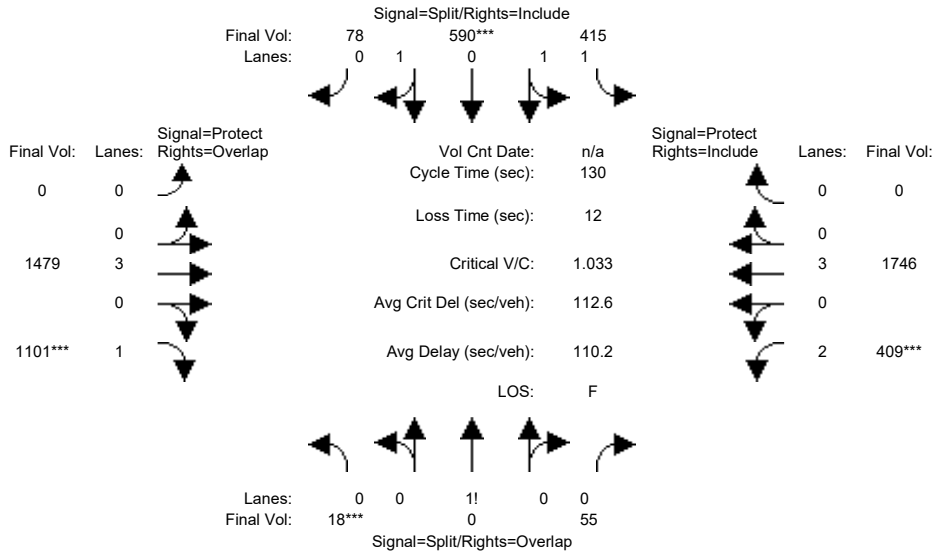
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.48	0.48	0.17	0.30	0.30
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.35	1.35	0.72	0.62	0.62
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	204	203.5	52.6	24.6	24.6
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:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	204	203.5	52.6	24.6	24.6
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2k95thQ:	11	11	11	18	18	18	3	96	96	20	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)
Cumulative PM With Retail and Residential 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		
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	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	253	130	60	365	0
PasserByVol:	0	0	0	2	18	4	0	130	343	0	311	0
Initial Fut:	18	0	55	415	590	78	0	1479	1101	409	1746	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	1479	1101	409	1746	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	590	78	0	1479	1101	409	1746	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	1479	1101	409	1746	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:

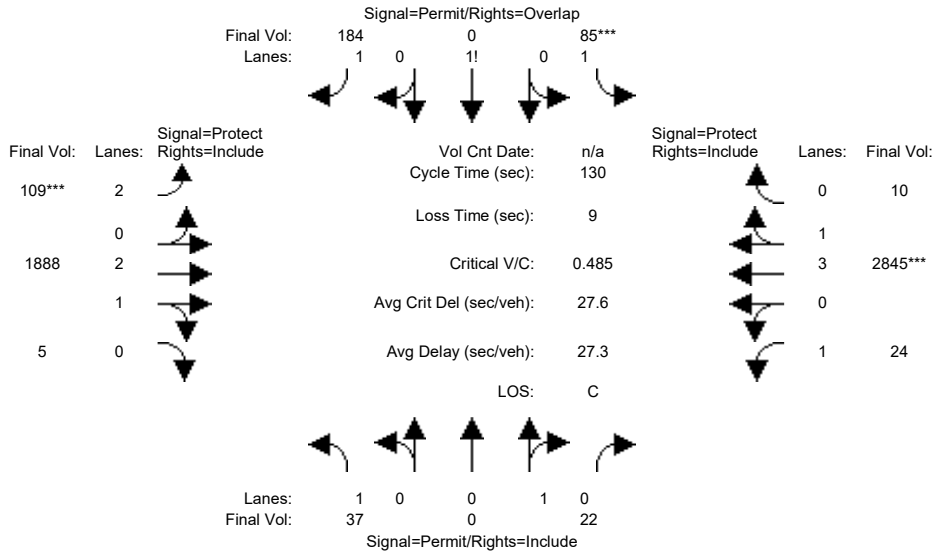
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.26	0.63	0.13	0.31	0.00
Crit Moves:	***			***	***		***	***	***	***	***	
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.22	1.29	0.81	0.82	0.00
Delay/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	175	182.9	79.7	51.9	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:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	175	182.9	79.7	51.9	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	56	138	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 With Retail and Residential 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	254	0	0	433	0
PasserByVol:	0	0	0	0	0	0	24	101	0	0	313	0
Initial Fut:	35	0	21	80	0	173	102	1775	5	23	2674	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	1888	5	24	2845	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1888	5	24	2845	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	1888	5	24	2845	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	7475	25

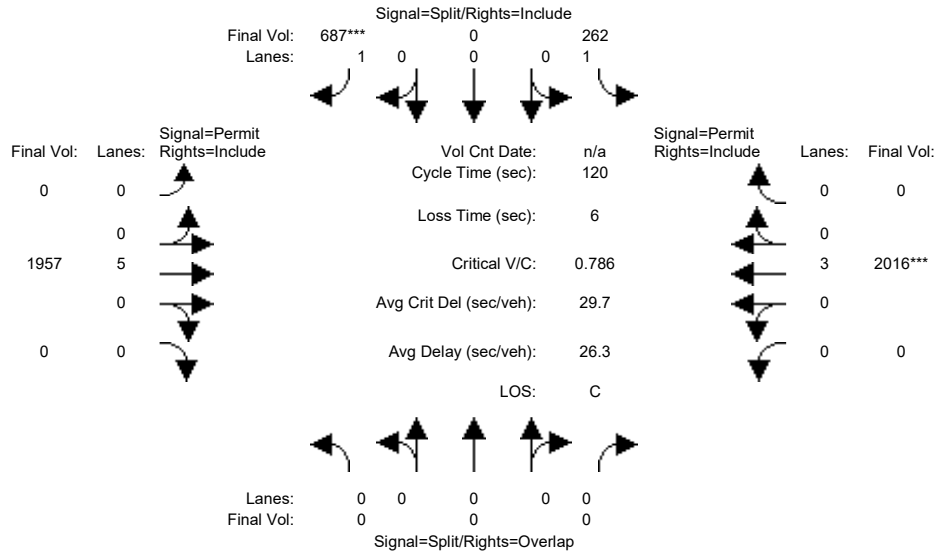
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.34	0.34	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.70	0.70	0.14	0.75	0.75
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.1	27.1	53.6	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:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.1	27.1	53.6	26.3	26.3
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	37	37

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 With Retail and Residential 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:												
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	90	0	254	0	0	343	0
PasserByVol:	0	0	0	0	0	17	0	108	0	0	298	0
Initial Fut:	0	0	0	262	0	687	0	1957	0	0	2016	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	687	0	1957	0	0	2016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	687	0	1957	0	0	2016	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	687	0	1957	0	0	2016	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

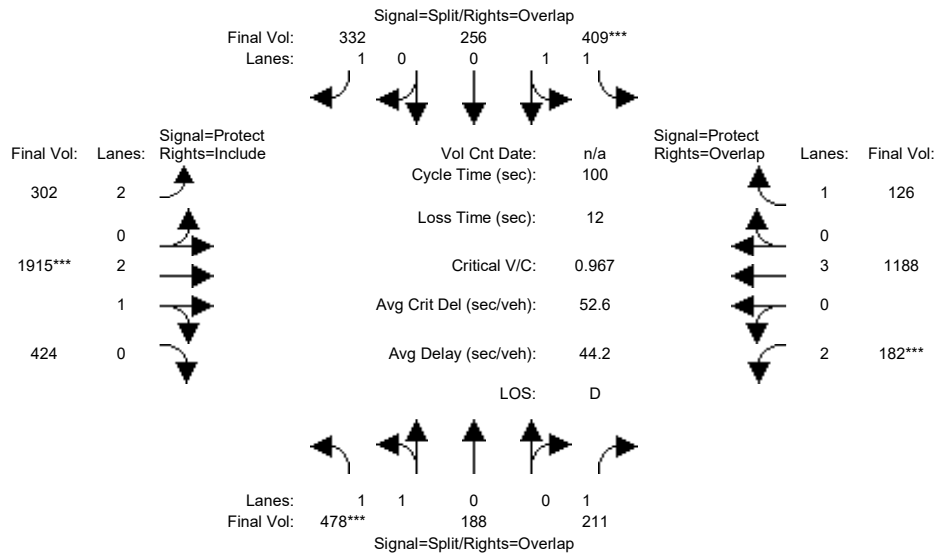
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.39	0.00	0.21	0.00	0.00	0.35	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	60.0	0.0	60.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.79	0.00	0.46	0.00	0.00	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	0.0	29.5	0.0	22.9	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	17.9	0.0	29.5	0.0	22.9	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	39	0	18	0	0	35	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 With Retail and Residential Alternative

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:	125	178	14	0	235	145	85	117	155	14	106	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	478	188	211	409	256	332	302	1915	424	182	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:	478	188	211	409	256	332	302	1915	424	182	1188	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	188	211	409	256	332	302	1915	424	182	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:	478	188	211	409	256	332	302	1915	424	182	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:	1.44	0.56	1.00	1.24	0.76	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2548	1002	1750	2183	1366	1750	3150	4584	1015	3150	5700	1750

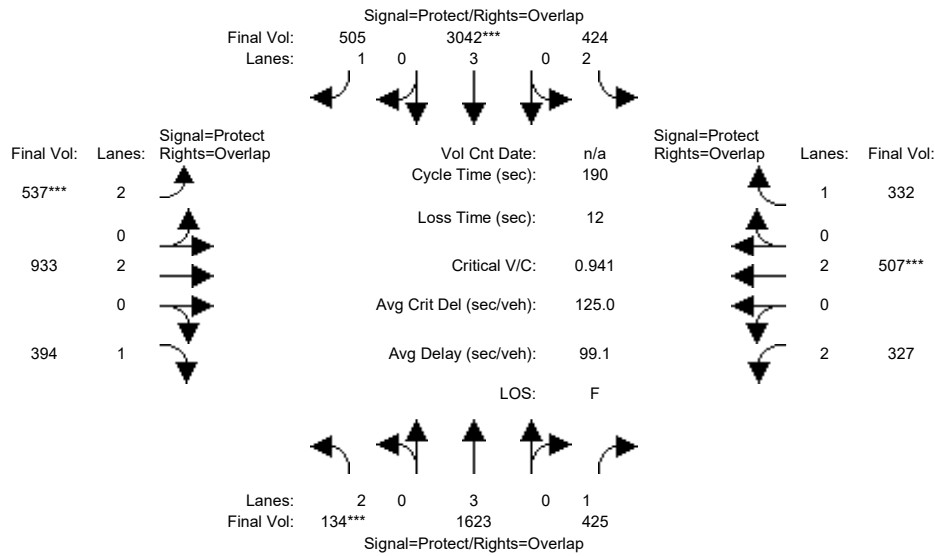
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.12	0.19	0.19	0.19	0.10	0.42	0.42	0.06	0.21	0.07
Crit Moves:	***			***			***			***		
Green Time:	19.2	19.2	26.2	19.1	19.1	34.8	15.7	42.7	42.7	7.0	34.0	53.2
Volume/Cap:	0.98	0.98	0.46	0.98	0.98	0.55	0.61	0.98	0.98	0.83	0.61	0.14
Delay/Veh:	69.3	69.3	31.7	69.4	69.4	27.3	41.6	42.0	42.0	67.7	28.1	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:	69.3	69.3	31.7	69.4	69.4	27.3	41.6	42.0	42.0	67.7	28.1	11.9
LOS by Move:	E	E	C	E	E	C	D	D	D	E	C	B+
HCM2k95thQ:	28	28	12	28	28	17	10	42	42	11	20	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 With Retail and Residential 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:												
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	373	31	127	696	132	81	93	0	27	76	96
PasserByVol:	8	160	29	47	234	44	66	71	32	12	40	35
Initial Fut:	134	2029	425	424	3851	505	537	933	394	327	507	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	1623	425	424	3042	505	537	933	394	327	507	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1623	425	424	3042	505	537	933	394	327	507	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	1623	425	424	3042	505	537	933	394	327	507	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

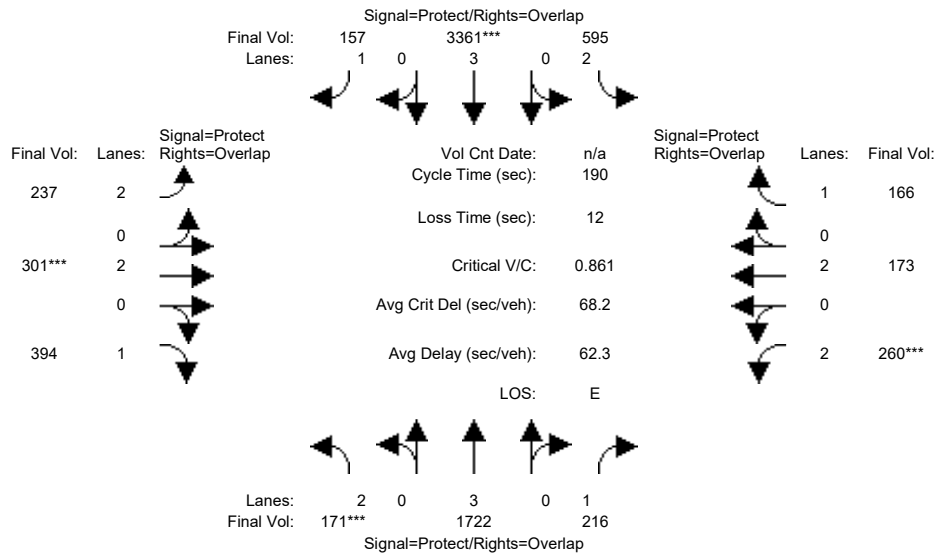
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.24	0.13	0.53	0.29	0.17	0.25	0.23	0.10	0.13	0.19
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.62	0.42	1.09	1.07	0.46	1.32	1.04	0.70	0.92	0.61	0.55
Delay/Veh:	87.7	59.6	42.5	160.7	116	38.6	241.9	111	58.9	109.9	66.5	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	59.6	42.5	160.7	116	38.6	241.9	111	58.9	109.9	66.5	50.5
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	44	36	34	103	42	44	46	34	25	24	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)
Cumulative PM With Retail and Residential 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:	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	385	1	0	698	25	19	12	0	1	12	0
PasserByVol:	40	111	14	97	196	12	50	20	195	8	42	11
Initial Fut:	171	2153	216	595	4254	157	237	301	394	260	173	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	1722	216	595	3361	157	237	301	394	260	173	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1722	216	595	3361	157	237	301	394	260	173	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	1722	216	595	3361	157	237	301	394	260	173	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

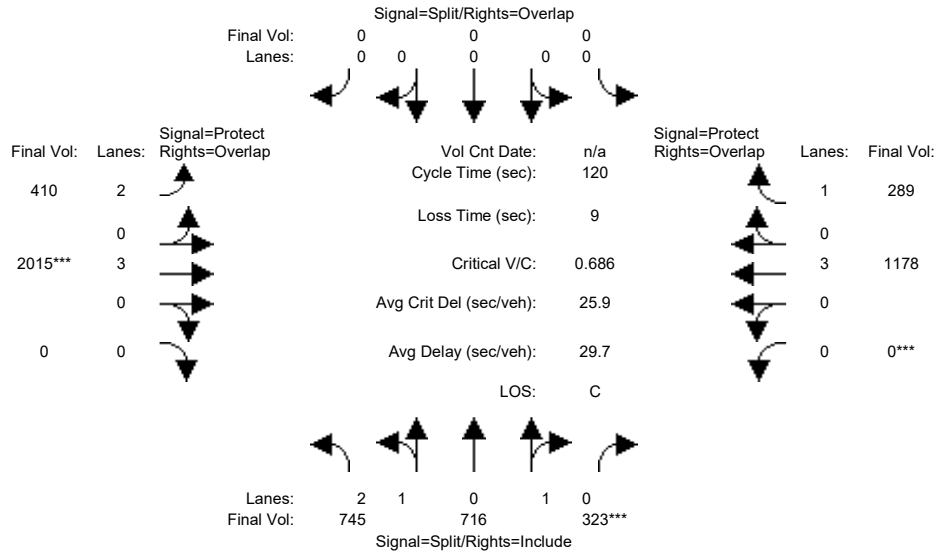
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.59	0.09	0.08	0.08	0.23	0.08	0.05	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.67	0.22	0.88	1.03	0.14	0.87	0.51	0.89	0.73	0.25	0.24
Delay/Veh:	82.6	40.8	20.2	83.2	65.6	12.2	109.5	72.7	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	40.8	20.2	83.2	65.6	12.2	109.5	72.7	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	17	14	41	18	8	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 PM With Retail and Residential 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:	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:	97	89	73	0	0	0	52	261	0	0	246	36
PasserByVol:	194	13	0	0	0	0	33	74	0	0	106	0
Initial Fut:	745	716	323	0	0	0	410	2015	0	0	1178	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:	745	716	323	0	0	0	410	2015	0	0	1178	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	716	323	0	0	0	410	2015	0	0	1178	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:	745	716	323	0	0	0	410	2015	0	0	1178	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:

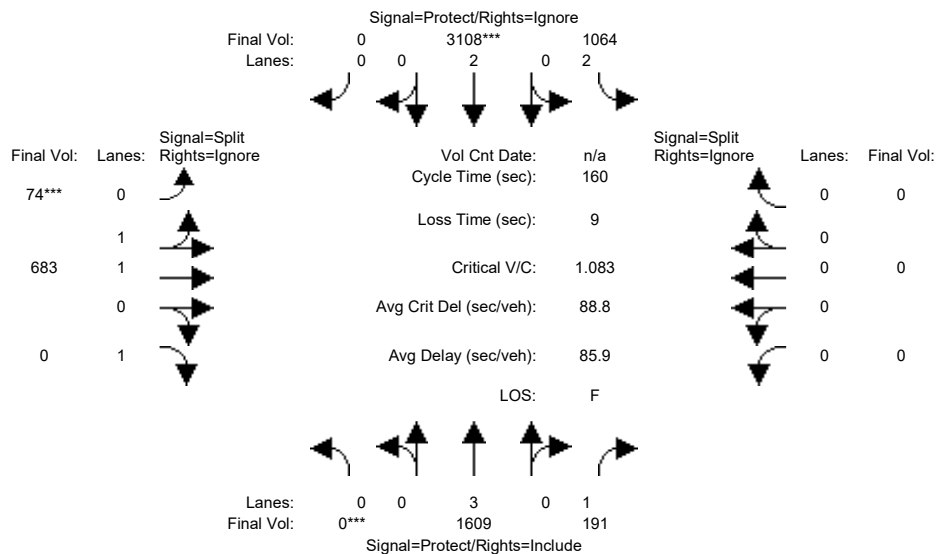
Vol/Sat:	0.24	0.28	0.28	0.00	0.00	0.00	0.13	0.35	0.00	0.00	0.21	0.17
Crit Moves:	****						****			****		
Green Time:	49.1	49.1	49.1	0.0	0.0	0.0	23.9	61.9	0.0	0.0	38.0	38.0
Volume/Cap:	0.58	0.69	0.69	0.00	0.00	0.00	0.65	0.69	0.00	0.00	0.65	0.52
Delay/Veh:	27.7	29.9	29.9	0.0	0.0	0.0	46.7	22.5	0.0	0.0	36.2	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:	27.7	29.9	29.9	0.0	0.0	0.0	46.7	22.5	0.0	0.0	36.2	34.5
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	C-
HCM2k95thQ:	23	29	29	0	0	0	16	31	0	0	21	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)
Cumulative PM With Retail and Residential 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:												
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	315	34	195	355	0	0	70	196	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1609	191	1064	3108	0	74	683	1180	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	1609	191	1064	3108	0	74	683	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1609	191	1064	3108	0	74	683	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	1609	191	1064	3108	0	74	683	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	0.20	1.80	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	362	3338	1750	0	0	0

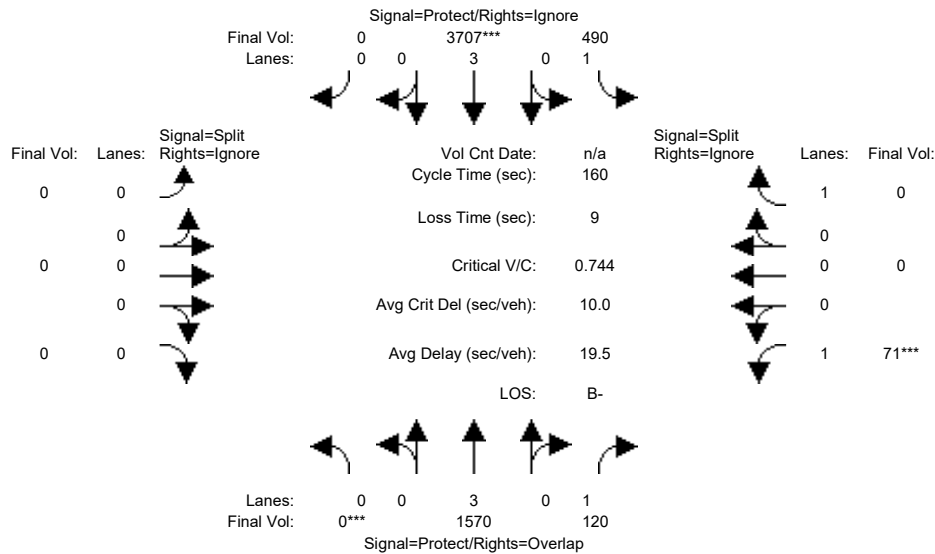
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.34	0.82	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.27	1.21	1.19	0.00	0.80	0.80	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	28.0	162.5	95.5	0.0	61.3	61.3	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	35.4	28.0	162.5	95.5	0.0	61.3	61.3	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	29	29	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 With Retail and Residential 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	348	0	2	549	0	0	0	0	1	0	1
PasserByVol:	0	173	0	21	380	14	0	0	0	0	0	3
Initial Fut:	0	1570	120	490	3707	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	1570	120	490	3707	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1570	120	490	3707	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	1570	120	490	3707	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

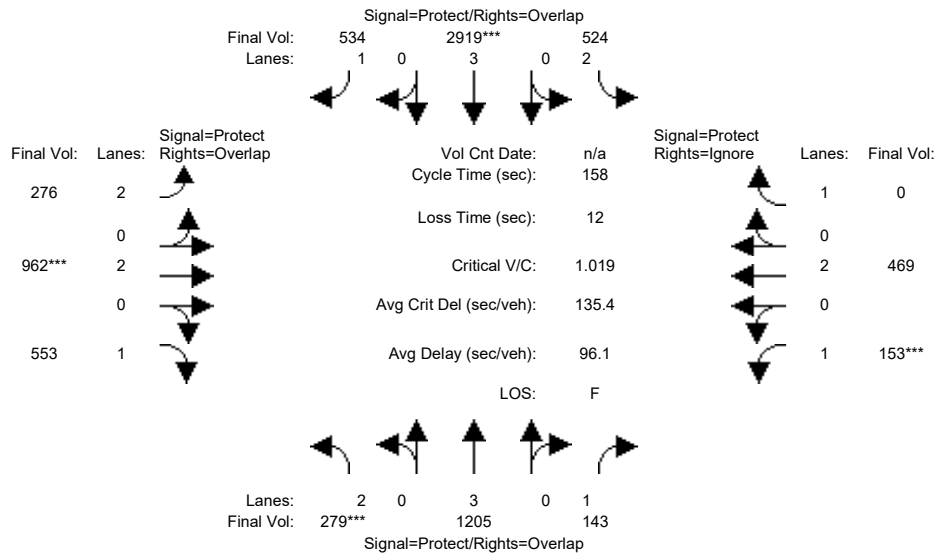
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.28	0.66	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.12	0.78	0.81	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.5	14.8	52.1	8.9	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	32.5	14.8	52.1	8.9	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	49	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)
Cumulative PM With Retail and Residential 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:	31	338	0	2	521	27	9	2	49	0	2	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	279	1205	143	524	2919	534	276	962	553	153	469	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:	279	1205	143	524	2919	534	276	962	553	153	469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1205	143	524	2919	534	276	962	553	153	469	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	1205	143	524	2919	534	276	962	553	153	469	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

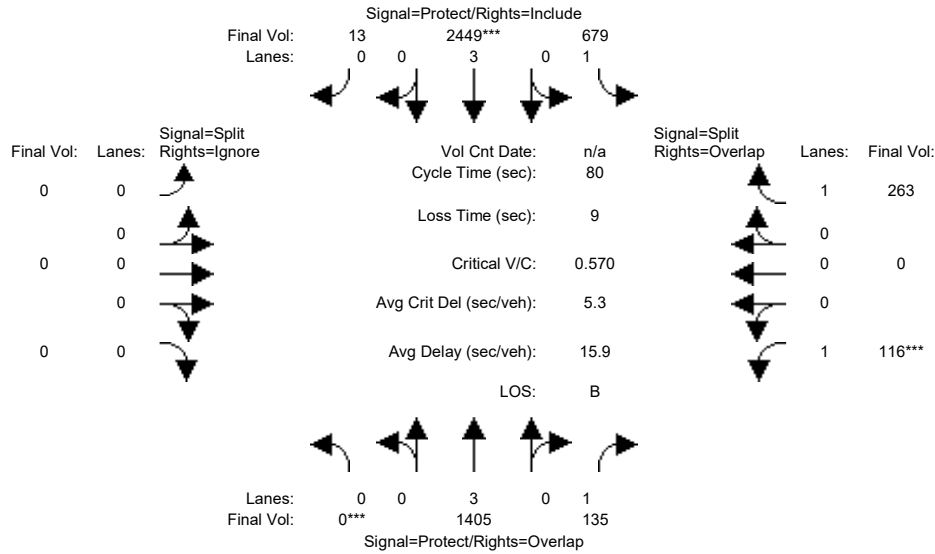
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.17	0.51	0.31	0.09	0.25	0.32	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.74	0.59	0.17	0.97	1.24	0.58	0.76	0.89	0.78	0.81	0.45	0.00
Delay/Veh:	74.5	38.8	20.0	95.5	167	33.3	76.5	63.3	46.4	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:	74.5	38.8	20.0	95.5	167	33.3	76.5	63.3	46.4	91.8	47.5	0.0
LOS by Move:	E	D+	B-	F	F	C-	E-	E	D	F	D	A
HCM2k95thQ:	15	24	6	28	104	36	15	40	42	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)
Cumulative PM With Retail and Residential 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	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	366	0	2	568	0	0	0	0	0	0	3
PasserByVol:	0	139	0	36	250	13	0	0	0	0	0	1
Initial Fut:	0	1405	135	679	2449	13	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	1405	135	679	2449	13	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1405	135	679	2449	13	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	1405	135	679	2449	13	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	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

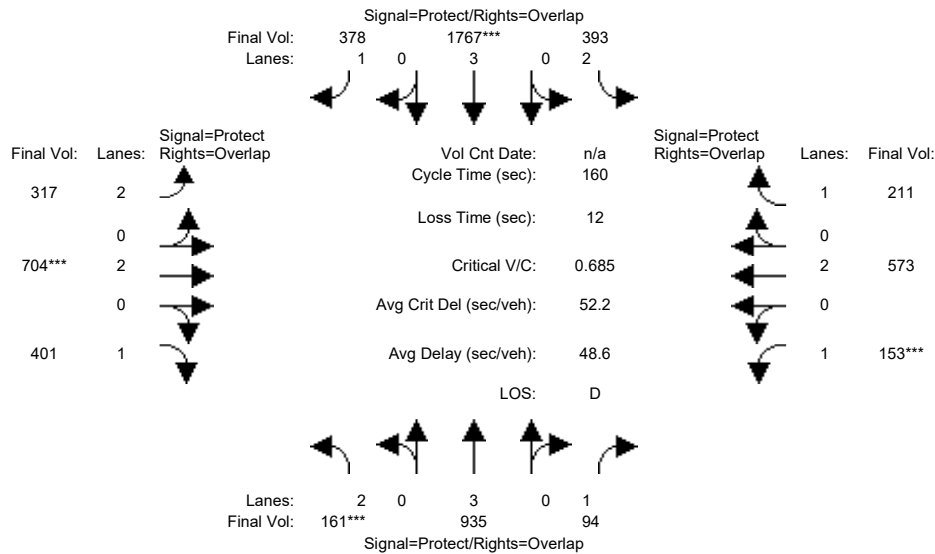
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.39	0.44	0.44	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				****					****		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.67	0.16	0.95	0.57	0.57	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	22.1	11.8	45.6	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	22.1	11.8	45.6	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	18	4	29	14	14	0	0	0	8	0	8

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 Retail and Residential

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:												
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	366	0	0	568	0	0	0	0	0	0	0
PasserByVol:	0	135	0	19	225	19	1	0	0	0	4	2
Initial Fut:	161	935	94	393	1767	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	935	94	393	1767	378	317	704	401	153	573	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	935	94	393	1767	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	935	94	393	1767	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

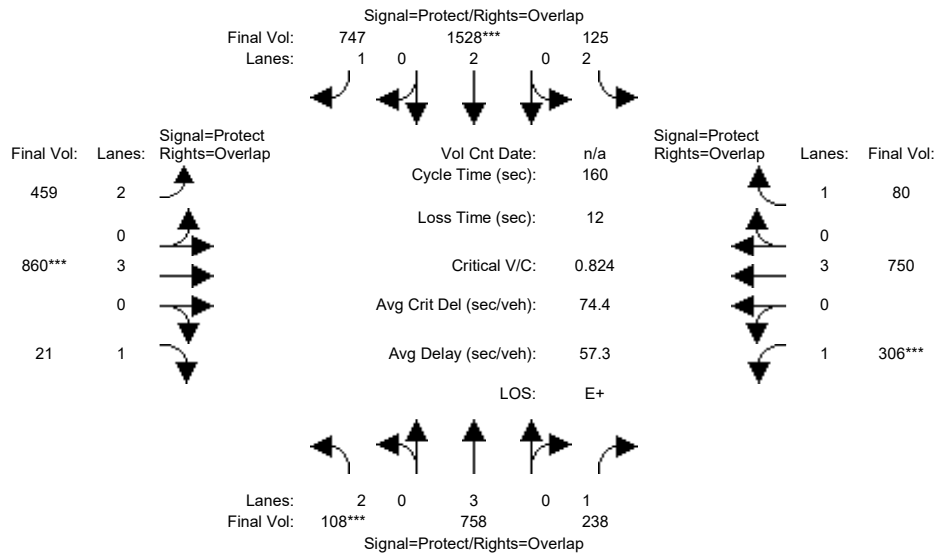
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.05	0.12	0.31	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				***			***			***	
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.59	0.13	0.59	0.86	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	50.7	29.7	58.4	50.9	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	50.7	29.7	58.4	50.9	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	44	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 With Retail and Residential 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:	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	355	0	0	556	11	11	0	0	0	0	0
PasserByVol:	27	68	0	2	102	175	143	42	0	40	31	0
Initial Fut:	108	758	238	125	1528	747	459	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	758	238	125	1528	747	459	860	21	306	750	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	758	238	125	1528	747	459	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	758	238	125	1528	747	459	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

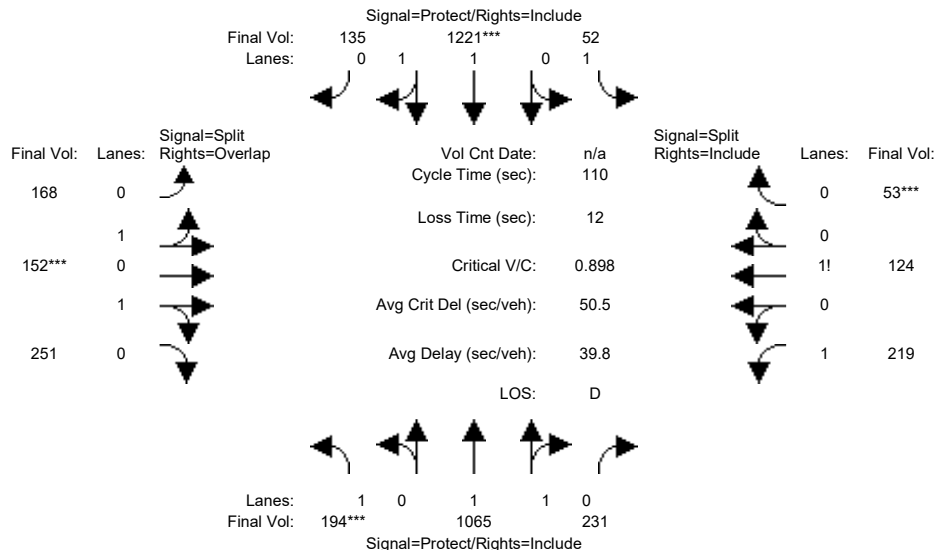
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.04	0.40	0.43	0.15	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	56.8	84.1	18.9	62.7	93.8	31.1	45.0	58.0	27.3	41.2	60.1
Volume/Cap:	0.42	0.37	0.26	0.34	1.03	0.73	0.75	0.54	0.03	1.03	0.51	0.12
Delay/Veh:	71.1	38.5	21.0	65.3	78.7	26.5	65.9	49.0	32.9	125.2	51.1	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	38.5	21.0	65.3	78.7	26.5	65.9	49.0	32.9	125.2	51.1	32.8
LOS by Move:	E	D+	C+	E	E-	C	E	D	C-	F	D-	C-
HCM2k95thQ:	7	17	13	7	70	46	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 With Retail and Residential 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	11	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	156	0	0	205	0	0	0	0	0	0	0
Initial Fut:	194	1065	231	52	1221	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	1065	231	52	1221	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1065	231	52	1221	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	1065	231	52	1221	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	1.80	0.20	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3040	659	1750	3331	368	1059	958	1582	2419	757	324

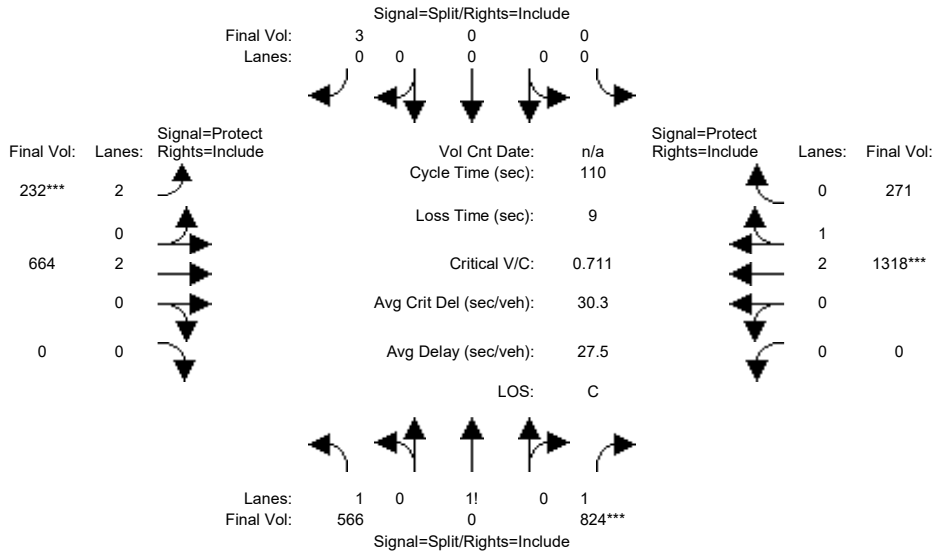
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.37	0.37	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.6	49.5	49.5	9.0	44.9	44.9	19.4	19.4	33.0	20.1	20.1	20.1
Volume/Cap:	0.90	0.78	0.78	0.36	0.90	0.90	0.90	0.90	0.53	0.50	0.90	0.90
Delay/Veh:	82.3	28.0	28.0	49.4	37.9	37.9	59.8	59.8	32.5	40.9	64.6	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:	82.3	28.0	28.0	49.4	37.9	37.9	59.8	59.8	32.5	40.9	64.6	64.6
LOS by Move:	F	C	C	D	D+	D+	E+	E+	C-	D	E	E
HCM2k95thQ:	15	33	33	3	35	35	24	24	16	11	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)
Cumulative PM With Retail and Residential Alternative

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:	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	11	0	0	11	0
PasserByVol:	0	0	82	0	0	3	0	75	0	0	161	16
Initial Fut:	566	0	824	0	0	3	232	664	0	0	1318	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	664	0	0	1318	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	824	0	0	3	232	664	0	0	1318	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	664	0	0	1318	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	4644	955

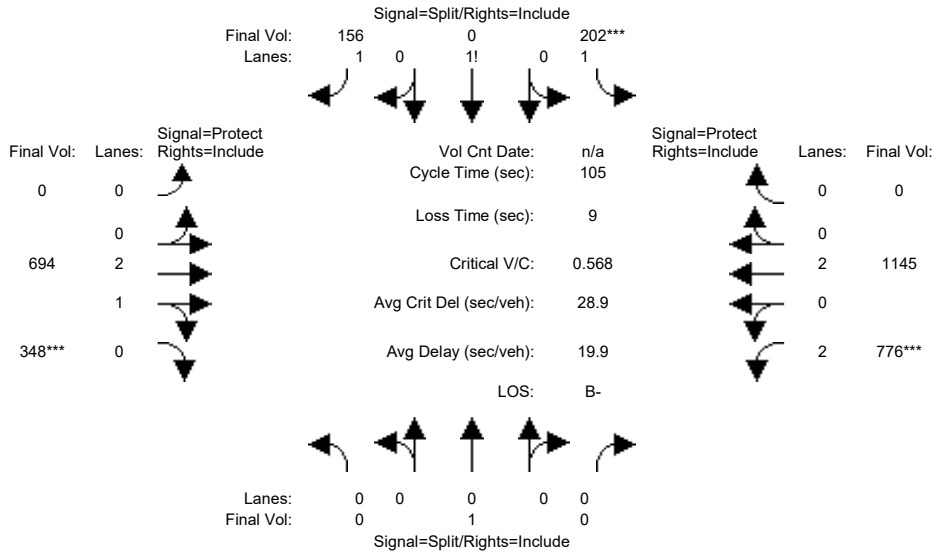
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.17	0.00	0.00	0.28	0.28
Crit Moves:			***				****				****	
Green Time:	45.7	0.0	45.7	0.0	0.0	0.0	11.4	55.3	0.0	0.0	43.9	43.9
Volume/Cap:	0.55	0.00	0.71	0.00	0.00	xxxx	0.71	0.35	0.00	0.00	0.71	0.71
Delay/Veh:	24.7	0.0	27.9	0.0	0.0	0.0	54.9	16.6	0.0	0.0	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:	24.7	0.0	27.9	0.0	0.0	0.0	54.9	16.6	0.0	0.0	28.8	28.8
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 With Retail and Residential 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
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	11	0	0	11	0
PasserByVol:	0	1	0	34	0	0	0	38	0	157	30	0
Initial Fut:	0	1	0	202	0	156	0	694	348	776	1145	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	694	348	776	1145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	202	0	156	0	694	348	776	1145	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	694	348	776	1145	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

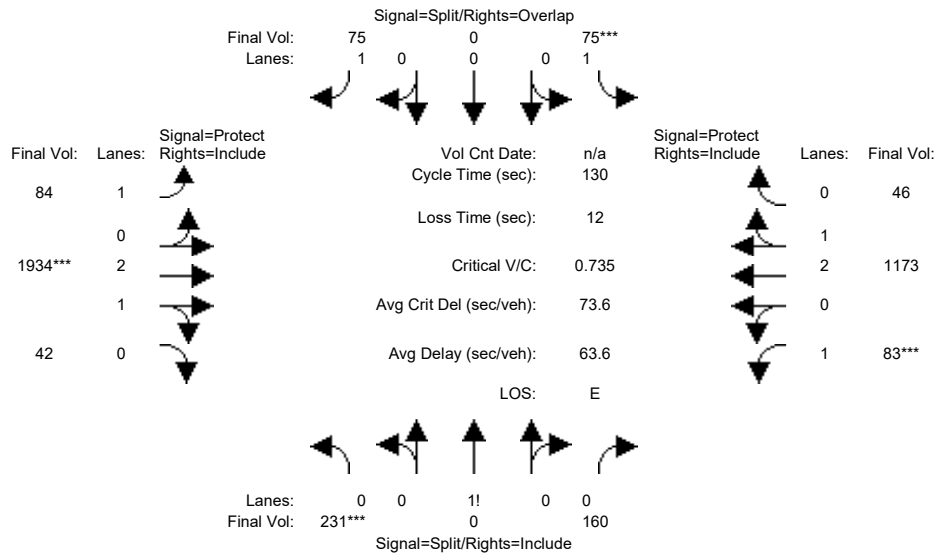
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.18	0.20	0.25	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.6	0.0	13.6	0.0	36.8	36.8	45.6	82.4	0.0
Volume/Cap:	0.00	xxxx	0.00	0.57	0.00	0.48	0.00	0.52	0.57	0.57	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	44.1	0.0	42.9	0.0	27.4	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	27.4	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Retail and Residential 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	3	3	330	0	0	278	0
PasserByVol:	0	0	0	4	0	0	2	71	2	0	106	20
Initial Fut:	215	0	149	70	0	70	78	1799	39	77	1091	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	75	84	1934	42	83	1173	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	75	0	75	84	1934	42	83	1173	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	75	84	1934	42	83	1173	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	2.88	0.12
Final Sat.:	1034	0	716	1750	0	1750	1750	5481	119	1750	5387	212

Capacity Analysis Module:

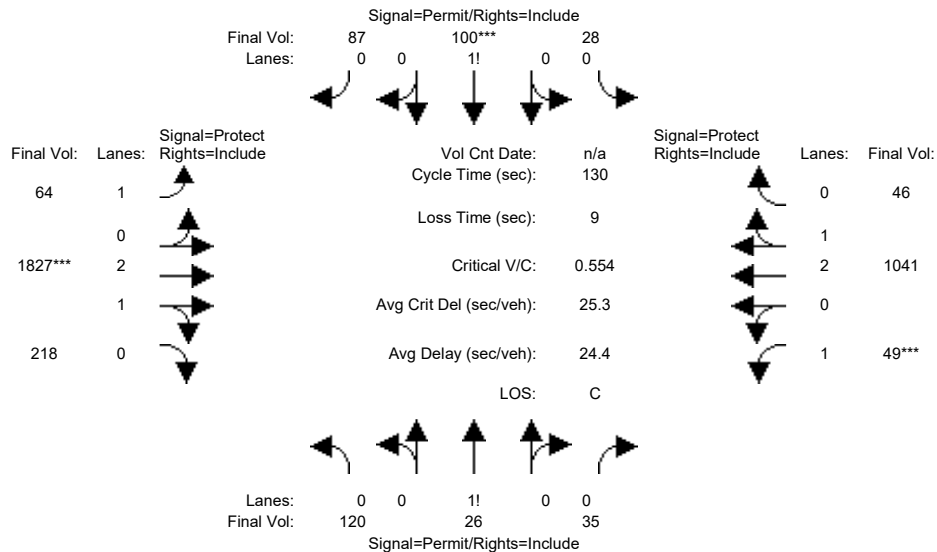
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.35	0.35	0.05	0.22	0.22
Crit Moves:	***			****				****				****
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.35	1.04	1.04	0.62	0.79	0.79
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.8	51.5	75.8	75.8	66.4	46.2	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:	70.4	0.0	70.4	38.8	0.0	25.8	51.5	75.8	75.8	66.4	46.2	46.2
LOS by Move:	E	A	E	D+	A	C	D-	E-	E-	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	52	52	7	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)
Cumulative PM With Retail and Residential 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:												
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	15	16	295	19	0	249	0
PasserByVol:	3	0	4	2	0	2	6	62	5	12	100	14
Initial Fut:	116	25	34	27	97	84	62	1772	211	48	1010	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	87	64	1827	218	49	1041	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	26	35	28	100	87	64	1827	218	49	1041	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	87	64	1827	218	49	1041	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	0.47	0.40	1.00	2.67	0.33	1.00	2.87	0.13
Final Sat.:	1160	250	340	227	816	707	1750	5003	596	1750	5361	239

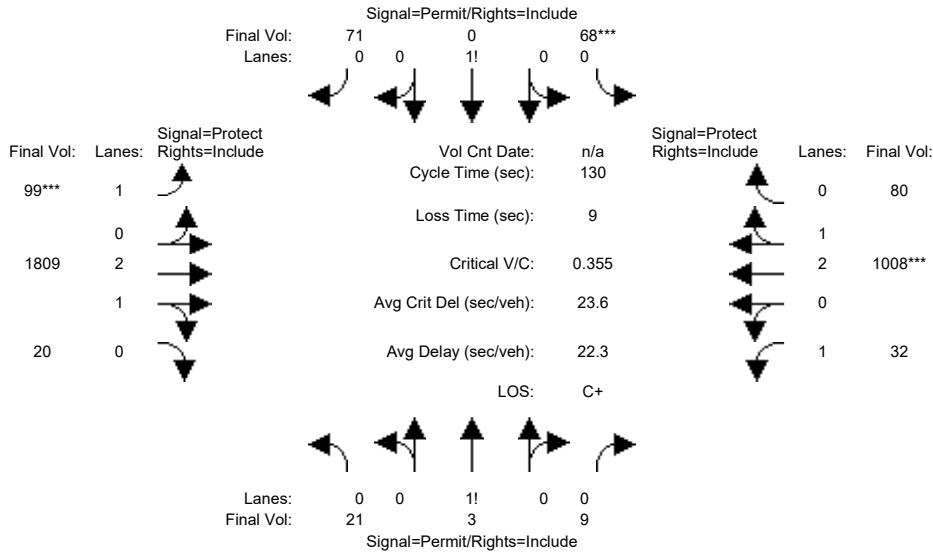
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.37	0.37	0.03	0.19	0.19
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.29	0.69	0.69	0.25	0.37	0.37
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.2	23.2	53.0	18.6	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:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.2	23.2	53.0	18.6	18.6
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C	C	D-	B-	B-
HCM2k95thQ:	12	12	12	14	14	14	5	32	32	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 With Retail and Residential 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:	12	0	0	0	0	10	9	277	9	0	227	0
PasserByVol:	2	0	4	2	0	2	6	55	2	16	119	18
Initial Fut:	21	3	9	67	0	70	97	1773	20	31	988	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:	21	3	9	68	0	71	99	1809	20	32	1008	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	3	9	68	0	71	99	1809	20	32	1008	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:	21	3	9	68	0	71	99	1809	20	32	1008	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:	0.64	0.09	0.27	0.49	0.00	0.51	1.00	2.97	0.03	1.00	2.77	0.23
Final Sat.:	1114	159	477	856	0	894	1750	5537	62	1750	5190	410

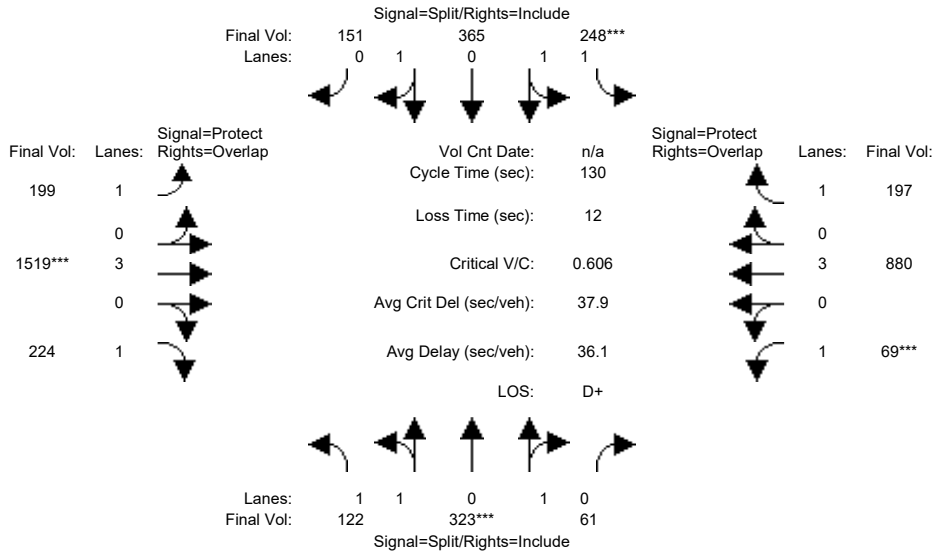
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.33	0.33	0.02	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	19.4	70.6	70.6	15.4	66.6	66.6
Volume/Cap:	0.07	0.07	0.07	0.30	0.00	0.30	0.38	0.60	0.60	0.15	0.38	0.38
Delay/Veh:	35.5	35.5	35.5	38.1	0.0	38.1	50.8	20.5	20.5	51.8	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:	35.5	35.5	35.5	38.1	0.0	38.1	50.8	20.5	20.5	51.8	19.3	19.3
LOS by Move:	D+	D+	D+	D+	A	D+	D	C+	C+	D-	B-	B-
HCM2k95thQ:	2	2	2	9	0	9	7	28	28	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 With Retail and Residential 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	8	262	8	0	210	0
PasserByVol:	2	0	0	14	0	1	1	57	2	4	149	46
Initial Fut:	122	323	61	248	365	151	199	1519	224	69	880	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	199	1519	224	69	880	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	323	61	248	365	151	199	1519	224	69	880	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	199	1519	224	69	880	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

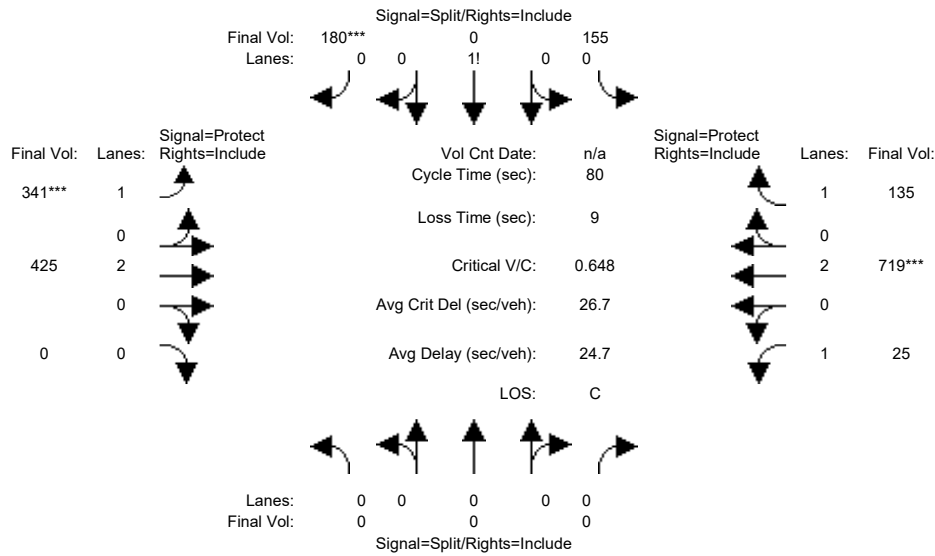
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.11	0.27	0.13	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.3	22.3	22.3	30.1	30.1	30.1	27.8	57.2	79.5	8.5	37.8	67.9
Volume/Cap:	0.41	0.61	0.61	0.61	0.61	0.61	0.53	0.61	0.21	0.61	0.53	0.22
Delay/Veh:	48.2	51.1	51.1	45.5	45.5	45.5	46.7	28.2	11.4	68.2	39.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	51.1	51.1	45.5	45.5	45.5	46.7	28.2	11.4	68.2	39.0	16.8
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 Retail and Residential

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	94	0	97	291	21	0	0	34	105
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	155	0	180	341	425	0	25	719	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	180	341	425	0	25	719	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	180	341	425	0	25	719	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:	0	0	0	155	0	180	341	425	0	25	719	135

Saturation 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	810	0	940	1750	3800	0	1750	3800	1750

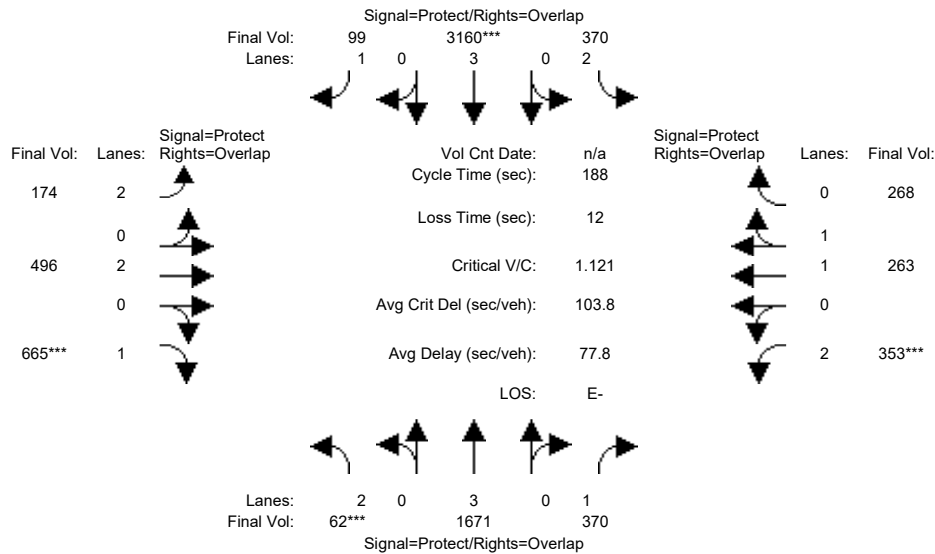
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.19	0.11	0.00	0.01	0.19	0.08
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	24.0	27.9	0.0	19.5	23.3	23.3
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.65	0.65	0.32	0.00	0.06	0.65	0.26
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	27.5	27.1	19.3	0.0	23.3	26.1	22.0
User DelAdj:	1.00	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	27.5	0.0	27.5	27.1	19.3	0.0	23.3	26.1	22.0
LOS by Move:	A	A	A	C	A	C	C	B-	A	C	C	C+
HCM2kAvgQ:	0	0	0	9	0	9	8	4	0	0	8	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 Retail and Residential

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:	7	242	7	0	303	0	0	0	22	23	0	0
PasserByVol:	9	627	5	14	268	7	11	10	0	68	10	8
Initial Fut:	62	2089	370	370	4000	99	174	496	665	353	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:	62	1671	370	370	3160	99	174	496	665	353	263	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1671	370	370	3160	99	174	496	665	353	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:	62	1671	370	370	3160	99	174	496	665	353	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

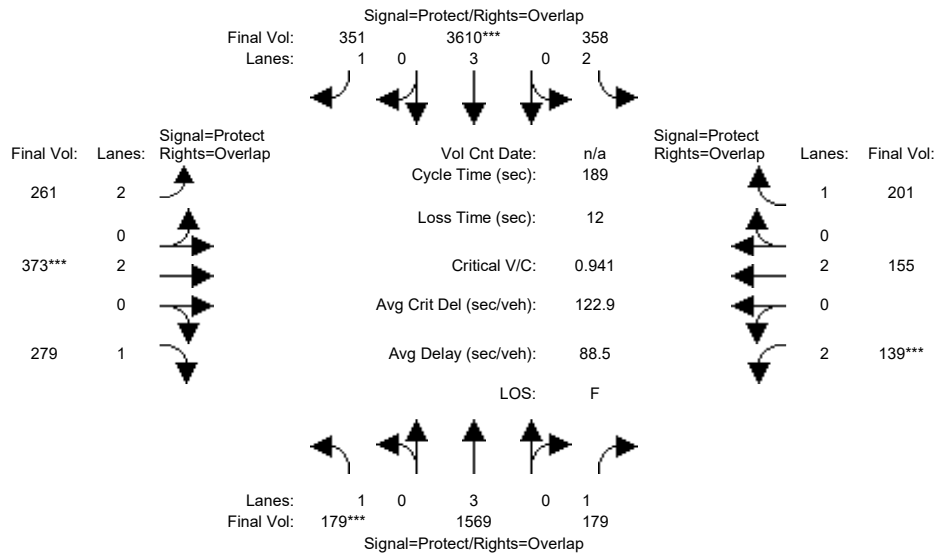
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.21	0.12	0.55	0.06	0.06	0.13	0.38	0.11	0.14	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.30	0.62	0.34	0.81	1.00	0.09	0.68	0.76	1.59	0.81	0.60	0.41
Delay/Veh:	80.8	35.3	17.1	84.5	55.4	12.7	88.1	76.0	345.4	85.7	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:	80.8	35.3	17.1	84.5	55.4	12.7	88.1	76.0	345.4	85.7	63.0	41.6
LOS by Move:	F	D+	B	F	E+	B	F	E-	F	F	E	D
HCM2kAvgQ:	2	22	10	14	64	2	7	14	72	13	13	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 Retail and Residential

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:	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:	3	256	1	0	349	0	0	0	14	14	0	0
PasserByVol:	9	487	6	5	339	20	64	13	2	0	6	34
Initial Fut:	179	1961	179	358	4570	351	261	373	279	139	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:	179	1569	179	358	3610	351	261	373	279	139	155	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1569	179	358	3610	351	261	373	279	139	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:	179	1569	179	358	3610	351	261	373	279	139	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

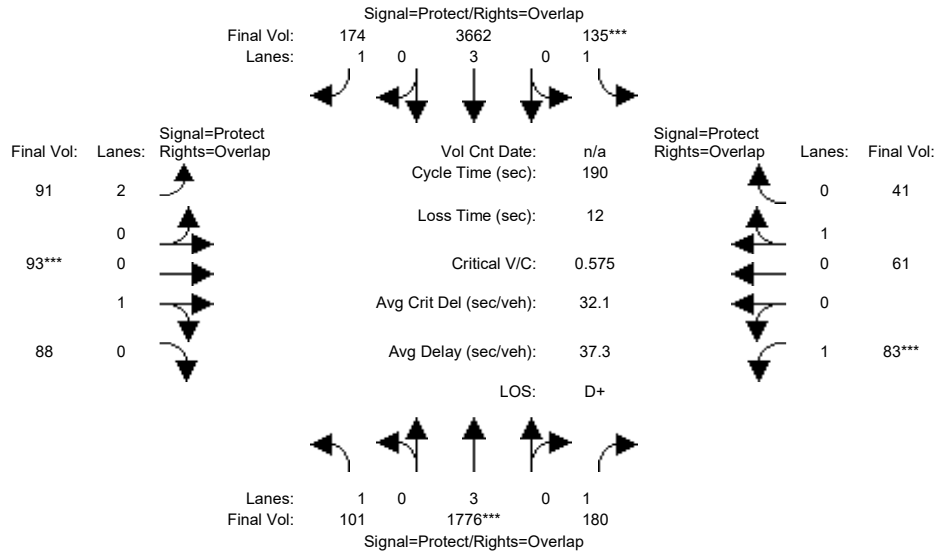
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.10	0.11	0.63	0.20	0.08	0.10	0.16	0.04	0.04	0.11
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.97	0.55	0.17	0.80	1.19	0.32	0.88	0.48	0.51	0.50	0.20	0.34
Delay/Veh:	137.2	31.8	17.3	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:	137.2	31.8	17.3	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
HCM2kAvgQ:	12	19	5	11	85	9	11	9	13	5	3	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 Retail and Residential

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:	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:	1	261	1	0	377	0	0	0	3	0	0	0
PasserByVol:	9	456	3	8	226	13	20	7	0	9	6	5
Initial Fut:	101	2220	180	135	4635	174	91	93	88	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:	101	1776	180	135	3662	174	91	93	88	83	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1776	180	135	3662	174	91	93	88	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:	101	1776	180	135	3662	174	91	93	88	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	0.51	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	0.31	0.10	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:	0.69	0.50	0.15	0.66	0.98	0.14	0.39	0.79	0.48	0.71	0.47	0.24
Delay/Veh:	93.6	18.8	9.8	83.9	40.4	7.3	80.5	92.5	63.2	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:	93.6	18.8	9.8	83.9	40.4	7.3	80.5	92.5	63.2	100.8	75.5	55.9
LOS by Move:	F	B-	A	F	D	A	F	F	E	F	E-	E+
HCM2kAvgQ:	5	16	3	7	62	3	3	12	9	6	6	5

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 Occupied/Re-tenanted Mail 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	24.5	0.908	+ 0.011	57.2	+ 1.4	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D-	53.7	0.941	64.9	E+	58.3	0.977	+ 0.035	72.0	+ 7.1	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E	71.4	1.055	85.2	E-	78.9	1.086	+ 0.031	97.3	+ 12.1	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	E	73.8	1.063	87.5	E-	78.8	1.084	+ 0.021	95.4	+ 7.9	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.6	0.677	8.0	B+	10.6	0.692	+ 0.014	8.2	+ 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	26.3	0.809	27.0	C	26.4	0.823	+ 0.014	27.3	+ 0.3	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D-	52.0	0.987	61.9	E+	56.5	1.009	+ 0.022	67.6	+ 5.7	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	33.8	0.956	47.5	C-	35.0	0.970	+ 0.013	49.6	+ 2.1	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	21.9	0.885	49.3	C+	22.2	0.891	+ 0.006	50.0	+ 0.7	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D-	53.4	0.982	59.5	E	64.9	1.041	+ 0.058	77.4	+ 17.9	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	73.0	1.029	88.2	E	74.9	1.042	+ 0.013	91.5	+ 3.3	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	24.4	0.711	36.1	C	24.3	0.728	+ 0.017	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	17.2	0.900	+ 0.027	22.4	+ 1.6	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.2	0.649	26.8	B	15.4	0.670	+ 0.021	27.0	+ 0.2	?	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	28.5	+ 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	21.6	0.611	22.4	C+	21.2	0.660	+ 0.049	22.4	+ 0.0	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	25.8	0.842	33.3	C	26.9	0.859	+ 0.017	34.1	+ 0.8	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.3	0.796	34.2	D+	35.1	0.865	+ 0.069	37.7	+ 3.5	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	12.1	0.481	7.0	B+	11.5	0.532	+ 0.051	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	26.8	0.702	+ 0.111	23.7	+ 9.3	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	E	66.9	1.014	91.7	E	72.8	1.055	+ 0.040	103.6	+ 11.9	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	E	64.9	0.946	57.7	E	72.8	0.986	+ 0.040	66.0	+ 8.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	C+	20.2	0.728	33.5	C+	20.9	0.776	+ 0.048	34.2	+ 0.7	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	24.7	0.767	23.9	C	25.4	0.811	+ 0.045	25.3	+ 1.4	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D-	54.2	0.920	68.8	E+	59.6	0.971	+ 0.051	72.8	+ 4.0	?	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	???				Cumulative PM				Cumulative PM Occupied/Re-tenanted Mall 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-	34.1	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	15.4	0.848	+ 0.048	16.4	+ 1.2	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B+	10.1	0.592	11.8	B+	10.2	0.677	+ 0.084	12.2	+ 0.4	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	D+	36.1	0.679	33.3	D	49.6	0.873	+ 0.194	57.7	+ 24.4	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	E	64.1	1.054	89.3	E-	79.6	1.118	+ 0.064	112.8	+ 23.5	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	2.9	0.446	3.4	A	2.8	0.478	+ 0.032	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	0.459	+ 0.029	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	49.7	0.896	+ 0.035	58.6	+ 3.9	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	23.5	0.581	22.6	C	23.7	0.618	+ 0.037	23.5	+ 0.9	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	22.3	0.700	23.3	C+	22.1	0.749	+ 0.049	23.8	+ 0.5	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D-	53.0	0.923	63.2	E+	55.2	0.945	+ 0.022	67.5	+ 4.3	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	23.4	0.515	27.2	C	23.9	0.536	+ 0.020	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	28.0	0.784	+ 0.035	38.2	+ 2.7	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	28.8	0.556	34.3	C-	34.3	0.708	+ 0.152	42.3	+ 8.1	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	45.7	0.779	48.7	D	49.1	0.862	+ 0.083	54.2	+ 5.5	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	100.5	0.837	143.1	F	128.1	0.882	+ 0.045	188.0	+ 44.9	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	95.1	0.994	98.5	F	116.7	1.055	+ 0.061	121.2	+ 22.7	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	26.4	0.459	26.6	C	27.5	0.489	+ 0.030	27.7	+ 1.2	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.3	0.736	28.0	C	26.1	0.787	+ 0.051	29.5	+ 1.5	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	37.9	0.918	43.4	D	41.6	0.952	+ 0.034	48.8	+ 5.4	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	94.7	0.919	117.1	F	98.9	0.941	+ 0.022	123.5	+ 6.3	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	E	60.6	0.852	65.6	E	62.0	0.862	+ 0.010	67.7	+ 2.1	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	29.3	0.674	25.7	C	29.8	0.690	+ 0.016	26.0	+ 0.3	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	F	86.0	1.072	88.7	F	85.8	1.084	+ 0.012	88.8	+ 0.1	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B-	19.3	0.739	9.8	B-	19.7	0.750	+ 0.010	10.1	+ 0.3	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan
SJ17-1786

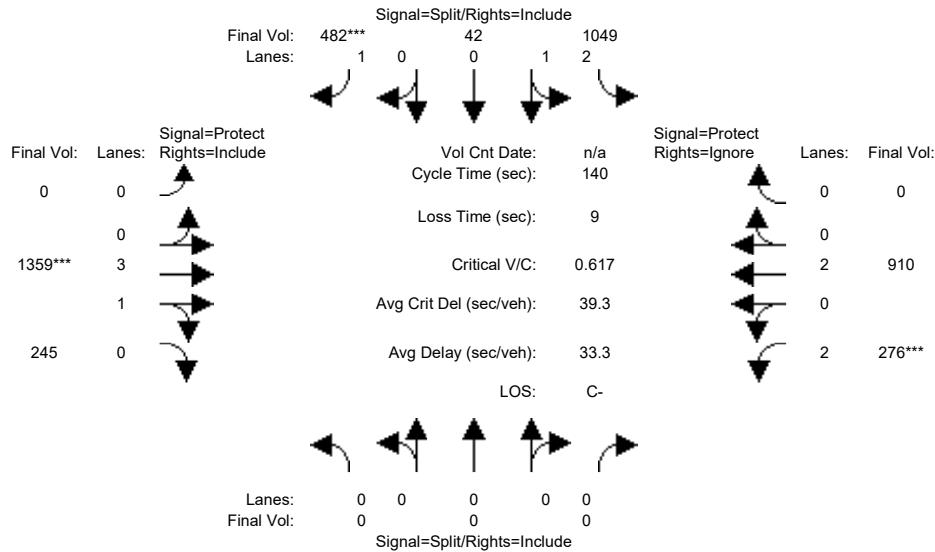
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PM Occupied/Re-tenanted Mall 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	98.4	1.034	+ 0.027	139.3	+ 6.6	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	15.7	0.562	5.3	B	16.0	0.581	+ 0.020	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	49.3	0.696	+ 0.018	53.4	1.8	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	E+	56.0	0.816	72.0	E+	59.6	0.836	+ 0.021	79.0	+ 7.0	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	39.7	0.894	50.2	D	40.0	0.902	+ 0.007	50.9	+ 0.7	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	27.5	0.709	30.3	C	27.5	0.714	+ 0.005	30.4	+ 0.1	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	19.9	0.568	28.9	C+	20.1	0.553	- 0.015	28.8	- 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.722	66.0	E	66.0	0.740	+ 0.017	77.0	+ 11.1	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	24.1	0.540	24.9	C	24.5	0.559	+ 0.019	25.4	+ 0.5	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.7	0.337	22.8	C+	22.5	0.360	+ 0.023	24.0	+ 1.1	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	36.0	0.601	37.8	D+	36.1	0.607	+ 0.007	37.9	+ 0.1	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	16.4	0.354	16	C	25.5	0.671	+ 0.317	27.3	11.3	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	74.6	1.097	97.9	E-	75.8	1.107	+ 0.01	100	2.2	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	F	84.9	0.924	116.4	F	86.8	0.931	+ 0.007	119.9	3.5	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35	0.563	32	D+	35.9	0.571	+ 0.008	32	0	?	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 With Occupied/Re-tenanted Mall 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:	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	86	0	0	0	167	0	75	167	0
PasserByVol:	0	0	0	3	0	14	0	25	0	0	56	0
Initial Fut:	0	0	0	1049	42	482	0	1359	245	276	910	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	1049	42	482	0	1359	245	276	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1049	42	482	0	1359	245	276	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1049	42	482	0	1359	245	276	910	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	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	3.36	0.64	2.00	2.00	0.00
Final Sat.:	0	0	0	4758	191	1750	0	6353	1145	3150	3800	0

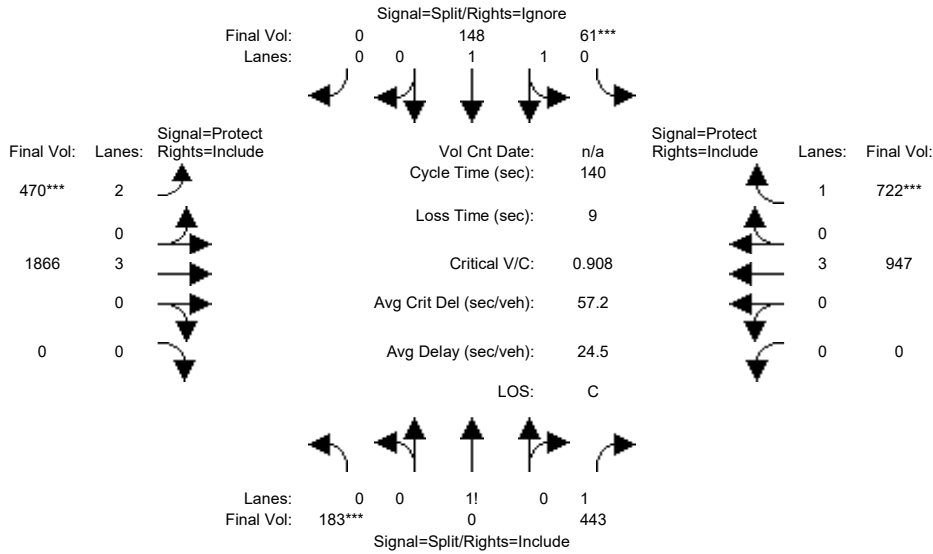
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.28	0.00	0.21	0.21	0.09	0.24	0.00
Crit Moves:						****			****			****
Green Time:	0.0	0.0	0.0	62.5	62.5	62.5	0.0	48.6	48.6	19.9	68.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.62	0.00	0.62	0.62	0.62	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	27.7	31.1	0.0	38.4	38.4	59.1	24.2	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	27.7	27.7	31.1	0.0	38.4	38.4	59.1	24.2	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E+	C	A
HCM2k95thQ:	0	0	0	23	23	30	0	22	22	12	12	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 With Occupied/Re-tenanted Mall 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	38	0	0	0	0	254	0	0	242	149
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1866	0	0	947	722
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	1866	0	0	947	722
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1866	0	0	947	722
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	1866	0	0	947	722

Saturation 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

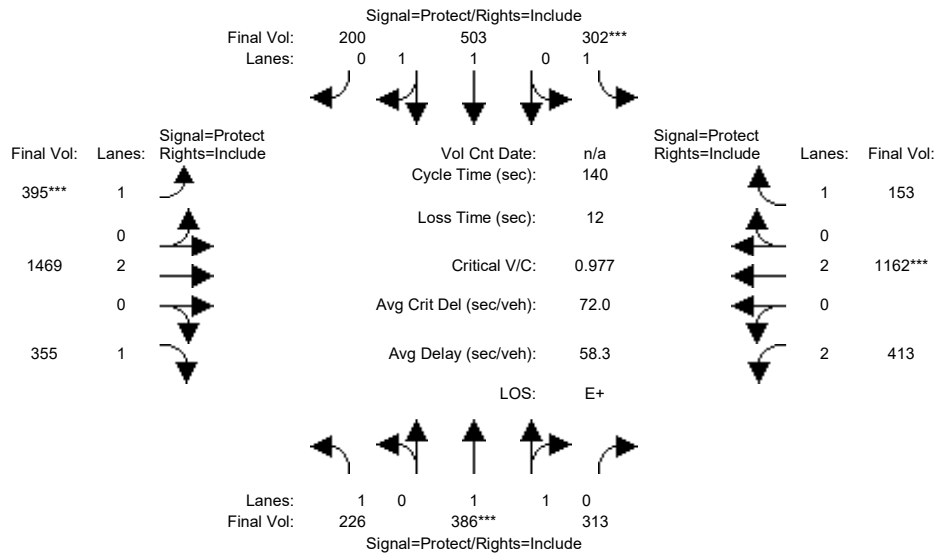
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.17	0.41
Crit Moves:	***			***			***					***
Green Time:	35.3	0.0	35.3	10.0	10.0	0.0	22.8	85.7	0.0	0.0	63.0	63.0
Volume/Cap:	0.92	0.00	0.65	0.79	0.79	0.00	0.92	0.53	0.00	0.00	0.37	0.92
Delay/Veh:	68.3	0.0	48.4	78.8	78.8	0.0	71.7	0.2	0.0	0.0	11.7	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:	68.3	0.0	48.4	78.8	78.8	0.0	71.7	0.2	0.0	0.0	11.7	32.0
LOS by Move:	E	A	D	E-	E-	A	E	A	A	A	B+	C
HCM2k95thQ:	37	0	23	12	12	0	23	2	0	0	9	42

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 With Occupied/Re-tenanted Mall 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:	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	17	0	16	29	381	49	1	291	19
PasserByVol:	0	3	1	0	9	1	3	20	0	3	57	0
Initial Fut:	226	386	313	302	503	200	395	1469	355	413	1162	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:	226	386	313	302	503	200	395	1469	355	413	1162	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	386	313	302	503	200	395	1469	355	413	1162	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:	226	386	313	302	503	200	395	1469	355	413	1162	153

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

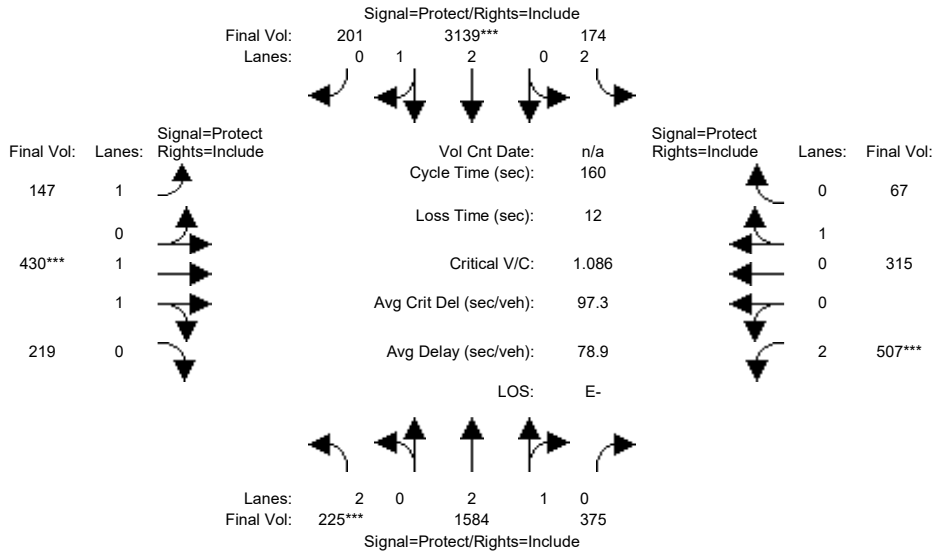
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.17	0.19	0.19	0.23	0.39	0.20	0.13	0.31	0.09
Crit Moves:	****			****			****			****		
Green Time:	21.0	27.1	27.1	24.7	30.9	30.9	32.3	56.9	56.9	19.3	43.8	43.8
Volume/Cap:	0.86	0.98	0.98	0.98	0.86	0.86	0.98	0.95	0.50	0.95	0.98	0.28
Delay/Veh:	82.2	84.0	84.0	102.1	61.9	61.9	81.3	35.0	17.4	84.5	53.8	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:	82.2	84.0	84.0	102.1	61.9	61.9	81.3	35.0	17.4	84.5	53.8	25.5
LOS by Move:	F	F	F	F	E	E	F	D+	B	F	D-	C
HCM2k95thQ:	23	34	34	32	30	30	35	51	15	21	44	7

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 With Occupied/Re-tenanted Mall 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		
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:	24	514	27	0	851	0	0	0	22	27	0	0
PasserByVol:	0	69	0	39	16	0	11	0	0	52	12	0
Initial Fut:	225	1584	375	174	3139	201	147	430	219	507	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:	225	1584	375	174	3139	201	147	430	219	507	315	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1584	375	174	3139	201	147	430	219	507	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:	225	1584	375	174	3139	201	147	430	219	507	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	2.40	0.60	2.00	2.81	0.19	1.00	1.31	0.69	2.00	0.82	0.18
Final Sat.:	3150	4527	1072	3150	5263	337	1750	2451	1248	3150	1484	316

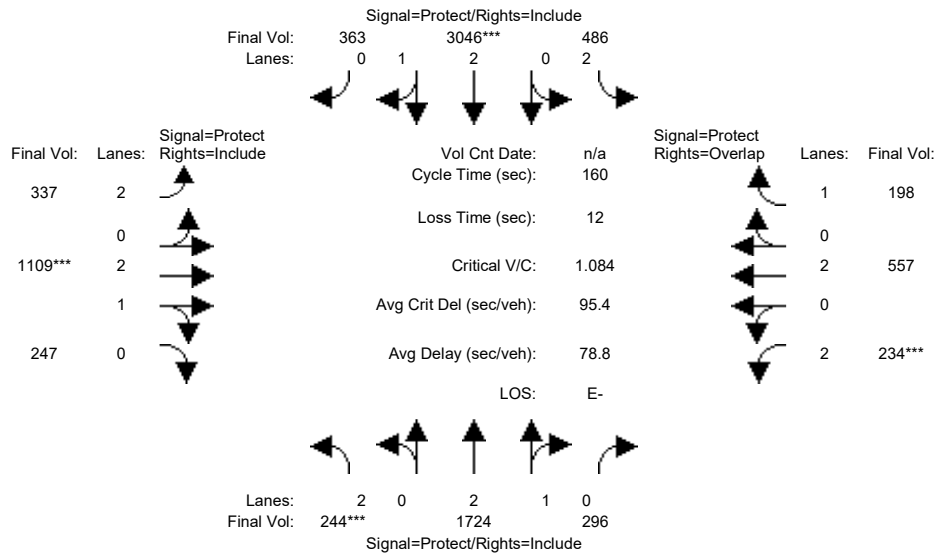
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.06	0.60	0.60	0.08	0.18	0.18	0.16	0.21	0.21
Crit Moves:	***			****			****			****		
Green Time:	10.5	85.0	85.0	13.4	87.9	87.9	14.1	25.9	25.9	23.7	35.5	35.5
Volume/Cap:	1.09	0.66	0.66	0.66	1.09	1.09	0.96	1.09	1.09	1.09	0.96	0.96
Delay/Veh:	162.0	27.6	27.6	77.1	81.0	81.0	131.9	129	129.3	134.9	95.2	95.2
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:	162.0	27.6	27.6	77.1	81.0	81.0	131.9	129	129.3	134.9	95.2	95.2
LOS by Move:	F	C	C	E-	F	F	F	F	F	F	F	F
HCM2k95thQ:	16	37	37	10	104	104	20	39	39	36	39	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	18	515	11	58	842	0	0	33	17	19	42	51
PasserByVol:	10	50	0	24	37	6	5	23	3	0	7	32
Initial Fut:	244	1724	296	486	3046	363	337	1109	247	234	557	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1724	296	486	3046	363	337	1109	247	234	557	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1724	296	486	3046	363	337	1109	247	234	557	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	1724	296	486	3046	363	337	1109	247	234	557	198

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	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	4778	820	3150	5003	596	3150	4579	1020	3150	3800	1750

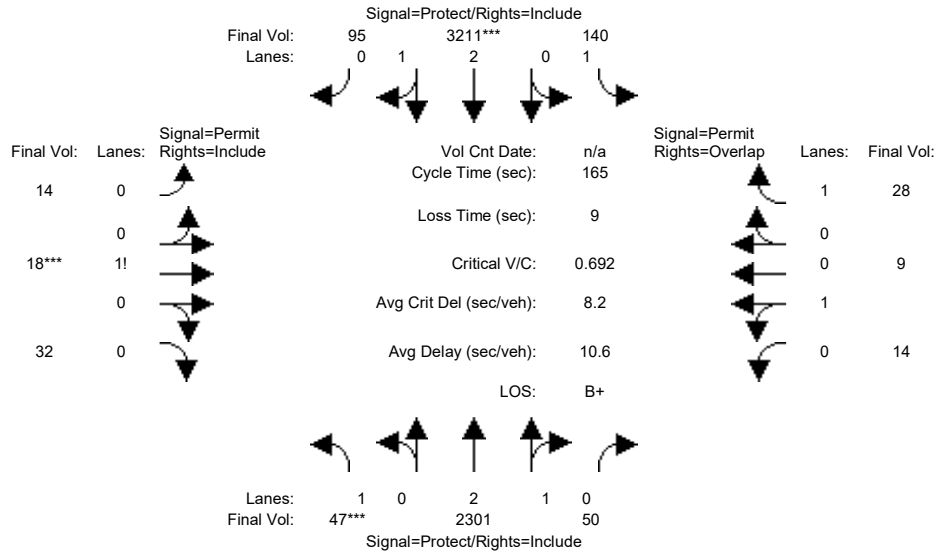
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.15	0.61	0.61	0.11	0.24	0.24	0.07	0.15	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.4	70.9	70.9	30.3	89.9	89.9	19.7	35.7	35.7	11.0	27.0	57.3
Volume/Cap:	1.08	0.81	0.81	0.81	1.08	1.08	0.87	1.08	1.08	1.08	0.87	0.32
Delay/Veh:	158.5	40.9	40.9	70.5	79.2	79.2	87.3	114	113.6	160.0	76.9	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:	158.5	40.9	40.9	70.5	79.2	79.2	87.3	114	113.6	160.0	76.9	37.4
LOS by Move:	F	D	D	E	E-	E-	F	F	F	F	E-	D+
HCM2k95thQ:	18	47	47	23	97	97	22	49	49	17	25	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	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	544	0	0	878	0	0	0	0	0	0	0
PasserByVol:	0	64	0	0	38	0	0	0	0	0	0	0
Initial Fut:	47	2301	50	140	3211	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	2301	50	140	3211	95	14	18	32	14	9	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2301	50	140	3211	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	2301	50	140	3211	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	5481	119	1750	5439	161	383	492	875	1096	704	1750

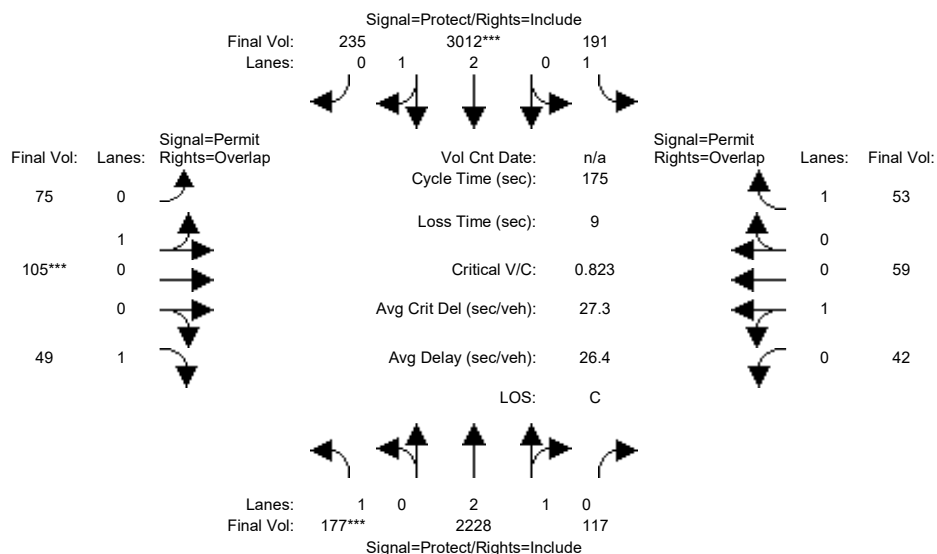
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.08	0.59	0.59	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	123	122.6	23.4	139	139.0	10.0	10.0	10.0	10.0	10.0	33.4
Volume/Cap:	0.63	0.56	0.56	0.56	0.70	0.70	0.60	0.60	0.60	0.21	0.21	0.08
Delay/Veh:	94.2	9.6	9.6	69.1	5.5	5.5	85.0	85.0	85.0	74.7	74.7	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:	94.2	9.6	9.6	69.1	5.5	5.5	85.0	85.0	85.0	74.7	74.7	53.5
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Occupied/Re-tenanted Mall 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:	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	544	0	0	878	0	0	0	0	0	0	0
PasserByVol:	0	66	0	0	39	0	0	0	0	0	0	0
Initial Fut:	177	2228	117	191	3012	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	2228	117	191	3012	235	75	105	49	42	59	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	2228	117	191	3012	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	2228	117	191	3012	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	5320	279	1750	5194	405	750	1050	1750	749	1051	1750

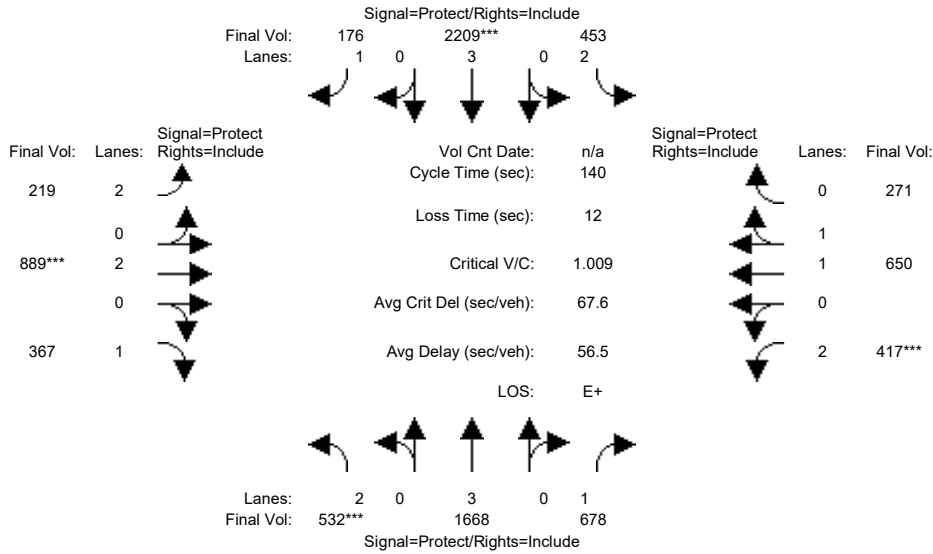
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.11	0.58	0.58	0.10	0.10	0.03	0.06	0.06	0.03
Crit Moves:	***			****			****					
Green Time:	21.5	115	114.8	29.9	123	123.2	21.3	21.3	42.8	21.3	21.3	51.2
Volume/Cap:	0.82	0.64	0.64	0.64	0.82	0.82	0.82	0.82	0.11	0.46	0.46	0.10
Delay/Veh:	96.8	18.2	18.2	72.1	19.7	19.7	96.7	96.7	51.5	73.1	73.1	45.3
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:	96.8	18.2	18.2	72.1	19.7	19.7	96.7	96.7	51.5	73.1	73.1	45.3
LOS by Move:	F	B-	B-	E	B-	B-	F	F	D-	E	E	D
HCM2k95thQ:	19	40	40	18	64	64	22	22	4	11	11	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 With Occupied/Re-tenanted Mall 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:	25	444	42	93	747	38	28	75	24	59	73	71
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	532	1668	678	453	2209	176	219	889	367	417	650	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:	532	1668	678	453	2209	176	219	889	367	417	650	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	1668	678	453	2209	176	219	889	367	417	650	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:	532	1668	678	453	2209	176	219	889	367	417	650	271

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	1.40	0.60
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2610	1088

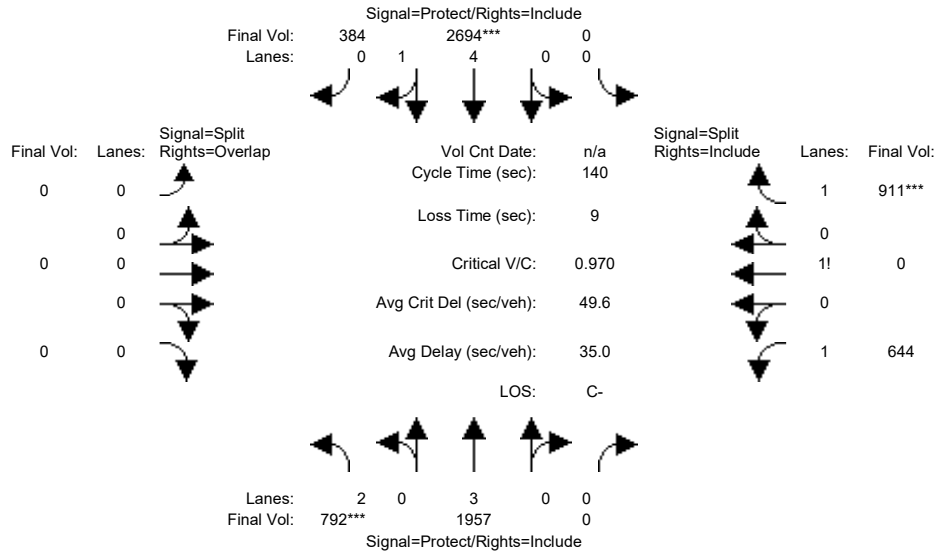
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.39	0.14	0.39	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	23.4	56.3	56.3	20.9	53.8	53.8	11.1	32.5	32.5	18.4	39.7	39.7
Volume/Cap:	1.01	0.73	0.96	0.96	1.01	0.26	0.88	1.01	0.90	1.01	0.88	0.88
Delay/Veh:	92.0	20.7	47.7	84.4	46.7	17.5	91.5	86.4	75.5	107.4	56.4	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:	92.0	20.7	47.7	84.4	46.7	17.5	91.5	86.4	75.5	107.4	56.4	56.4
LOS by Move:	F	C+	D	F	D	B	F	F	E-	F	E+	E+
HCM2k95thQ:	32	29	55	23	55	7	12	38	31	24	34	34

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 With Occupied/Re-tenanted Mall 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:	13	322	0	0	827	12	0	0	0	14	0	206
PasserByVol:	17	19	0	0	22	38	0	0	0	5	0	13
Initial Fut:	792	1957	0	0	2694	384	0	0	0	644	0	911
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	792	1957	0	0	2694	384	0	0	0	644	0	911
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	792	1957	0	0	2694	384	0	0	0	644	0	911
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	792	1957	0	0	2694	384	0	0	0	644	0	911

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	8225	1172	0	0	0	2475	0	2775

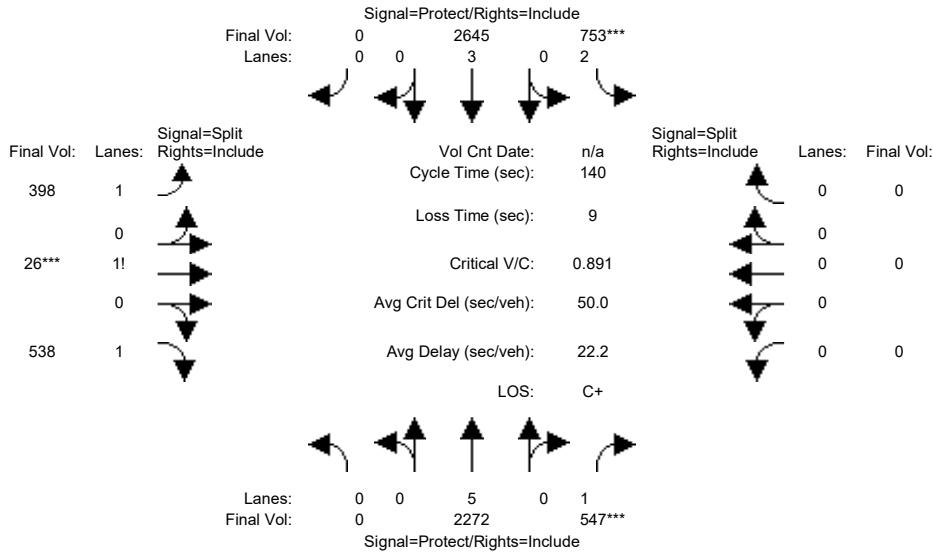
Capacity Analysis Module:												
Vol/Sat:	0.25	0.34	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:	***				***							***
Green Time:	36.3	83.6	0.0	0.0	47.3	47.3	0.0	0.0	0.0	47.4	0.0	47.4
Volume/Cap:	0.97	0.57	0.00	0.00	0.97	0.97	0.00	0.00	0.00	0.77	0.00	0.97
Delay/Veh:	63.5	0.4	0.0	0.0	40.1	40.1	0.0	0.0	0.0	43.2	0.0	61.4
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:	63.5	0.4	0.0	0.0	40.1	40.1	0.0	0.0	0.0	43.2	0.0	61.4
LOS by Move:	E	A	A	A	D	D	A	A	A	D	A	E
HCM2k95thQ:	37	2	0	0	50	50	0	0	0	34	0	51

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 With Occupied/Re-tenanted Mall Alternative

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



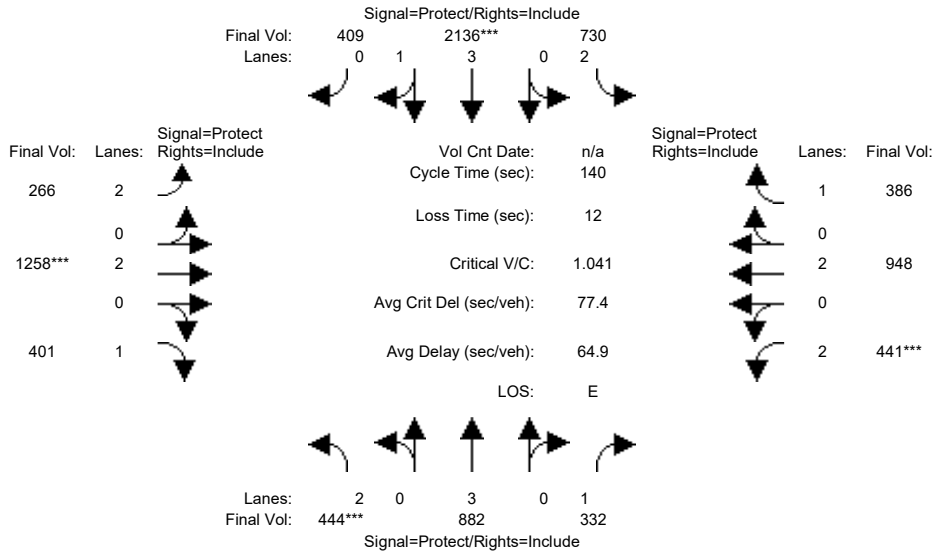
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1929	519	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	319	26	315	526	0	17	0	14	0	0	0
PasserByVol:	0	24	2	10	17	0	12	0	17	0	0	0
Initial Fut:	0	2272	547	753	2645	0	398	26	538	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	2272	547	753	2645	0	398	26	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2272	547	753	2645	0	398	26	538	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	2272	547	753	2645	0	398	26	538	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	2455	92	2703	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.31	0.24	0.46	0.00	0.16	0.28	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.1	49.1	37.6	86.7	0.0	44.3	44.3	44.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.89	0.89	0.75	0.00	0.51	0.89	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	42.6	48.9	0.9	0.0	39.2	55.0	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	25.4	42.6	48.9	0.9	0.0	39.2	55.0	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	24	40	29	1	0	20	41	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 With Occupied/Re-tenanted Mall 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	85	141	339	59	77	282	27	102	244	119
PasserByVol:	0	4	29	29	10	0	0	34	0	64	86	21
Initial Fut:	444	882	332	730	2136	409	266	1258	401	441	948	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	332	730	2136	409	266	1258	401	441	948	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	882	332	730	2136	409	266	1258	401	441	948	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	332	730	2136	409	266	1258	401	441	948	386

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

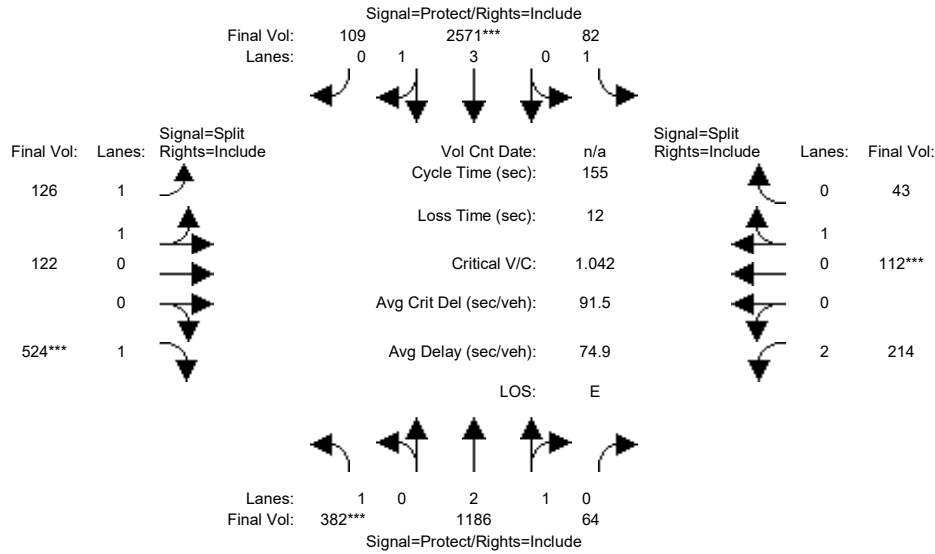
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.19	0.23	0.34	0.34	0.08	0.33	0.23	0.14	0.25	0.22
Crit Moves:	***			****			****			****		
Green Time:	19.0	29.1	29.1	35.5	45.7	45.7	16.0	44.5	44.5	18.8	47.3	47.3
Volume/Cap:	1.04	0.74	0.91	0.91	1.04	1.04	0.74	1.04	0.72	1.04	0.74	0.65
Delay/Veh:	108.7	45.5	71.4	54.0	61.8	61.8	67.8	84.8	46.8	115.3	43.1	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:	108.7	45.5	71.4	54.0	61.8	61.8	67.8	84.8	46.8	115.3	43.1	41.9
LOS by Move:	F	D	E	D-	E	E	E	F	D	F	D	D
HCM2k95thQ:	26	21	28	33	54	54	12	48	25	25	29	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	247	0	0	468	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1186	64	82	2571	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	1186	64	82	2571	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1186	64	82	2571	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	1186	64	82	2571	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	5313	287	1750	7194	305	1803	1746	1750	3150	1301	499

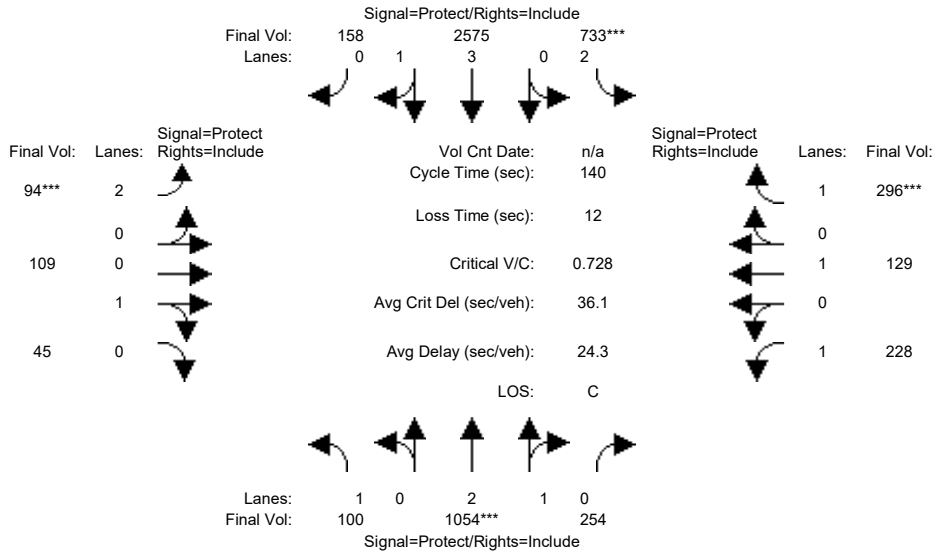
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.36	0.36	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				****				****		****	
Green Time:	32.5	70.8	70.8	14.9	53.2	53.2	44.5	44.5	44.5	12.8	12.8	12.8
Volume/Cap:	1.04	0.49	0.49	0.49	1.04	1.04	0.24	0.24	1.04	0.82	1.04	1.04
Delay/Veh:	119.6	29.6	29.6	68.7	80.7	80.7	42.4	42.4	106.7	88.5	156	156.4
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:	119.6	29.6	29.6	68.7	80.7	80.7	42.4	42.4	106.7	88.5	156	156.4
LOS by Move:	F	C	C	E	F	F	D	D	F	F	F	F
HCM2k95thQ:	39	24	24	7	54	54	9	9	55	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 With Occupied/Re-tenanted Mall 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	233	2	28	437	3	3	3	0	2	3	11
PasserByVol:	0	25	3	3	63	1	0	0	0	3	0	1
Initial Fut:	100	1054	254	733	2575	158	94	109	45	228	129	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	1054	254	733	2575	158	94	109	45	228	129	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1054	254	733	2575	158	94	109	45	228	129	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	1054	254	733	2575	158	94	109	45	228	129	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	3.76	0.24	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4511	1087	3150	7066	434	3150	1274	526	1750	1900	1750

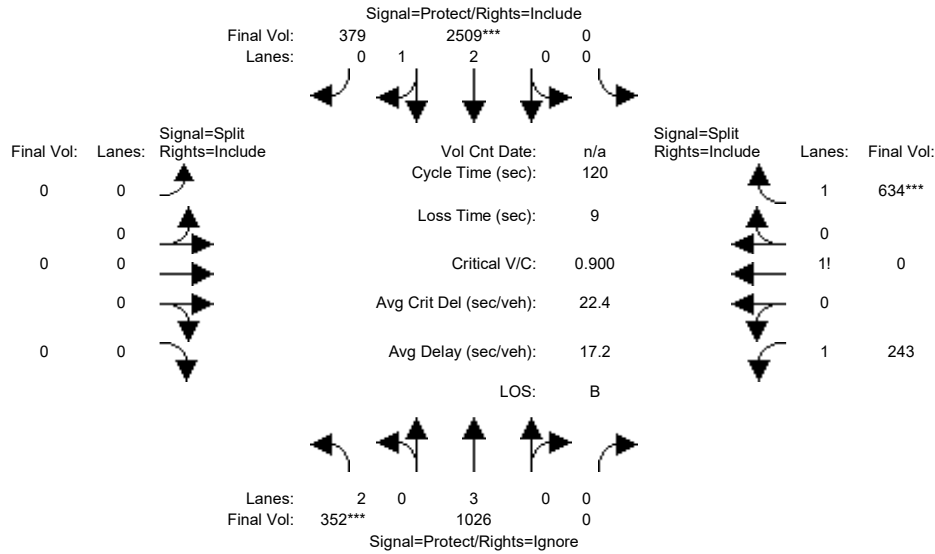
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.23	0.36	0.36	0.03	0.09	0.09	0.13	0.07	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.0	44.5	44.5	44.3	76.8	76.8	7.0	15.5	15.5	23.7	32.2	32.2
Volume/Cap:	0.66	0.74	0.74	0.74	0.66	0.66	0.60	0.77	0.77	0.77	0.30	0.74
Delay/Veh:	68.8	30.9	30.9	32.4	4.7	4.7	71.3	77.2	77.2	67.3	44.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	30.9	30.9	32.4	4.7	4.7	71.3	77.2	77.2	67.3	44.9	56.9
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Occupied/Re-tenanted Mall 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:	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	154	0	0	318	121	0	0	0	0	0	81
PasserByVol:	0	9	0	0	61	0	0	0	0	0	0	12
Initial Fut:	352	1026	0	0	2509	379	0	0	0	243	0	634
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	1026	0	0	2509	379	0	0	0	243	0	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1026	0	0	2509	379	0	0	0	243	0	634
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	1026	0	0	2509	379	0	0	0	243	0	634

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	2.59	0.41	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	3150	5700	0	0	4864	735	0	0	0	2245	0	3091

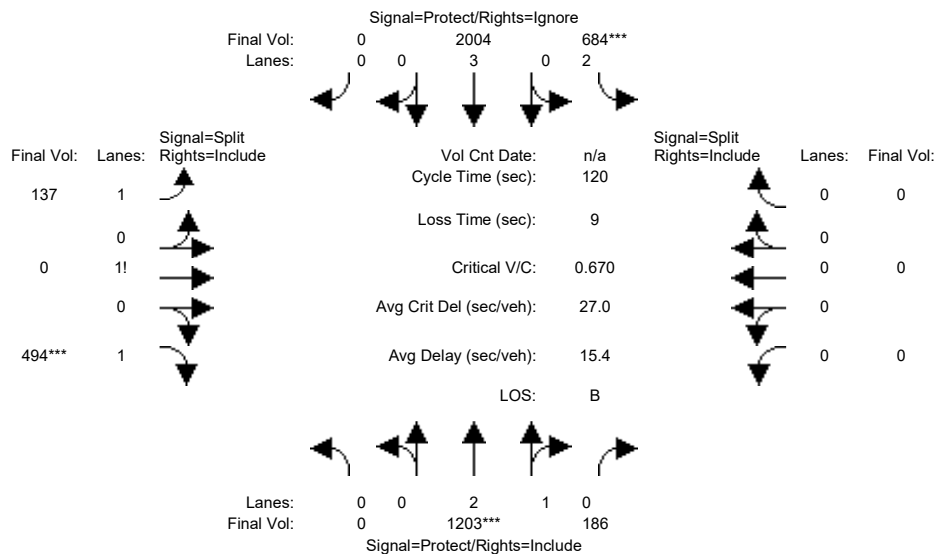
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.11	0.00	0.21
Crit Moves:	***			****								****
Green Time:	14.9	83.7	0.0	0.0	68.8	68.8	0.0	0.0	0.0	27.3	0.0	27.3
Volume/Cap:	0.90	0.26	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.48	0.00	0.90
Delay/Veh:	70.0	0.0	0.0	0.0	6.3	6.3	0.0	0.0	0.0	40.3	0.0	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:	70.0	0.0	0.0	0.0	6.3	6.3	0.0	0.0	0.0	40.3	0.0	56.2
LOS by Move:	E	A	A	A	A	A	A	A	A	D	A	E+
HCM2k95thQ:	16	0	0	0	26	26	0	0	0	13	0	30

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 With Occupied/Re-tenanted Mall 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	154	0	40	278	0	0	0	0	0	0	0
PasserByVol:	0	9	0	39	22	0	0	0	0	0	0	0
Initial Fut:	0	1203	186	684	2004	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	1203	186	684	2004	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1203	186	684	2004	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	1203	186	684	2004	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	4849	750	3150	5700	0	2138	0	3201	0	0	0

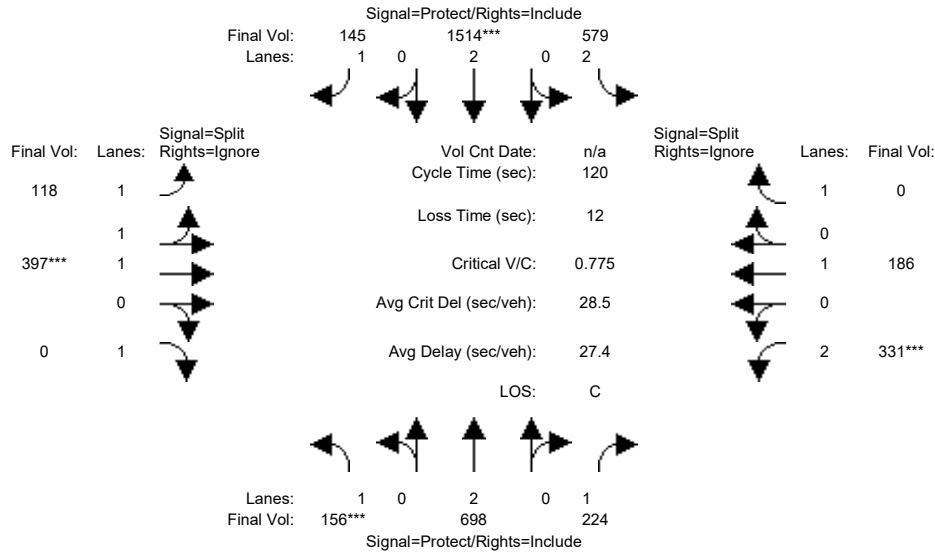
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.22	0.35	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.4	44.4	38.9	83.3	0.0	27.7	0.0	27.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.51	0.00	0.28	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	20.1	25.5	0.1	0.0	38.0	0.0	43.9	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	20.1	20.1	25.5	0.1	0.0	38.0	0.0	43.9	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	21	21	19	1	0	7	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)
Cumulative PM With Occupied/Re-tenanted Mall Alternative

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



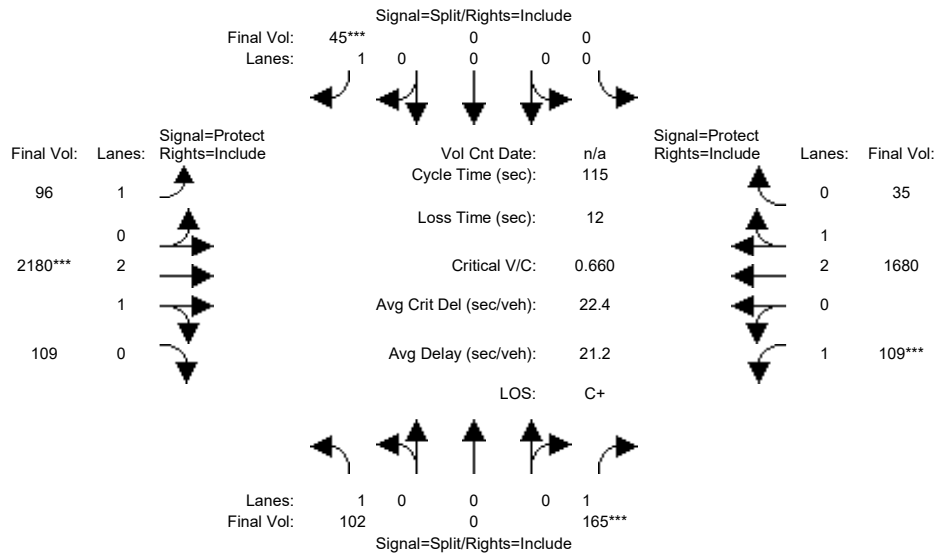
Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	156	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	143	0	0	266	12	11	0	0	0	0	0
PasserByVol:	0	9	0	0	22	0	0	0	0	0	0	0
Initial Fut:	156	698	224	579	1514	145	118	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	698	224	579	1514	145	118	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	698	224	579	1514	145	118	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	698	224	579	1514	145	118	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	0.08	0.07	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	13.8	37.8	37.8	37.8	61.7	61.7	16.2	16.2	0.0	16.3	16.3	0.0
Volume/Cap:	0.77	0.58	0.41	0.58	0.77	0.16	0.50	0.77	0.00	0.77	0.72	0.00
Delay/Veh:	64.1	24.7	22.9	24.8	8.9	4.6	48.5	55.8	0.0	58.7	59.3	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:	64.1	24.7	22.9	24.8	8.9	4.6	48.5	55.8	0.0	58.7	59.3	0.0
LOS by Move:	E	C	C+	C	A	A	D	E+	A	E+	E+	A
HCM2k95thQ:	15	17	11	16	23	2	10	17	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:												
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	508	0	0	465	0
PasserByVol:	0	0	0	0	0	0	0	128	0	0	192	0
Initial Fut:	102	0	165	0	0	45	96	2180	109	109	1680	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	2180	109	109	1680	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	2180	109	109	1680	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
FinalVolume:	102	0	165	0	0	45	96	2180	109	109	1680	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	2.85	0.15	1.00	2.94	0.06
Final Sat.:	1750	0	1750	0	0	1750	1750	5333	267	1750	5486	114

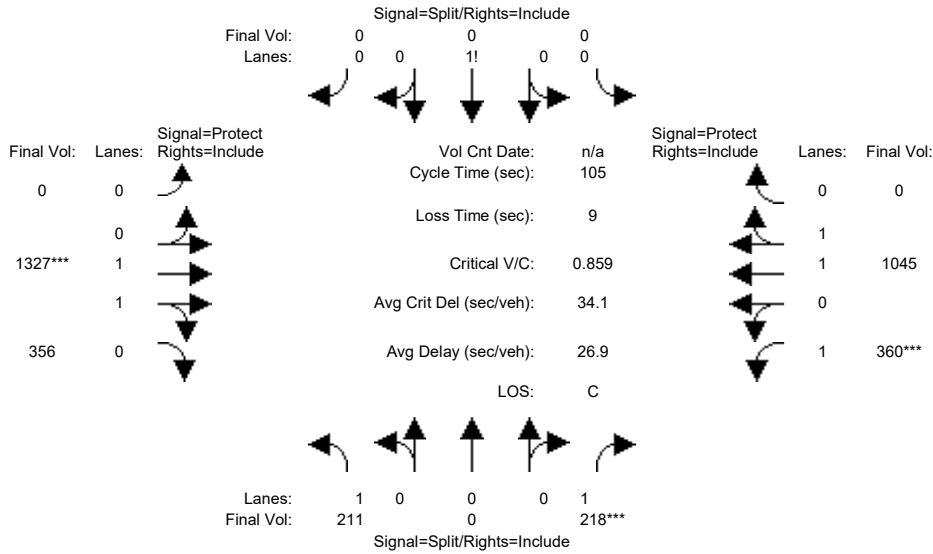
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.41	0.41	0.06	0.31	0.31
Crit Moves:			****			****		****		****		
Green Time:	15.5	0.0	15.5	0.0	0.0	10.0	12.8	67.2	67.2	10.2	64.6	64.6
Volume/Cap:	0.43	0.00	0.70	0.00	0.00	0.30	0.49	0.70	0.70	0.70	0.54	0.54
Delay/Veh:	47.0	0.0	56.5	0.0	0.0	50.3	49.9	17.5	17.5	64.0	16.1	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:	47.0	0.0	56.5	0.0	0.0	50.3	49.9	17.5	17.5	64.0	16.1	16.1
LOS by Move:	D	A	E+	A	A	D	D	B	B	E	B	B
HCM2k95thQ:	8	0	14	0	0	4	6	30	30	8	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	16	0	1	0	0	0	0	193	17	1	187	0
PasserByVol:	0	0	10	0	0	0	0	45	0	32	145	0
Initial Fut:	211	0	218	0	0	0	0	1327	356	360	1045	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:	211	0	218	0	0	0	0	1327	356	360	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	218	0	0	0	0	1327	356	360	1045	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:	211	0	218	0	0	0	0	1327	356	360	1045	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	2917	782	1750	3700	0

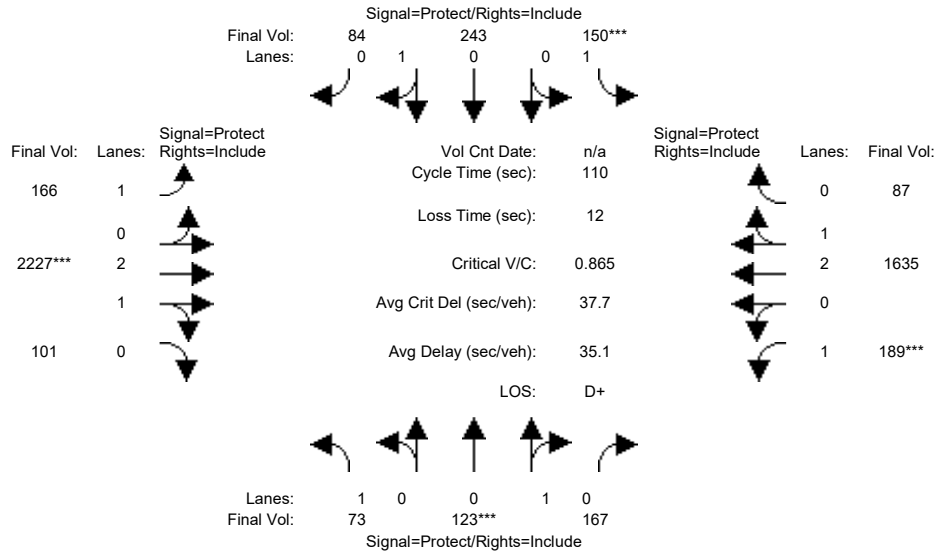
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.45	0.45	0.21	0.28	0.00
Crit Moves:	****						****			****		
Green Time:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	55.6	55.6	25.1	80.8	0.0
Volume/Cap:	0.83	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.37	0.00
Delay/Veh:	63.8	0.0	68.0	0.0	0.0	0.0	0.0	25.4	25.4	54.4	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:	63.8	0.0	68.0	0.0	0.0	0.0	0.0	25.4	25.4	54.4	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	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	8	17	0	1	1	507	0	8	464	16
PasserByVol:	0	0	0	0	0	0	0	129	0	0	194	0
Initial Fut:	73	123	167	150	243	84	166	2227	101	189	1635	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	167	150	243	84	166	2227	101	189	1635	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	167	150	243	84	166	2227	101	189	1635	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	167	150	243	84	166	2227	101	189	1635	87

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	0.42	0.58	1.00	0.74	0.26	1.00	2.87	0.13	1.00	2.84	0.16
Final Sat.:	1750	763	1037	1750	1338	462	1750	5357	243	1750	5317	283

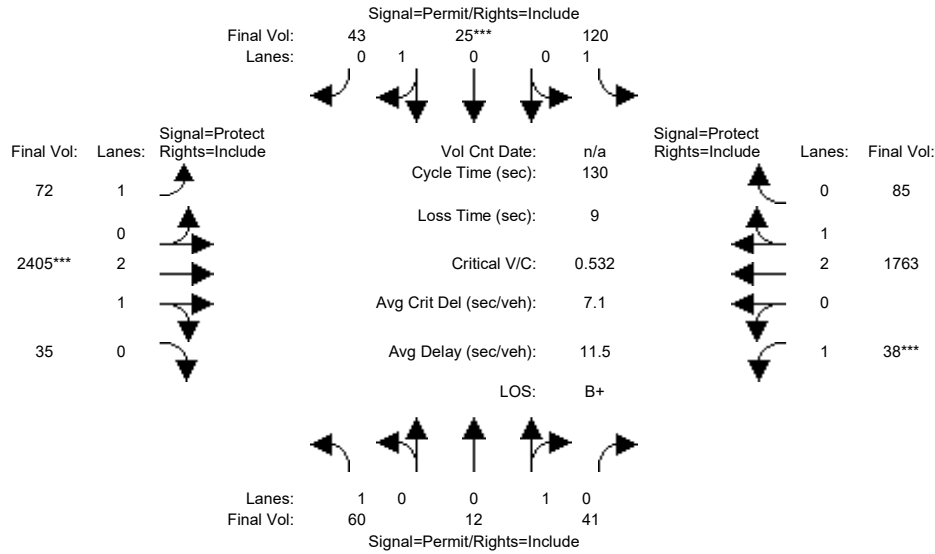
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.18	0.18	0.09	0.42	0.42	0.11	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	8.1	20.5	20.5	10.9	23.2	23.2	15.7	52.9	52.9	13.7	50.9	50.9
Volume/Cap:	0.56	0.86	0.86	0.86	0.86	0.86	0.66	0.86	0.86	0.86	0.66	0.66
Delay/Veh:	54.8	63.6	63.6	82.4	59.4	59.4	51.3	28.6	28.6	75.5	23.6	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:	54.8	63.6	63.6	82.4	59.4	59.4	51.3	28.6	28.6	75.5	23.6	23.6
LOS by Move:	D-	E	E	F	E+	E+	D-	C	C	E-	C	C
HCM2k95thQ:	5	20	20	15	25	25	11	40	40	14	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	532	0	0	488	0
PasserByVol:	0	0	0	0	0	0	0	88	0	0	223	0
Initial Fut:	60	12	41	120	25	43	72	2405	35	38	1763	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	2405	35	38	1763	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2405	35	38	1763	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	2405	35	38	1763	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	2.86	0.14
Final Sat.:	1750	408	1392	1750	662	1138	1750	5520	80	1750	5342	258

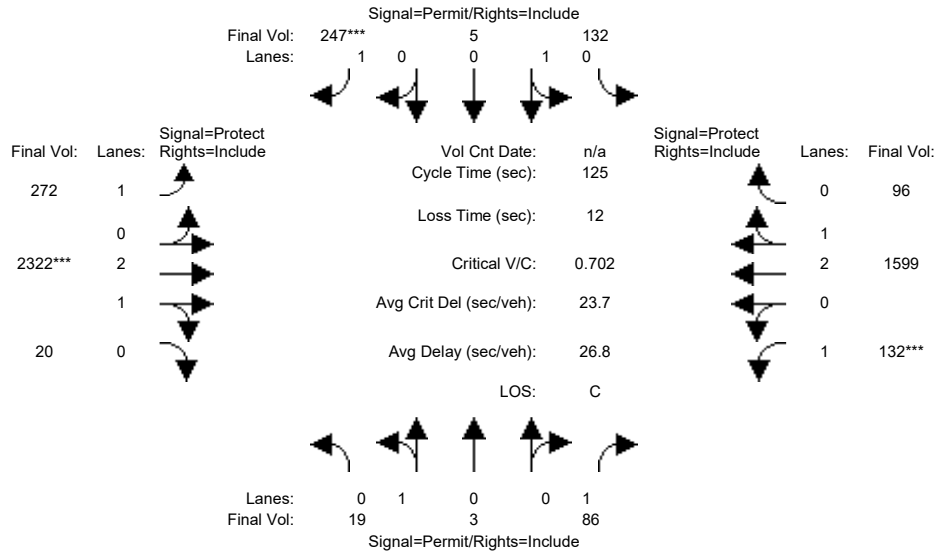
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.44	0.44	0.02	0.33	0.33
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.6	104	104.0	7.0	95.4	95.4
Volume/Cap:	0.45	0.38	0.38	0.89	0.49	0.49	0.34	0.54	0.54	0.40	0.45	0.45
Delay/Veh:	59.7	58.8	58.8	105.9	60.3	60.3	53.5	4.7	4.7	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	53.5	4.7	4.7	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	20	20	3	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	90	0	220	222	310	0	0	268	73
PasserByVol:	0	0	0	0	0	0	0	131	0	0	201	0
Initial Fut:	19	3	86	132	5	247	272	2322	20	132	1599	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:	19	3	86	132	5	247	272	2322	20	132	1599	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	132	5	247	272	2322	20	132	1599	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:	19	3	86	132	5	247	272	2322	20	132	1599	96

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	0.96	0.04	1.00	1.00	2.97	0.03	1.00	2.82	0.18
Final Sat.:	1555	245	1750	1734	66	1750	1750	5552	48	1750	5282	317

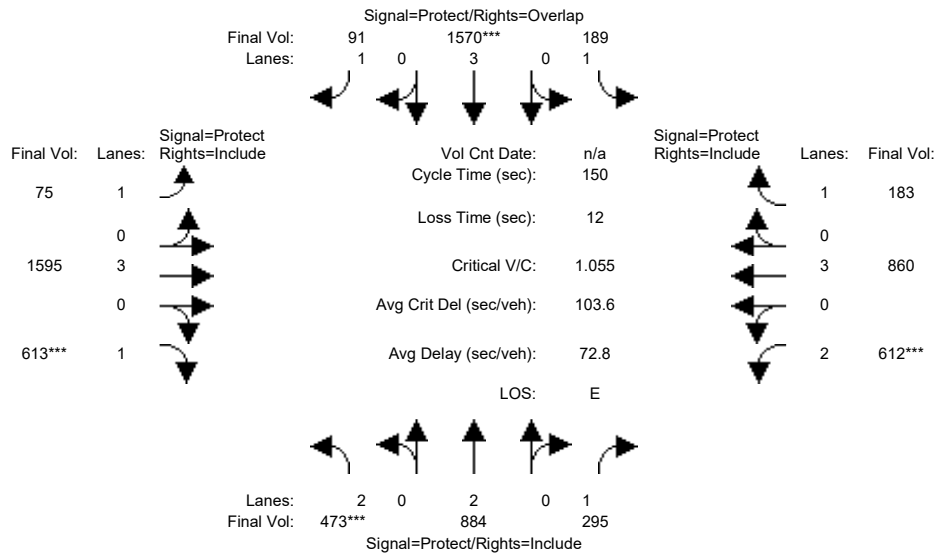
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.08	0.08	0.14	0.16	0.42	0.42	0.08	0.30	0.30
Crit Moves:						****		****		****		
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	29.8	74.4	74.4	13.4	58.1	58.1
Volume/Cap:	0.06	0.06	0.24	0.38	0.38	0.70	0.65	0.70	0.70	0.70	0.65	0.65
Delay/Veh:	40.5	40.5	42.3	43.9	43.9	52.7	46.6	18.3	18.3	65.2	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	42.3	43.9	43.9	52.7	46.6	18.3	18.3	65.2	26.3	26.3
LOS by Move:	D	D	D	D	D	D-	D	B-	B-	E	C	C
HCM2k95thQ:	1	1	6	10	10	20	18	35	35	10	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	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:	36	116	93	10	131	0	0	206	47	156	145	7
PasserByVol:	81	79	0	0	70	0	0	0	70	4	8	0
Initial Fut:	473	884	295	189	1570	91	75	1595	613	612	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:	473	884	295	189	1570	91	75	1595	613	612	860	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	884	295	189	1570	91	75	1595	613	612	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:	473	884	295	189	1570	91	75	1595	613	612	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

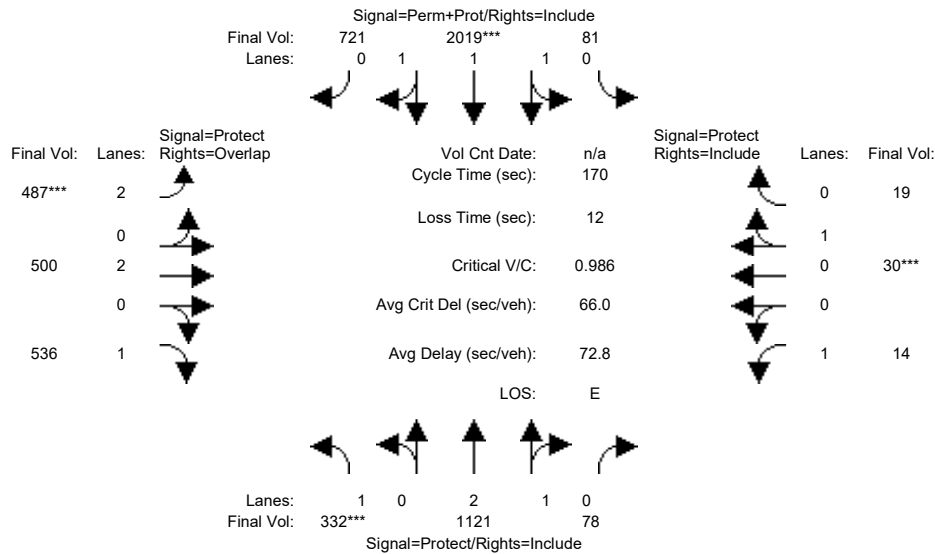
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.17	0.11	0.28	0.05	0.04	0.28	0.35	0.19	0.15	0.10
Crit Moves:	***			****					****	****		
Green Time:	21.4	41.3	41.3	19.2	39.2	57.5	18.3	49.8	49.8	27.6	59.2	59.2
Volume/Cap:	1.05	0.84	0.61	0.84	1.05	0.14	0.35	0.84	1.05	1.05	0.38	0.27
Delay/Veh:	121.9	57.7	49.6	88.2	94.6	30.2	61.4	50.1	102.6	113.7	32.5	30.9
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:	121.9	57.7	49.6	88.2	94.6	30.2	61.4	50.1	102.6	113.7	32.5	30.9
LOS by Move:	F	E+	D	F	F	C	E	D	F	F	C-	C
HCM2k95thQ:	25	31	21	21	51	6	7	41	62	35	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 With Occupied/Re-tenanted Mall 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:	51	188	0	0	232	103	57	0	49	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	332	1121	78	81	2019	721	487	500	536	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:	332	1121	78	81	2019	721	487	500	536	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1121	78	81	2019	721	487	500	536	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:	332	1121	78	81	2019	721	487	500	536	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	5235	364	158	3936	1406	3150	3800	1750	1750	1102	698

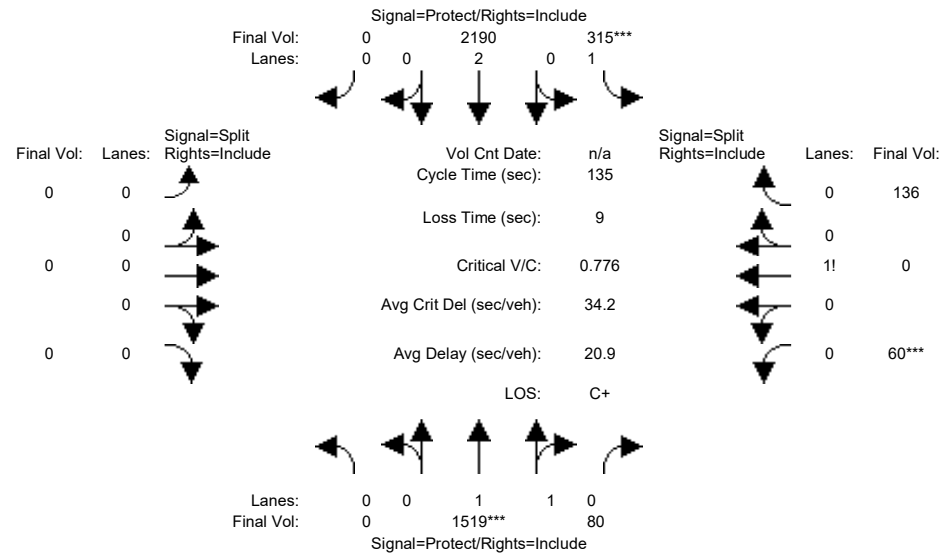
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.00	0.51	0.51	0.15	0.13	0.31	0.01	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	33.0	35.9	35.9	89.1	89.1	89.1	26.0	27.4	60.3	8.6	10.0	10.0
Volume/Cap:	0.98	1.01	1.01	0.98	0.98	0.98	1.01	0.82	0.86	0.16	0.46	0.46
Delay/Veh:	111.2	96.4	96.4	51.7	51.7	51.7	116.3	77.3	62.9	78.1	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:	111.2	96.4	96.4	51.7	51.7	51.7	116.3	77.3	62.9	78.1	80.6	80.6
LOS by Move:	F	F	F	D-	D-	D-	F	E-	E	E-	F	F
HCM2k95thQ:	34	39	39	73	73	73	27	21	43	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 With Occupied/Re-tenanted Mall Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion 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:	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	240	6	0	280	0	0	0	0	5	0	0
PasserByVol:	0	233	0	0	222	0	0	0	0	0	0	0
Initial Fut:	0	1519	80	315	2190	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	1519	80	315	2190	0	0	0	0	60	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1519	80	315	2190	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	1519	80	315	2190	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	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3515	185	1750	3800	0	0	0	0	536	0	1214

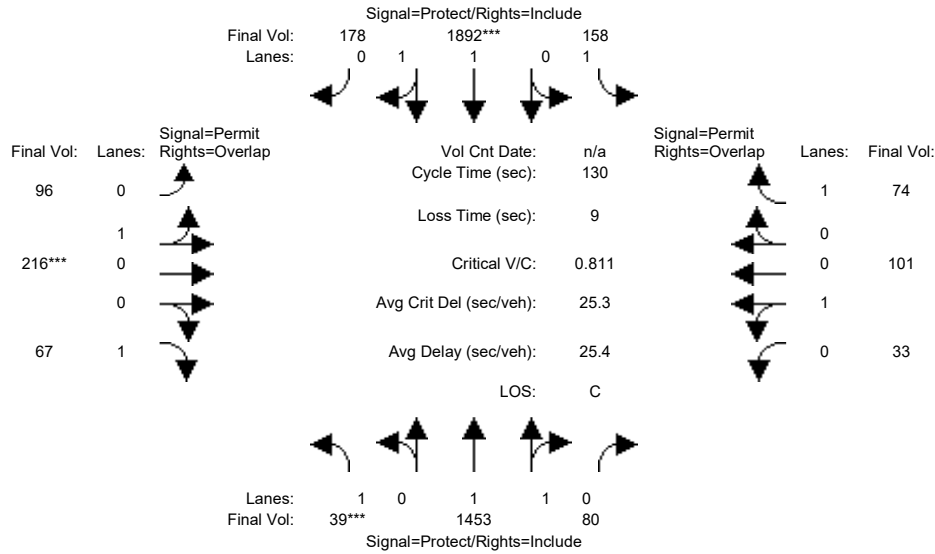
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.18	0.58	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	75.2	75.2	31.3	107	0.0	0.0	0.0	0.0	19.5	0.0	19.5
Volume/Cap:	0.00	0.78	0.78	0.78	0.73	0.00	0.00	0.00	0.00	0.78	0.00	0.78
Delay/Veh:	0.0	25.2	25.2	57.7	8.0	0.0	0.0	0.0	0.0	69.7	0.0	69.7
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	25.2	25.2	57.7	8.0	0.0	0.0	0.0	0.0	69.7	0.0	69.7
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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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:	6	246	6	0	286	0	0	0	6	6	0	0
PasserByVol:	12	233	2	0	222	0	0	0	4	1	0	0
Initial Fut:	39	1453	80	158	1892	178	96	216	67	33	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:	39	1453	80	158	1892	178	96	216	67	33	101	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1453	80	158	1892	178	96	216	67	33	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:	39	1453	80	158	1892	178	96	216	67	33	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	0.25	0.75	1.00
Final Sat.:	1750	3507	193	1750	3382	318	554	1246	1750	443	1357	1750

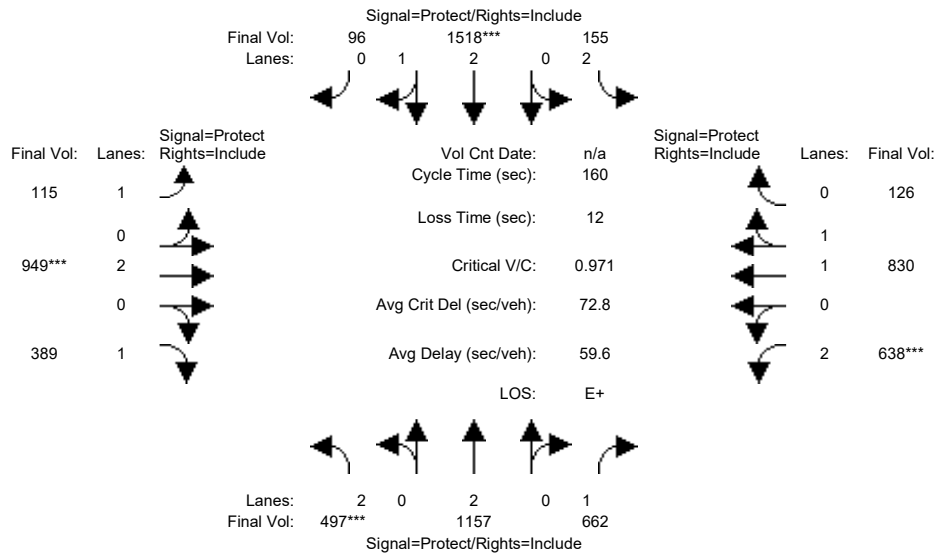
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.09	0.56	0.56	0.17	0.17	0.04	0.07	0.07	0.04
Crit Moves:	***			***			***					
Green Time:	7.0	77.2	77.2	16.8	87.0	87.0	27.0	27.0	34.0	27.0	27.0	43.8
Volume/Cap:	0.41	0.70	0.70	0.70	0.84	0.84	0.84	0.84	0.15	0.36	0.36	0.13
Delay/Veh:	62.4	19.3	19.3	63.4	18.7	18.7	64.4	64.4	37.0	44.7	44.7	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:	62.4	19.3	19.3	63.4	18.7	18.7	64.4	64.4	37.0	44.7	44.7	29.9
LOS by Move:	E	B-	B-	E	B-	B-	E	E	D+	D	D	C
HCM2k95thQ:	3	35	35	12	51	51	26	26	4	10	10	4

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

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Cumulative PM With Occupied/Re-tenanted Mall Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						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:	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:	72	236	53	14	264	18	12	97	90	73	104	10
PasserByVol:	161	221	176	14	219	0	0	59	67	124	103	30
Initial Fut:	497	1157	662	155	1518	96	115	949	389	638	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:	497	1157	662	155	1518	96	115	949	389	638	830	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	1157	662	155	1518	96	115	949	389	638	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:	497	1157	662	155	1518	96	115	949	389	638	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	2.81	0.19	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	5266	333	1750	3800	1750	3150	3212	488

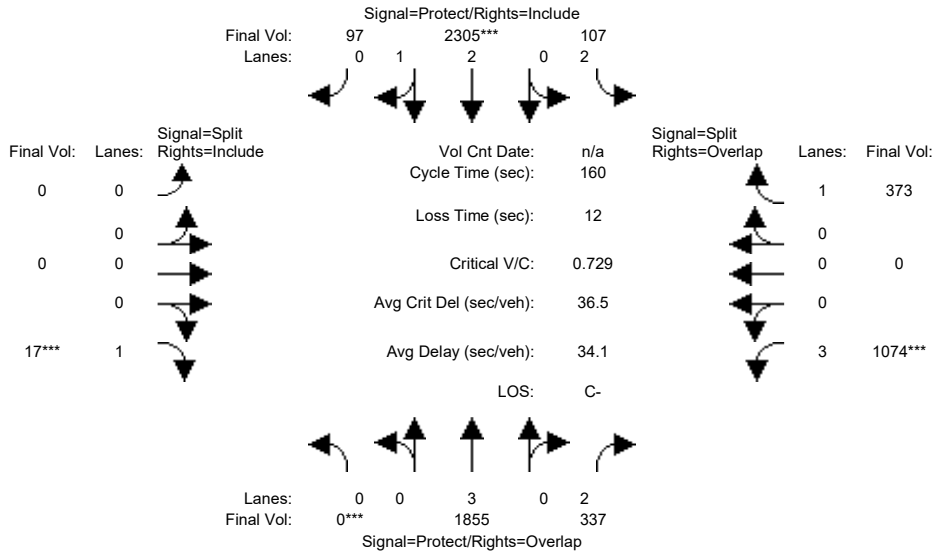
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.38	0.05	0.29	0.29	0.07	0.25	0.22	0.20	0.26	0.26
Crit Moves:	***			****			****			****		
Green Time:	26.0	65.0	65.0	8.5	47.5	47.5	15.1	41.1	41.1	33.4	59.4	59.4
Volume/Cap:	0.97	0.75	0.93	0.93	0.97	0.97	0.70	0.97	0.86	0.97	0.70	0.70
Delay/Veh:	90.4	24.1	43.5	122.4	55.7	55.7	82.4	80.8	72.6	90.8	44.2	44.2
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	24.1	43.5	122.4	55.7	55.7	82.4	80.8	72.6	90.8	44.2	44.2
LOS by Move:	F	C	D	F	E+	E+	F	F	E	F	D	D
HCM2k95thQ:	28	32	52	10	45	45	11	40	32	34	31	31

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	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	361	0	0	421	7	0	0	0	0	0	0
PasserByVol:	0	284	325	66	268	75	0	0	0	891	0	272
Initial Fut:	0	1855	337	107	2305	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	1855	337	107	2305	97	0	0	17	1074	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1855	337	107	2305	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	1855	337	107	2305	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	5374	226	0	0	1750	4551	0	1750

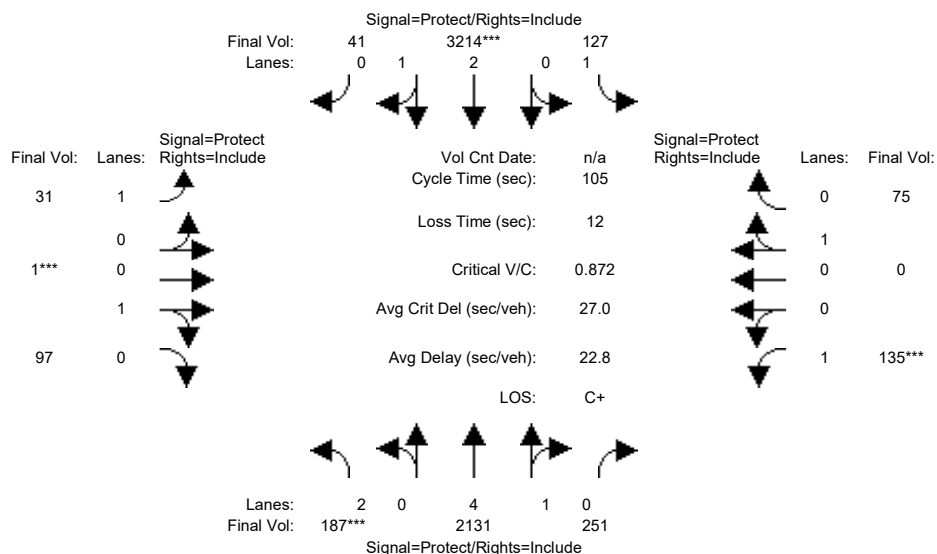
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.03	0.43	0.43	0.00	0.00	0.01	0.24	0.00	0.21
Crit Moves:	***				***				***	***		
Green Time:	0.0	78.5	127.5	10.5	89.0	89.0	0.0	0.0	10.0	49.0	0.0	59.5
Volume/Cap:	0.00	0.66	0.13	0.52	0.77	0.77	0.00	0.00	0.16	0.77	0.00	0.57
Delay/Veh:	0.0	31.4	3.7	74.5	28.8	28.8	0.0	0.0	71.7	53.1	0.0	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:	0.0	31.4	3.7	74.5	28.8	28.8	0.0	0.0	71.7	53.1	0.0	41.3
LOS by Move:	A	C	A	E	C	C	A	A	E	D-	A	D
HCM2k95thQ:	0	37	5	6	46	46	0	0	2	35	0	27

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

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Cumulative PM With Occupied/Re-tenanted Mall 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:												
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	304	181	87	332	2	8	0	20	103	0	50
PasserByVol:	0	610	0	0	1165	0	0	0	0	0	0	0
Initial Fut:	187	2131	251	127	3214	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	2131	251	127	3214	41	31	1	97	135	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	2131	251	127	3214	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	2131	251	127	3214	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	4.45	0.55	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8408	990	1750	5529	71	1750	18	1782	1750	0	1800

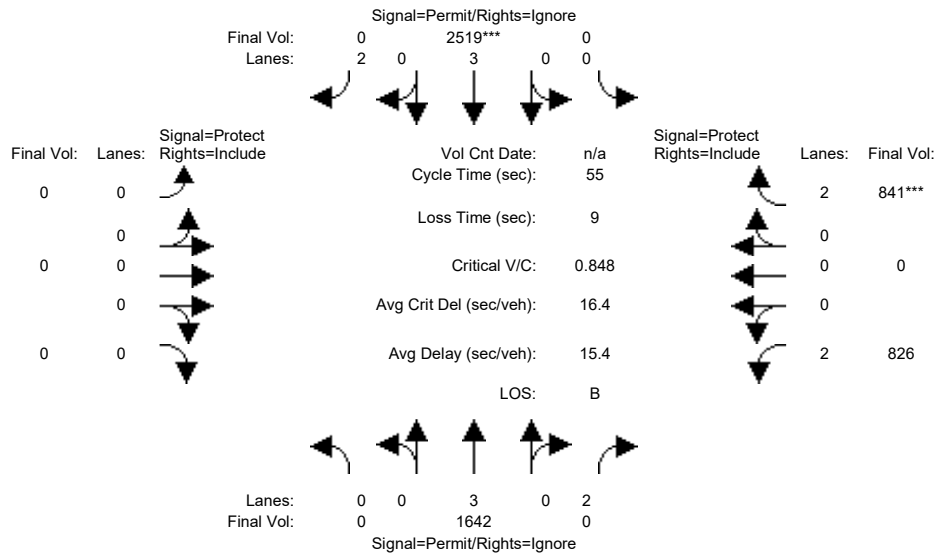
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.07	0.58	0.58	0.02	0.05	0.05	0.08	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	57.6	57.6	16.5	67.1	67.1	7.8	10.0	10.0	8.9	0.0	11.1
Volume/Cap:	0.89	0.46	0.46	0.46	0.91	0.91	0.24	0.57	0.57	0.91	0.00	0.39
Delay/Veh:	82.6	14.4	14.4	41.5	20.3	20.3	46.8	50.0	50.0	95.6	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	41.5	20.3	20.3	46.8	50.0	50.0	95.6	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Occupied/Re-tenanted Mall 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	422	87	0	415	41	0	0	0	169	0	86
PasserByVol:	0	438	279	0	687	479	0	0	0	100	0	172
Initial Fut:	0	1642	892	0	2519	1082	0	0	0	826	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	1642	0	0	2519	0	0	0	0	826	0	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1642	0	0	2519	0	0	0	0	826	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	1642	0	0	2519	0	0	0	0	826	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

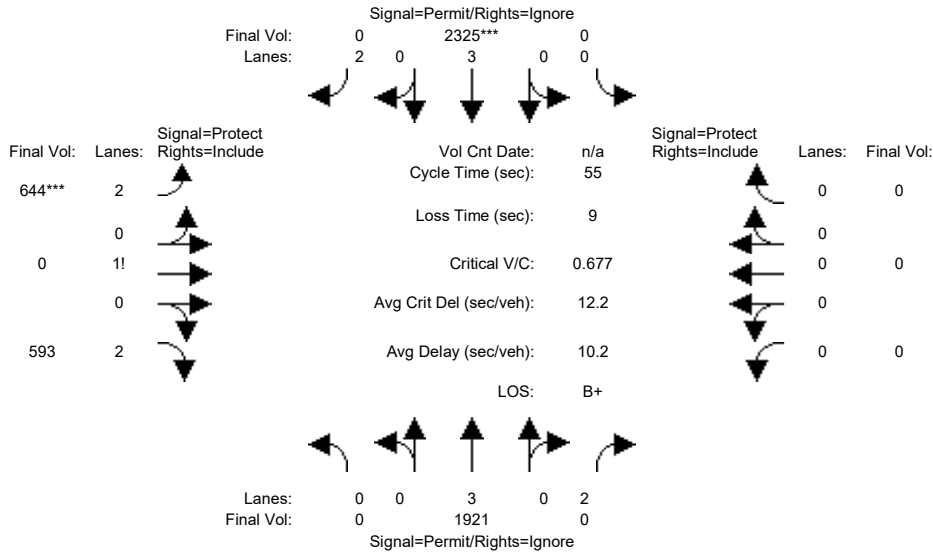
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.26	0.00	0.27
Crit Moves:					****							****
Green Time:	0.0	28.7	0.0	0.0	28.7	0.0	0.0	0.0	0.0	17.3	0.0	17.3
Volume/Cap:	0.00	0.55	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.83	0.00	0.85
Delay/Veh:	0.0	9.1	0.0	0.0	13.7	0.0	0.0	0.0	0.0	23.6	0.0	24.5
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	9.1	0.0	0.0	13.7	0.0	0.0	0.0	0.0	23.6	0.0	24.5
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	5	0	0	14	0	0	0	0	20	0	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)
Cumulative PM With Occupied/Re-tenanted Mall Alternative

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



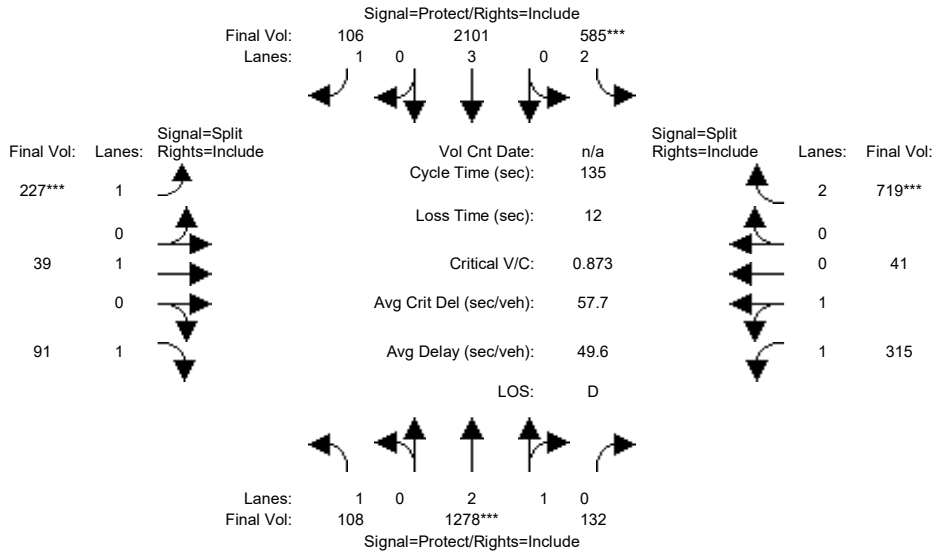
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1099	463	0	1401	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	443	184	0	534	51	65	0	78	0	0	0
PasserByVol:	0	379	12	0	390	397	348	0	140	0	0	0
Initial Fut:	0	1921	659	0	2325	1013	644	0	593	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	1921	0	0	2325	0	644	0	593	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1921	0	0	2325	0	644	0	593	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	1921	0	0	2325	0	644	0	593	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	2.52	0.00	2.48	0.00	0.00	0.00
Final Sat.:	0	5700	3150	0	5700	3150	4069	0	3980	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.41	0.00	0.16	0.00	0.15	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	0.56	0.00	0.00	0.68	0.00	0.68	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	0.0	0.0	7.9	0.0	20.2	0.0	19.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	0.0	0.0	7.9	0.0	20.2	0.0	19.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	A	B-	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	12	0	11	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 With Occupied/Re-tenanted Mall 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:	65	221	56	217	164	49	193	27	73	158	35	50
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	108	1278	132	585	2101	106	227	39	91	315	41	719
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1278	132	585	2101	106	227	39	91	315	41	719
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1278	132	585	2101	106	227	39	91	315	41	719
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1278	132	585	2101	106	227	39	91	315	41	719

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	1.77	0.23	2.00
Final Sat.:	1750	5075	524	3150	5700	1750	1750	1900	1750	3141	409	3150

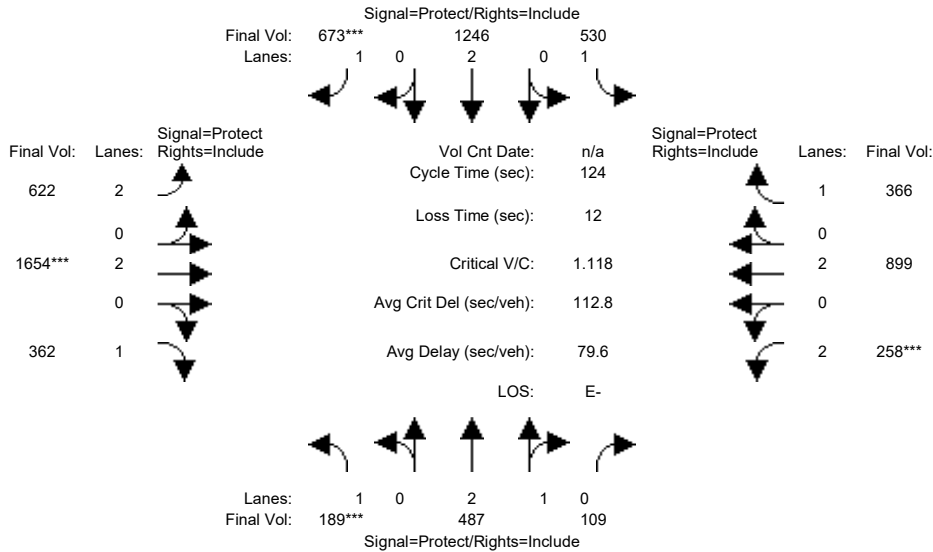
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.19	0.37	0.06	0.13	0.02	0.05	0.10	0.10	0.23
Crit Moves:	****			****			****			****		
Green Time:	9.7	38.9	38.9	28.7	57.9	57.9	20.1	20.1	20.1	35.3	35.3	35.3
Volume/Cap:	0.86	0.87	0.87	0.87	0.86	0.14	0.87	0.14	0.35	0.38	0.38	0.87
Delay/Veh:	102.9	51.3	51.3	63.5	38.1	23.5	82.3	50.2	52.4	41.2	41.2	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.9	51.3	51.3	63.5	38.1	23.5	82.3	50.2	52.4	41.2	41.2	57.9
LOS by Move:	F	D-	D-	E	D+	C	F	D	D-	D	D	E+
HCM2k95thQ:	9	31	31	27	45	6	23	3	8	12	12	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 With Occupied/Re-tenanted Mall 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:	37	127	11	132	178	96	127	244	35	30	198	88
PasserByVol:	0	46	10	111	164	148	69	62	0	21	88	77
Initial Fut:	189	487	109	530	1246	673	622	1654	362	258	899	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	487	109	530	1246	673	622	1654	362	258	899	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	487	109	530	1246	673	622	1654	362	258	899	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	487	109	530	1246	673	622	1654	362	258	899	366

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	2.43	0.57	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4574	1024	1750	3800	1750	3150	3800	1750	3150	3800	1750

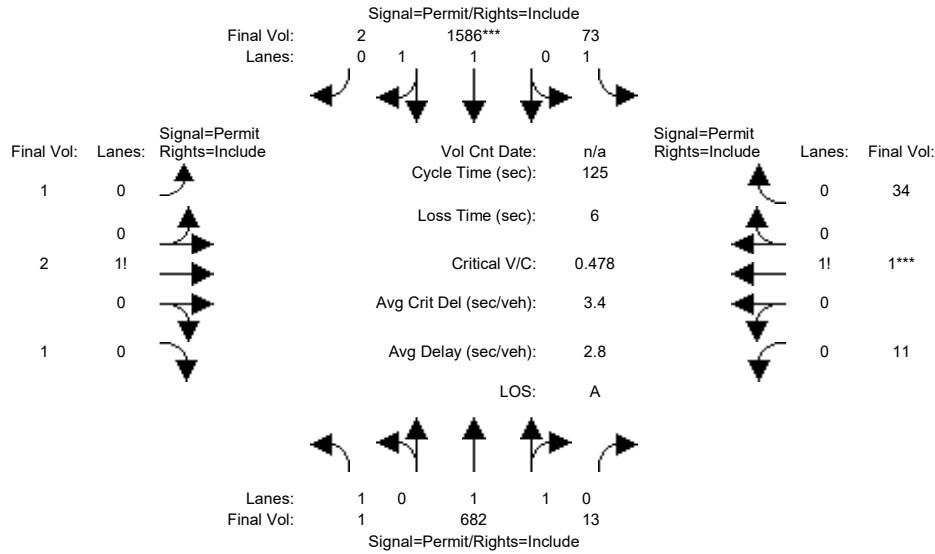
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.30	0.33	0.38	0.20	0.44	0.21	0.08	0.24	0.21
Crit Moves:	***					****	****			****		
Green Time:	12.0	14.2	14.2	40.4	42.7	42.7	26.1	48.3	48.3	9.1	31.3	31.3
Volume/Cap:	1.12	0.93	0.93	0.93	0.95	1.12	0.94	1.12	0.53	1.12	0.94	0.83
Delay/Veh:	160.4	74.4	74.4	62.2	54.8	114.2	69.3	101	30.0	152.0	61.7	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:	160.4	74.4	74.4	62.2	54.8	114.2	69.3	101	30.0	152.0	61.7	56.3
LOS by Move:	F	E	E	E	D-	F	E	F	C	F	E	E+
HCM2k95thQ:	21	17	17	36	39	58	27	66	15	16	32	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	174	0	0	244	0	0	0	0	0	0	0
PasserByVol:	0	49	0	0	150	0	0	0	0	0	0	0
Initial Fut:	1	682	13	73	1586	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	682	13	73	1586	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	682	13	73	1586	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	682	13	73	1586	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	3631	69	1750	3695	5	438	875	438	418	38	1293

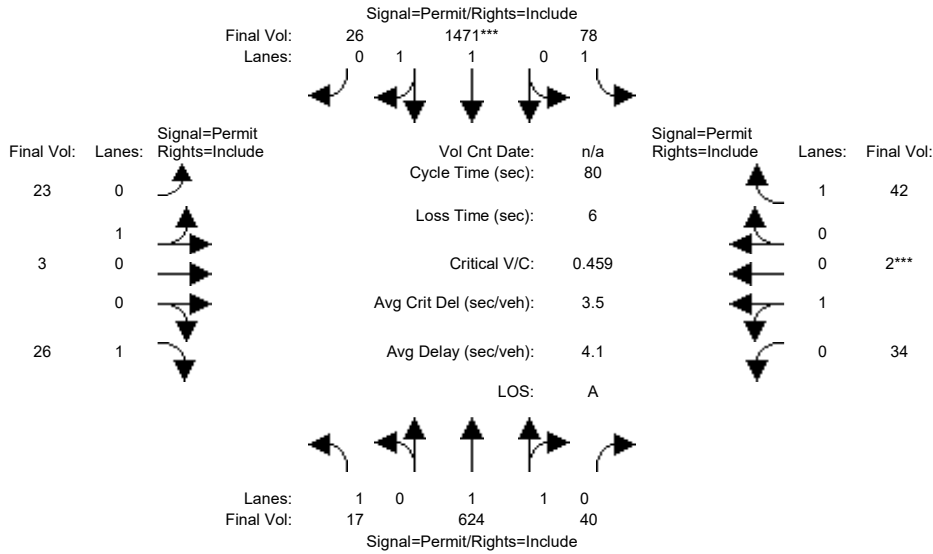
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.04	0.43	0.43	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.22	0.22	0.05	0.49	0.49	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.3	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	5	5	1	13	13	0	0	0	4	4	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 With Occupied/Re-tenanted Mall Alternative

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:	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	162	0	13	230	0	0	0	0	0	0	12
PasserByVol:	0	39	0	0	130	0	0	0	0	0	0	0
Initial Fut:	17	624	40	78	1471	26	23	3	26	34	2	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:	17	624	40	78	1471	26	23	3	26	34	2	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	624	40	78	1471	26	23	3	26	34	2	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:	17	624	40	78	1471	26	23	3	26	34	2	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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3477	223	1750	3636	64	1592	208	1750	1700	100	1750

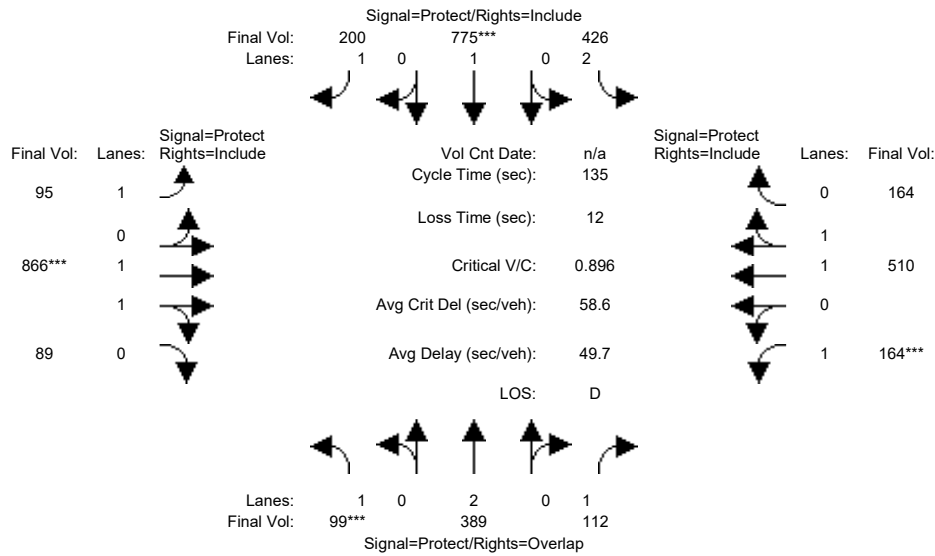
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.04	0.40	0.40	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:					****						****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.22	0.22	0.06	0.51	0.51	0.12	0.12	0.12	0.16	0.16	0.19
Delay/Veh:	1.6	2.0	2.0	1.7	2.8	2.8	31.3	31.3	31.3	31.6	31.6	31.8
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:	1.6	2.0	2.0	1.7	2.8	2.8	31.3	31.3	31.3	31.6	31.6	31.8
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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Occupied/Re-tenanted Mall 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	126	9	31	192	7	7	27	0	26	10	30
PasserByVol:	0	27	0	2	96	9	6	0	0	0	0	1
Initial Fut:	99	389	112	426	775	200	95	866	89	164	510	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	389	112	426	775	200	95	866	89	164	510	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	389	112	426	775	200	95	866	89	164	510	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	389	112	426	775	200	95	866	89	164	510	164

Saturation 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	1.50	0.50
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3355	345	1750	2799	900

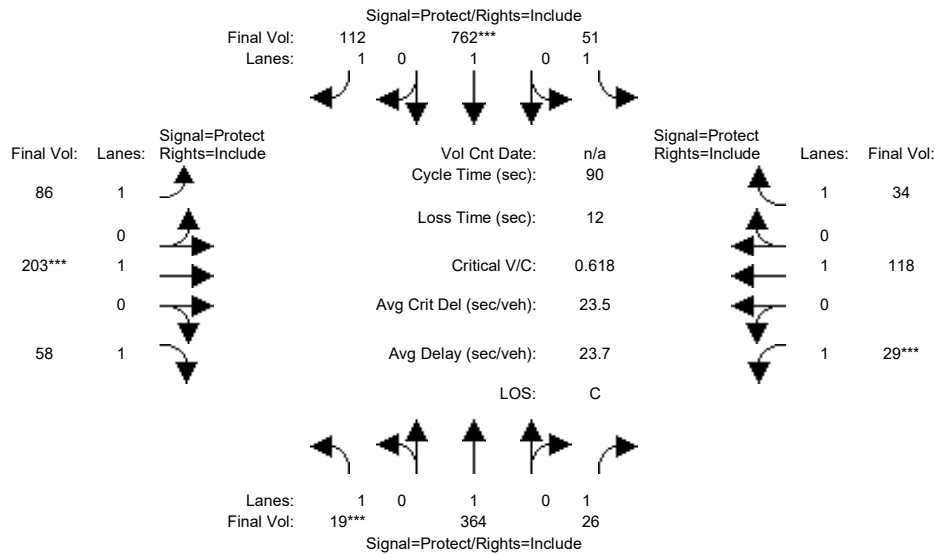
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.06	0.14	0.41	0.11	0.05	0.26	0.26	0.09	0.18	0.18
Crit Moves:	***				****			****		****		
Green Time:	8.5	30.2	44.3	39.8	61.5	61.5	12.2	38.9	38.9	14.1	40.8	40.8
Volume/Cap:	0.90	0.46	0.20	0.46	0.90	0.25	0.60	0.90	0.90	0.90	0.60	0.60
Delay/Veh:	117.0	45.8	32.7	39.1	45.7	22.8	65.5	56.1	56.1	98.4	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:	117.0	45.8	32.7	39.1	45.7	22.8	65.5	56.1	56.1	98.4	41.1	41.1
LOS by Move:	F	D	C-	D	D	C+	E	E+	E+	F	D	D
HCM2k95thQ:	10	13	7	16	50	10	8	36	36	16	22	22

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Occupied/Re-tenanted Mall Alternative

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:	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	135	0	0	218	0	0	0	0	0	0	0
PasserByVol:	0	21	0	0	75	0	0	55	0	0	25	0
Initial Fut:	19	364	26	51	762	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	364	26	51	762	112	86	203	58	29	118	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	364	26	51	762	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	364	26	51	762	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

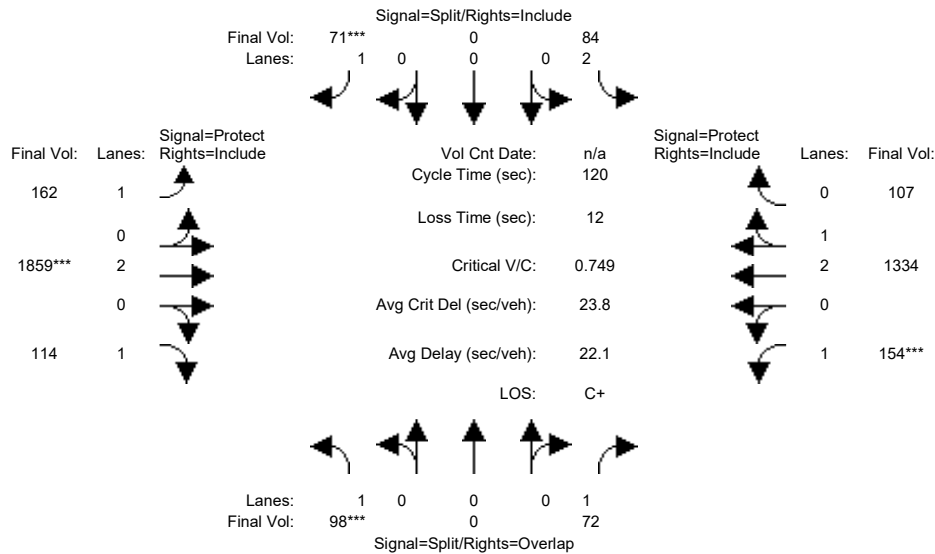
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.01	0.03	0.40	0.06	0.05	0.11	0.03	0.02	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	40.9	40.9	16.6	50.5	50.5	8.4	13.5	13.5	7.0	12.0	12.0
Volume/Cap:	0.14	0.42	0.03	0.16	0.71	0.11	0.52	0.71	0.22	0.21	0.46	0.15
Delay/Veh:	39.2	16.9	13.6	31.0	16.8	9.3	42.0	44.8	34.1	39.7	37.3	34.7
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	16.9	13.6	31.0	16.8	9.3	42.0	44.8	34.1	39.7	37.3	34.7
LOS by Move:	D	B	B	C	B	A	D	D	C-	D	D+	C-
HCM2k95thQ:	1	13	1	2	26	3	6	13	3	2	7	2

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

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Cumulative PM With Occupied/Re-tenanted Mall 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	387	0	0	316	0
PasserByVol:	0	0	0	24	0	21	28	106	0	10	150	25
Initial Fut:	98	0	72	84	0	71	162	1859	114	154	1334	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	1859	114	154	1334	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	72	84	0	71	162	1859	114	154	1334	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	1859	114	154	1334	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	5184	416

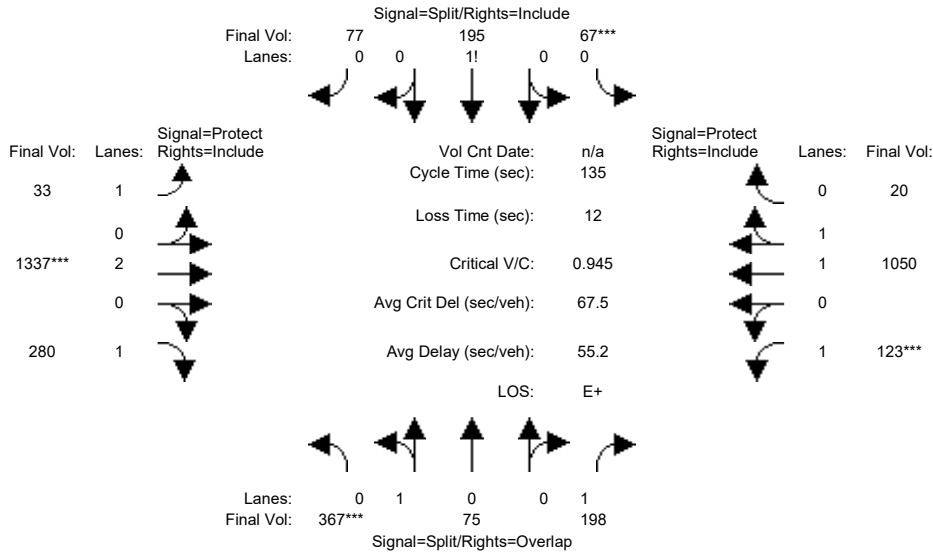
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.03	0.00	0.04	0.09	0.49	0.07	0.09	0.26	0.26
Crit Moves:	***					***	***	***		***		
Green Time:	9.0	0.0	23.1	6.5	0.0	6.5	24.5	78.4	78.4	14.1	68.0	68.0
Volume/Cap:	0.75	0.00	0.21	0.49	0.00	0.75	0.45	0.75	0.10	0.75	0.45	0.45
Delay/Veh:	75.4	0.0	41.1	57.4	0.0	83.6	42.8	15.4	7.7	65.3	15.2	15.2
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:	75.4	0.0	41.1	57.4	0.0	83.6	42.8	15.4	7.7	65.3	15.2	15.2
LOS by Move:	E-	A	D	E+	A	F	D	B	A	E	B	B
HCM2k95thQ:	11	0	5	5	0	9	10	36	3	12	18	18

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

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Cumulative PM With Occupied/Re-tenanted Mall 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	23	0	0	0	0	165	0	21	188	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	198	67	195	77	33	1337	280	123	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	198	67	195	77	33	1337	280	123	1050	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	198	67	195	77	33	1337	280	123	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	198	67	195	77	33	1337	280	123	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

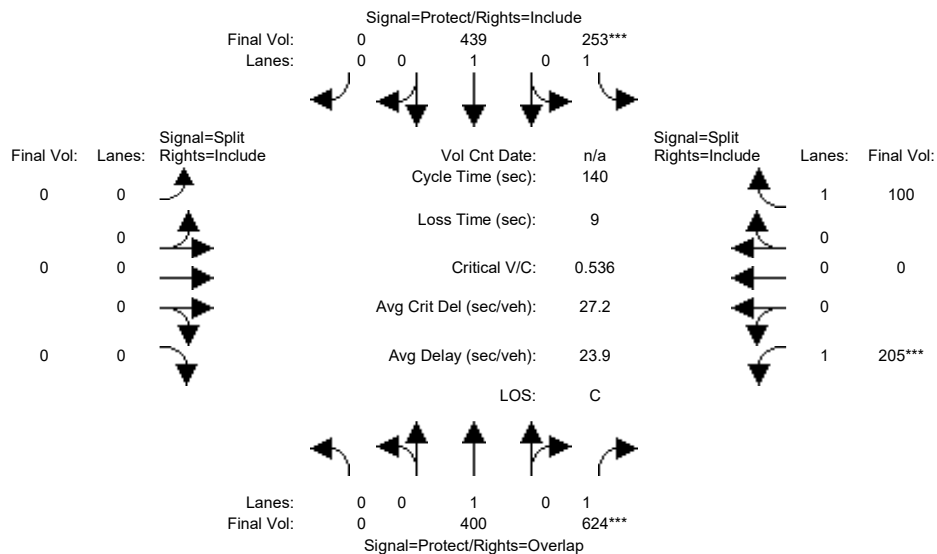
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.11	0.19	0.19	0.19	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***			***			***			***		
Green Time:	35.1	35.1	45.1	27.7	27.7	27.7	9.2	50.2	50.2	10.0	51.1	51.1
Volume/Cap:	0.95	0.95	0.34	0.95	0.95	0.95	0.28	0.95	0.43	0.95	0.76	0.76
Delay/Veh:	77.3	77.3	34.1	86.5	86.5	86.5	61.1	54.2	32.1	124.3	39.2	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:	77.3	77.3	34.1	86.5	86.5	86.5	61.1	54.2	32.1	124.3	39.2	39.2
LOS by Move:	E-	E-	C-	F	F	F	E	D-	C-	F	D	D
HCM2k95thQ:	36	36	12	33	33	33	3	42	16	12	33	33

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

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM With Occupied/Re-tenanted Mall 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:	Tantau Avenue						Pruneridge Avenue					
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	23	35	0	21	0	0	0	0	32	0	0
PasserByVol:	0	172	190	4	122	0	0	0	0	38	0	21
Initial Fut:	0	400	624	253	439	0	0	0	0	205	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	400	624	253	439	0	0	0	0	205	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	400	624	253	439	0	0	0	0	205	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	400	624	253	439	0	0	0	0	205	0	100

Saturation Flow Module:	Tantau Avenue						Pruneridge 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	0.92	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

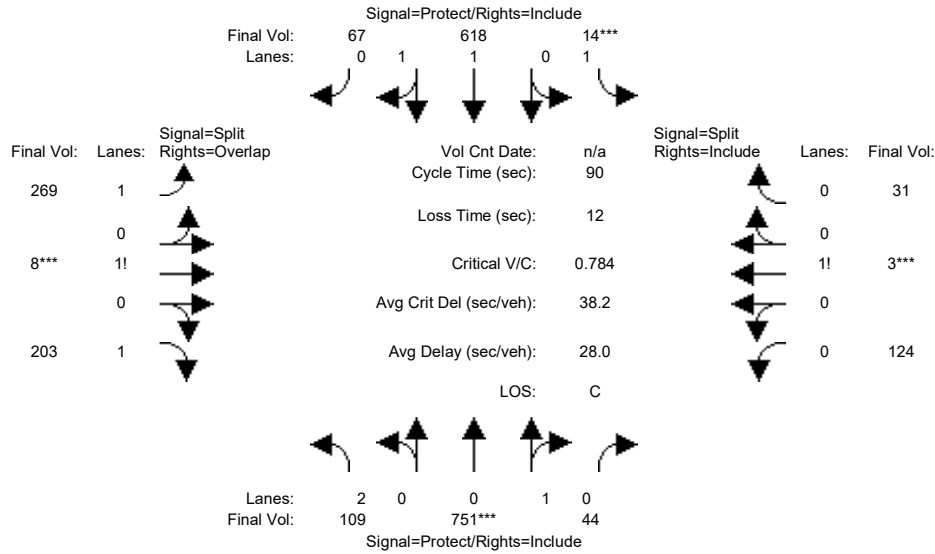
Capacity Analysis Module:	Tantau Avenue						Pruneridge Avenue					
Vol/Sat:	0.00	0.21	0.36	0.14	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:			****	****						****		
Green Time:	0.0	62.6	93.2	37.8	100	0.0	0.0	0.0	0.0	30.6	0.0	30.6
Volume/Cap:	0.00	0.47	0.54	0.54	0.32	0.00	0.00	0.00	0.00	0.54	0.00	0.26
Delay/Veh:	0.0	27.5	12.6	44.8	7.4	0.0	0.0	0.0	0.0	49.9	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.5	12.6	44.8	7.4	0.0	0.0	0.0	0.0	49.9	0.0	45.7
LOS by Move:	A	C	B	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	20	25	17	12	0	0	0	0	15	0	7

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 With Occupied/Re-tenanted Mall 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:	Tantau Avenue NB			Tantau Avenue SB			Apple Parkway/Tantau 14 EB			Apple Parkway/Tantau 14 WB		
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	58	0	0	53	0	0	0	0	0	0	0
PasserByVol:	66	153	34	9	111	31	181	0	107	102	0	26
Initial Fut:	109	751	44	14	618	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	751	44	14	618	67	269	8	203	124	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	751	44	14	618	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	751	44	14	618	67	269	8	203	124	3	31

Saturation Flow Module:	Tantau Avenue NB			Tantau Avenue SB			Apple Parkway/Tantau 14 EB			Apple Parkway/Tantau 14 WB		
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	1.80	0.20	1.55	0.03	1.42	0.78	0.02	0.20
Final Sat.:	3150	1700	100	1750	3338	362	2715	57	2478	1373	33	343

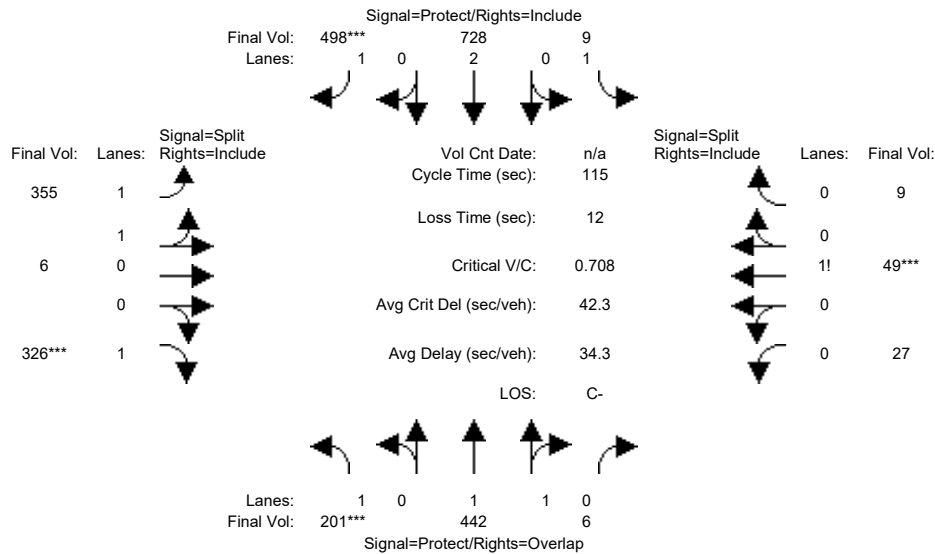
Capacity Analysis Module:	Tantau Avenue NB			Tantau Avenue SB			Apple Parkway/Tantau 14 EB			Apple Parkway/Tantau 14 WB		
Vol/Sat:	0.03	0.44	0.44	0.01	0.19	0.19	0.10	0.14	0.08	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	15.8	46.4	46.4	7.0	37.6	37.6	14.6	14.6	30.4	10.0	10.0	10.0
Volume/Cap:	0.20	0.86	0.86	0.10	0.44	0.44	0.61	0.86	0.24	0.81	0.81	0.81
Delay/Veh:	31.9	27.0	27.0	38.9	18.9	18.9	36.4	49.2	21.5	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:	31.9	27.0	27.0	38.9	18.9	18.9	36.4	49.2	21.5	61.3	61.3	61.3
LOS by Move:	C	C	C	D+	B-	B-	D+	D	C+	E	E	E
HCM2k95thQ:	3	36	36	1	13	13	11	19	6	13	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	106	0	0	0	0	53	58	0	92	0	0	0
PasserByVol:	20	152	0	0	276	189	82	0	19	0	0	0
Initial Fut:	201	442	6	9	728	498	355	6	326	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:	201	442	6	9	728	498	355	6	326	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	442	6	9	728	498	355	6	326	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:	201	442	6	9	728	498	355	6	326	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	3650	50	1750	3800	1750	3491	59	1750	556	1009	185

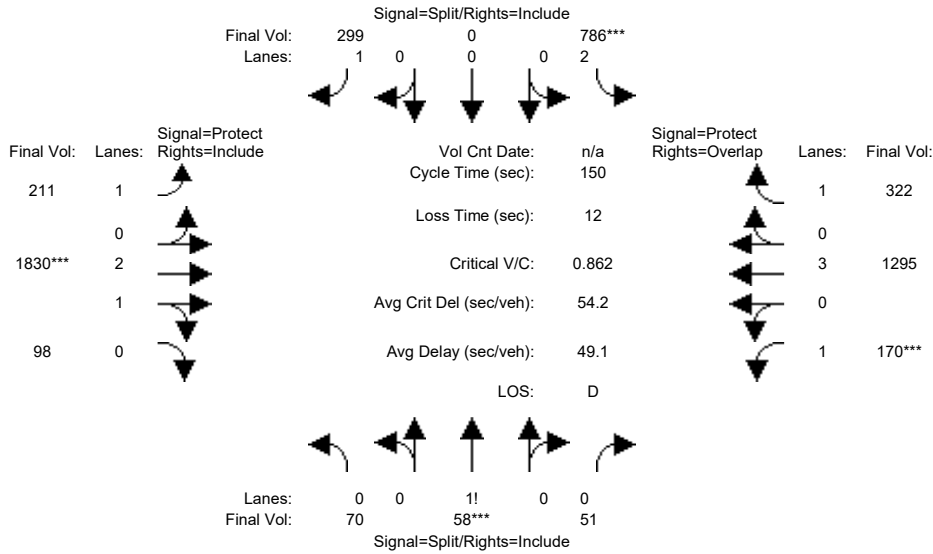
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.19	0.28	0.10	0.10	0.19	0.05	0.05	0.05
Crit Moves:	***					****			****		****	
Green Time:	18.2	42.2	52.2	21.2	45.2	45.2	29.6	29.6	29.6	10.0	10.0	10.0
Volume/Cap:	0.72	0.33	0.27	0.03	0.49	0.72	0.40	0.40	0.72	0.56	0.56	0.56
Delay/Veh:	55.1	26.4	19.6	38.5	26.5	33.5	35.6	35.6	44.8	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:	55.1	26.4	19.6	38.5	26.5	33.5	35.6	35.6	44.8	55.0	55.0	55.0
LOS by Move:	E+	C	B-	D+	C	C-	D+	D+	D	D-	D-	D-
HCM2k95thQ:	13	11	9	1	17	28	11	11	21	8	8	8

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 With Occupied/Re-tenanted Mall 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:	12	21	0	92	0	0	0	354	33	0	304	85
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	70	58	51	786	0	299	211	1830	98	170	1295	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	58	51	786	0	299	211	1830	98	170	1295	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	58	51	786	0	299	211	1830	98	170	1295	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	58	51	786	0	299	211	1830	98	170	1295	322

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	0.32	0.28	2.00	0.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	684	567	499	3150	0	1750	1750	5315	285	1750	5700	1750

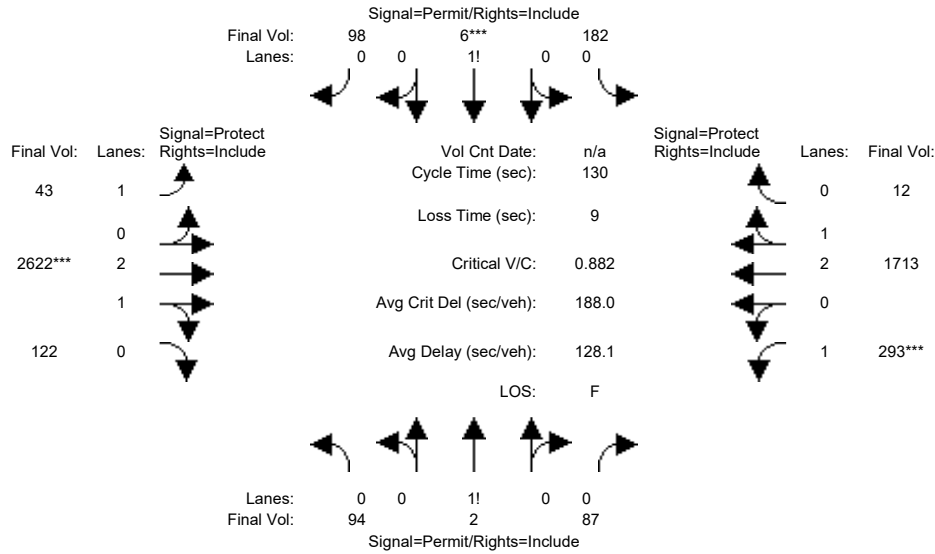
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.25	0.00	0.17	0.12	0.34	0.34	0.10	0.23	0.18
Crit Moves:	****			****			****			****		
Green Time:	17.8	17.8	17.8	43.4	0.0	43.4	26.6	59.9	59.9	16.9	50.2	93.6
Volume/Cap:	0.86	0.86	0.86	0.86	0.00	0.59	0.68	0.86	0.86	0.86	0.68	0.29
Delay/Veh:	93.8	93.8	93.8	58.9	0.0	47.5	63.7	45.0	45.0	95.4	44.0	13.2
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:	93.8	93.8	93.8	58.9	0.0	47.5	63.7	45.0	45.0	95.4	44.0	13.2
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B
HCM2k95thQ:	18	18	18	36	0	22	18	45	45	16	29	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	446	0	0	388	0
PasserByVol:	0	1	0	39	0	12	5	360	0	88	318	4
Initial Fut:	88	2	82	171	6	92	40	2465	115	275	1610	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	2622	122	293	1713	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2	87	182	6	98	43	2622	122	293	1713	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	2622	122	293	1713	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	5350	250	1750	5562	38

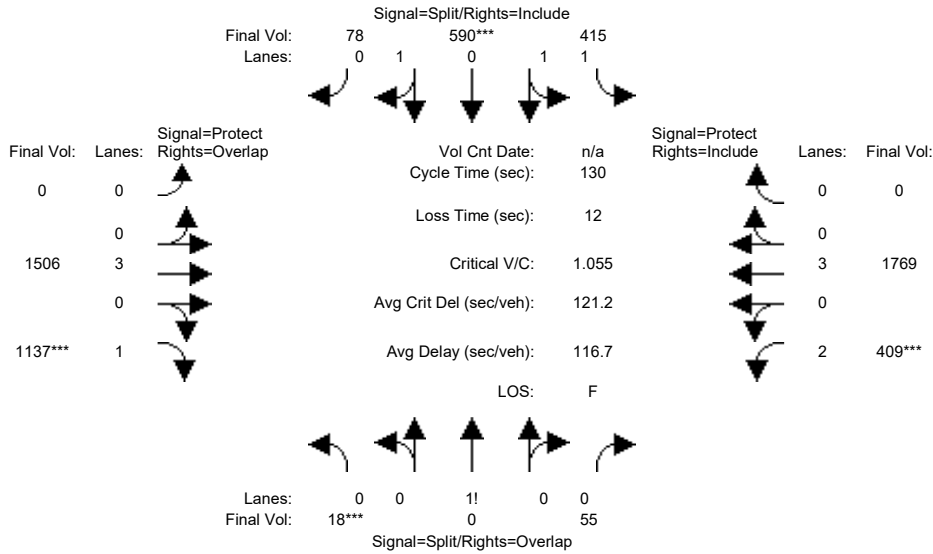
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.16	0.02	0.49	0.49	0.17	0.31	0.31
Crit Moves:				****			****			****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.26	1.39	1.39	0.72	0.63	0.63
Delay/Veh:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	219	218.6	52.6	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:	31.3	31.3	31.3	33.8	33.8	33.8	55.6	219	218.6	52.6	24.8	24.8
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D-	C	C
HCM2k95thQ:	11	11	11	18	18	18	3	101	101	20	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	280	166	60	388	0
PasserByVol:	0	0	0	2	18	4	0	130	343	0	311	0
Initial Fut:	18	0	55	415	590	78	0	1506	1137	409	1769	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	1506	1137	409	1769	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	55	415	590	78	0	1506	1137	409	1769	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	1506	1137	409	1769	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:

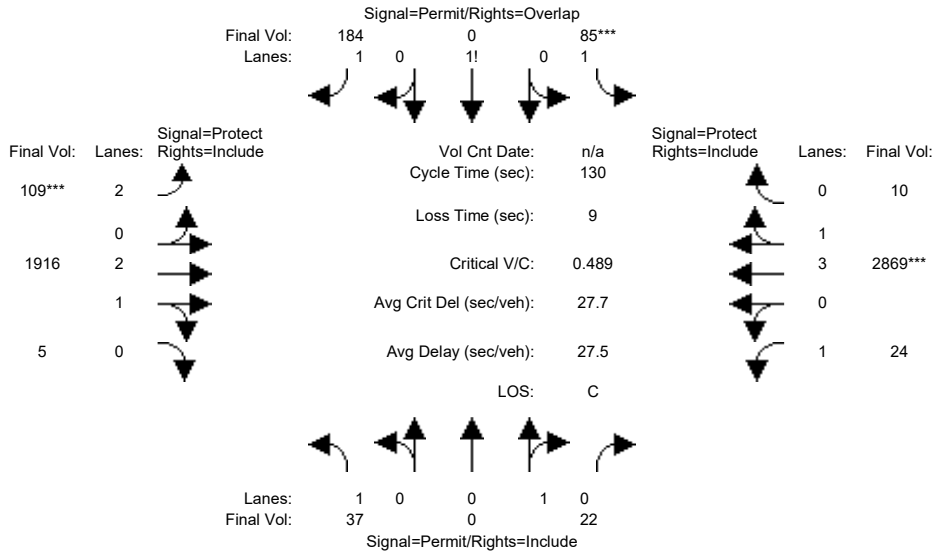
Vol/Sat:	0.04	0.00	0.04	0.20	0.20	0.20	0.00	0.26	0.65	0.13	0.31	0.00
Crit Moves:	***			***	***		***	***	***	***	***	
Green Time:	35.9	0.0	56.8	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.15	0.00	0.10	0.72	0.72	0.72	0.00	1.24	1.33	0.81	0.83	0.00
Delay/Veh:	47.8	0.0	28.9	58.0	58.0	58.0	0.0	185	201.1	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	185	201.1	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	58	148	23	45	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 With Occupied/Re-tenanted Mall 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	280	0	0	456	0
PasserByVol:	0	0	0	0	0	0	24	101	0	0	313	0
Initial Fut:	35	0	21	80	0	173	102	1801	5	23	2697	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	1916	5	24	2869	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	109	1916	5	24	2869	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	1916	5	24	2869	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	7475	25

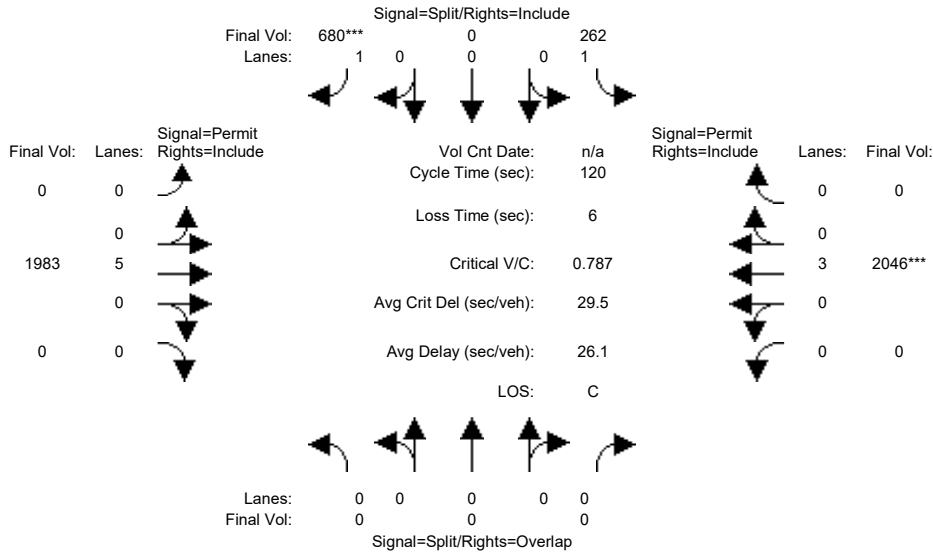
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.34	0.34	0.01	0.38	0.38
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.45	0.71	0.71	0.14	0.76	0.76
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	58.7	27.4	27.4	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	27.4	27.4	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	32	32	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 With Occupied/Re-tenanted Mall Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



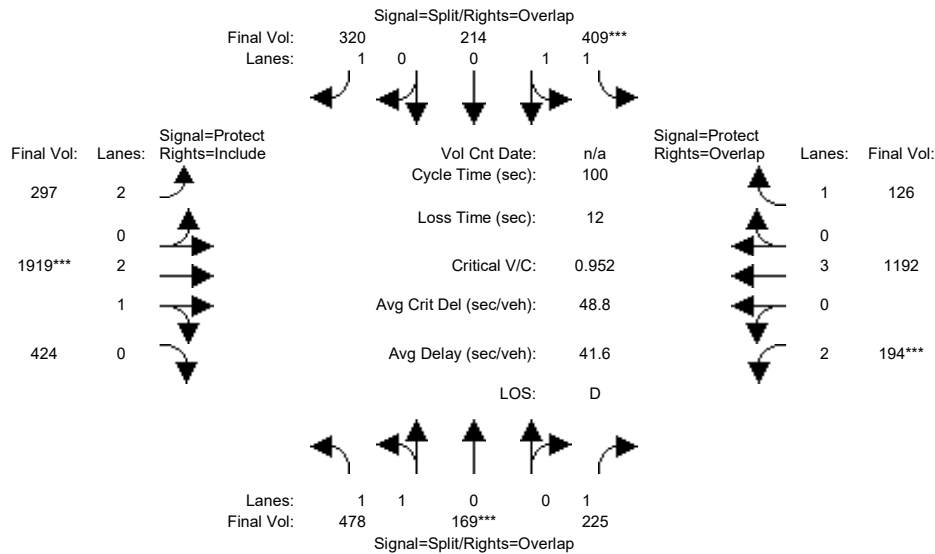
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	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	83	0	280	0	0	373	0
PasserByVol:	0	0	0	0	0	17	0	108	0	0	298	0
Initial Fut:	0	0	0	262	0	680	0	1983	0	0	2046	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	680	0	1983	0	0	2046	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	680	0	1983	0	0	2046	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	680	0	1983	0	0	2046	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	59.3	0.0	59.3	0.0	54.7	0.0	0.0	54.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.79	0.00	0.46	0.00	0.00	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	30.0	0.0	22.5	0.0	0.0	29.3	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	18.3	0.0	30.0	0.0	22.5	0.0	0.0	29.3	0.0
LOS by Move:	A	A	A	B-	A	C	A	C+	A	A	C	A
HCM2k95thQ:	0	0	0	12	0	39	0	18	0	0	36	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 With Occupied/Re-tenanted Mall Alternative

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:	125	159	28	0	193	133	80	121	155	26	110	0
PasserByVol:	15	0	8	0	0	0	0	10	12	2	5	0
Initial Fut:	478	169	225	409	214	320	297	1919	424	194	1192	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	169	225	409	214	320	297	1919	424	194	1192	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	169	225	409	214	320	297	1919	424	194	1192	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	169	225	409	214	320	297	1919	424	194	1192	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:	1.48	0.52	1.00	1.32	0.68	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	2623	927	1750	2330	1219	1750	3150	4585	1013	3150	5700	1750

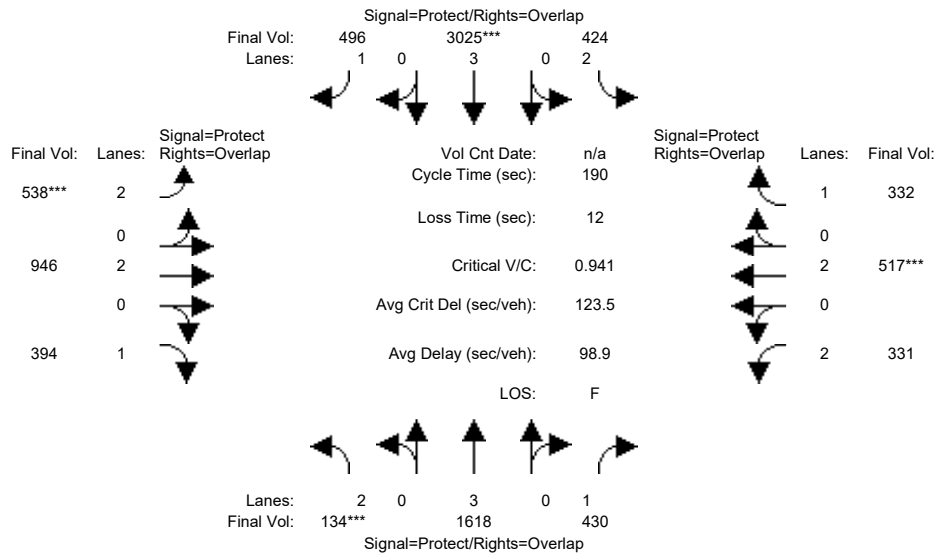
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.18	0.18	0.18	0.09	0.42	0.42	0.06	0.21	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.0	19.0	26.0	18.3	18.3	34.1	15.7	43.7	43.7	7.0	34.9	53.2
Volume/Cap:	0.96	0.96	0.49	0.96	0.96	0.54	0.60	0.96	0.96	0.88	0.60	0.14
Delay/Veh:	64.8	64.8	32.3	65.8	65.8	27.6	41.2	37.5	37.5	76.8	27.3	11.8
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:	64.8	64.8	32.3	65.8	65.8	27.6	41.2	37.5	37.5	76.8	27.3	11.8
LOS by Move:	E	E	C-	E	E	C	D	D+	D+	E-	C	B+
HCM2k95thQ:	27	27	13	26	26	17	10	41	41	12	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 With Occupied/Re-tenanted Mall 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:												
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	367	36	127	674	123	82	106	0	31	86	96
PasserByVol:	8	160	29	47	234	44	66	71	32	12	40	35
Initial Fut:	134	2023	430	424	3829	496	538	946	394	331	517	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	1618	430	424	3025	496	538	946	394	331	517	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1618	430	424	3025	496	538	946	394	331	517	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	1618	430	424	3025	496	538	946	394	331	517	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

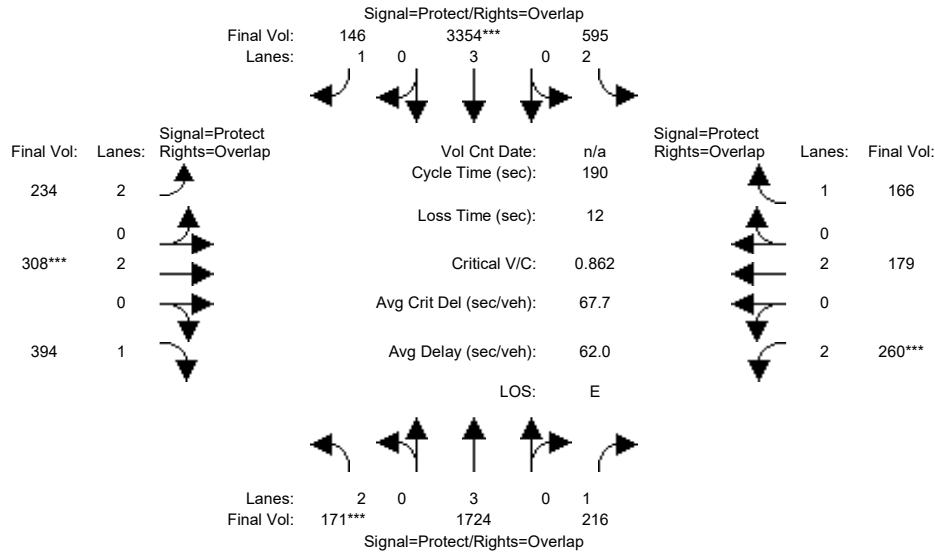
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.25	0.13	0.53	0.28	0.17	0.25	0.23	0.11	0.14	0.19
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.61	0.43	1.09	1.06	0.45	1.32	1.05	0.70	0.93	0.62	0.55
Delay/Veh:	87.7	59.5	42.6	160.7	113	38.3	242.9	116	58.9	112.3	66.8	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	59.5	42.6	160.7	113	38.3	242.9	116	58.9	112.3	66.8	50.5
LOS by Move:	F	E+	D	F	F	D+	F	F	E+	F	E	D
HCM2k95thQ:	9	44	37	34	102	41	44	47	34	25	24	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	387	1	0	690	14	16	19	0	1	18	0
PasserByVol:	40	111	14	97	196	12	50	20	195	8	42	11
Initial Fut:	171	2155	216	595	4246	146	234	308	394	260	179	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	1724	216	595	3354	146	234	308	394	260	179	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1724	216	595	3354	146	234	308	394	260	179	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	1724	216	595	3354	146	234	308	394	260	179	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

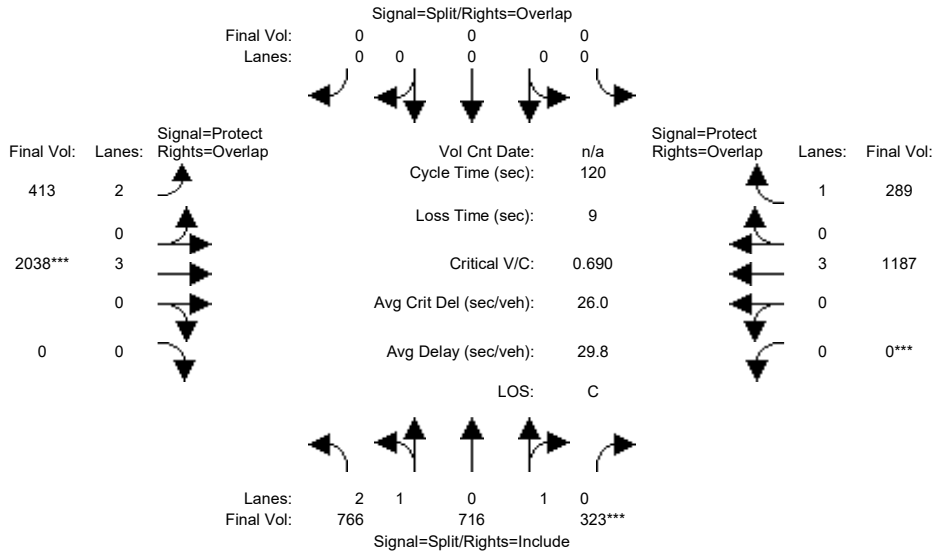
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.59	0.08	0.07	0.08	0.23	0.08	0.05	0.09
Crit Moves:	***			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.56	0.67	0.22	0.88	1.03	0.13	0.86	0.52	0.89	0.73	0.26	0.24
Delay/Veh:	82.6	40.8	20.2	83.2	65.0	12.1	107.6	72.9	86.6	87.3	65.4	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:	82.6	40.8	20.2	83.2	65.0	12.1	107.6	72.9	86.6	87.3	65.4	37.4
LOS by Move:	F	D	C+	F	E	B	F	E	F	F	E	D+
HCM2k95thQ:	12	42	12	31	98	6	16	15	41	18	8	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 PM With Occupied/Re-tenanted Mall 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:	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:	118	89	73	0	0	0	55	284	0	0	255	36
PasserByVol:	194	13	0	0	0	0	33	74	0	0	106	0
Initial Fut:	766	716	323	0	0	0	413	2038	0	0	1187	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:	766	716	323	0	0	0	413	2038	0	0	1187	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	766	716	323	0	0	0	413	2038	0	0	1187	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:	766	716	323	0	0	0	413	2038	0	0	1187	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

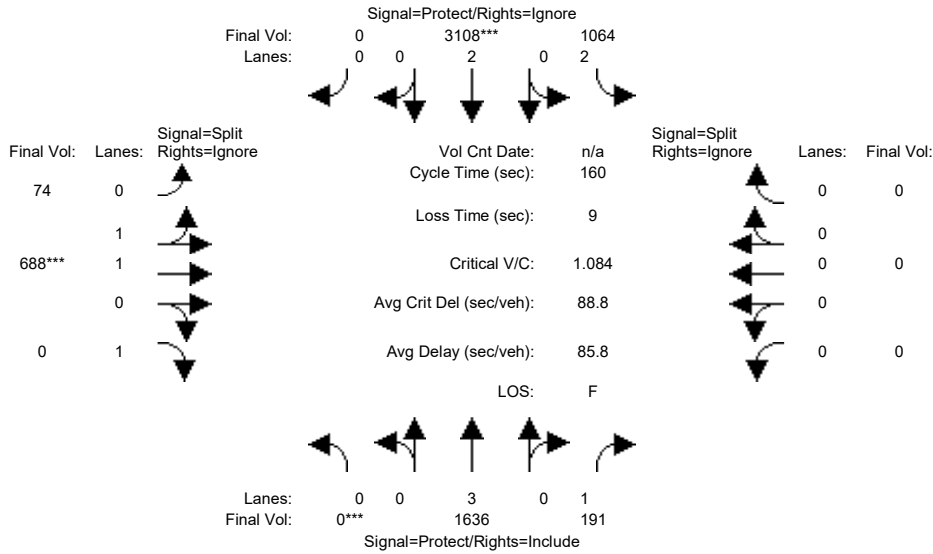
Capacity Analysis Module:												
Vol/Sat:	0.24	0.28	0.28	0.00	0.00	0.00	0.13	0.36	0.00	0.00	0.21	0.17
Crit Moves:	****						****			****		
Green Time:	48.8	48.8	48.8	0.0	0.0	0.0	24.0	62.2	0.0	0.0	38.1	38.1
Volume/Cap:	0.60	0.69	0.69	0.00	0.00	0.00	0.66	0.69	0.00	0.00	0.66	0.52
Delay/Veh:	28.2	30.1	30.1	0.0	0.0	0.0	46.7	22.4	0.0	0.0	36.1	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:	28.2	30.1	30.1	0.0	0.0	0.0	46.7	22.4	0.0	0.0	36.1	34.3
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	C-
HCM2k95thQ:	24	29	29	0	0	0	16	32	0	0	22	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	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	342	34	195	355	0	0	75	227	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1636	191	1064	3108	0	74	688	1211	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	1636	191	1064	3108	0	74	688	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1636	191	1064	3108	0	74	688	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	1636	191	1064	3108	0	74	688	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	0.20	1.80	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	359	3340	1750	0	0	0

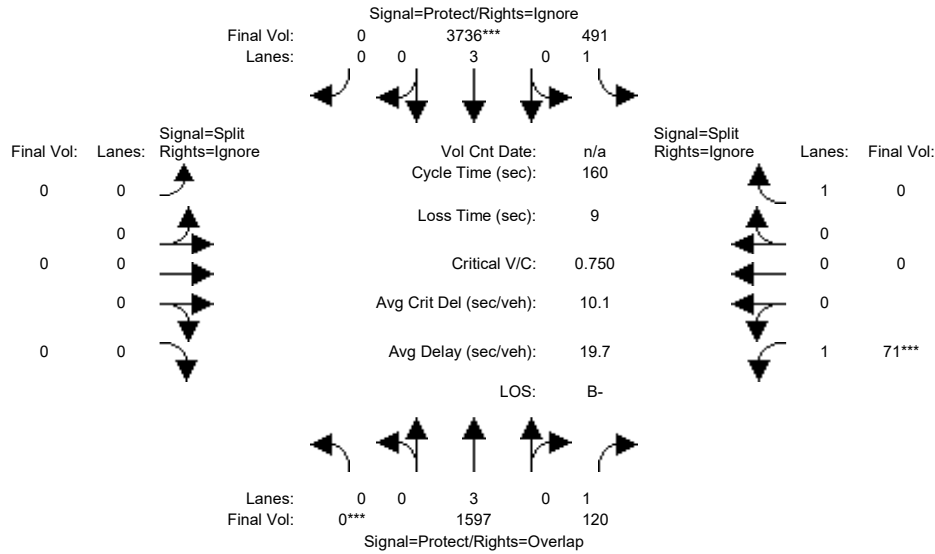
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.11	0.34	0.82	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.27	1.21	1.19	0.00	0.81	0.81	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.7	28.0	162.5	95.5	0.0	61.6	61.6	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	35.7	28.0	162.5	95.5	0.0	61.6	61.6	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	33	10	72	158	0	29	29	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	375	0	3	578	0	0	0	0	1	0	1
PasserByVol:	0	173	0	21	380	14	0	0	0	0	0	3
Initial Fut:	0	1597	120	491	3736	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	1597	120	491	3736	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1597	120	491	3736	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	1597	120	491	3736	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

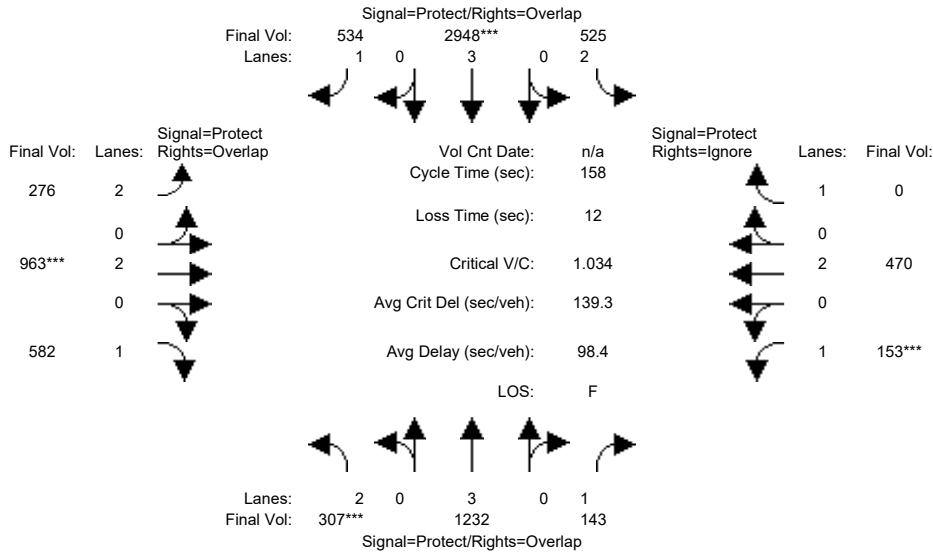
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.28	0.67	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.12	0.78	0.81	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	32.8	14.8	52.2	9.1	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	32.8	14.8	52.2	9.1	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	50	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:	59	365	0	3	550	27	9	3	78	0	3	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	307	1232	143	525	2948	534	276	963	582	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:	307	1232	143	525	2948	534	276	963	582	153	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1232	143	525	2948	534	276	963	582	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:	307	1232	143	525	2948	534	276	963	582	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

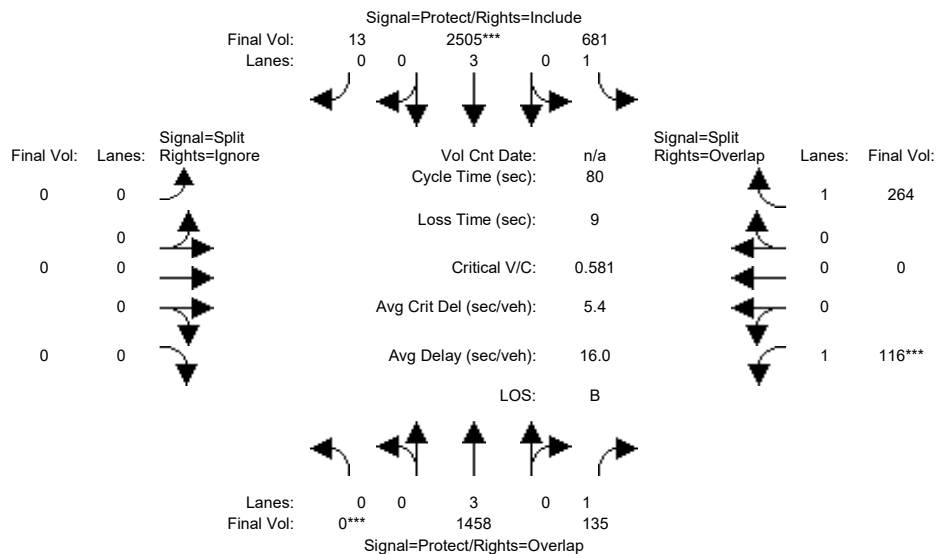
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.08	0.17	0.52	0.31	0.09	0.25	0.33	0.09	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	19.0	56.8	73.8	27.2	65.0	83.3	18.3	45.0	64.0	17.0	43.7	0.0
Volume/Cap:	0.81	0.60	0.17	0.97	1.26	0.58	0.76	0.89	0.82	0.81	0.45	0.00
Delay/Veh:	80.1	39.2	20.0	95.6	173	33.3	76.5	63.4	49.5	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:	80.1	39.2	20.0	95.6	173	33.3	76.5	63.4	49.5	91.8	47.5	0.0
LOS by Move:	F	D	B-	F	F	C-	E-	E	D	F	D	A
HCM2k95thQ:	16	25	6	28	106	36	15	40	45	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	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	419	0	4	624	0	0	0	0	0	0	4
PasserByVol:	0	139	0	36	250	13	0	0	0	0	0	1
Initial Fut:	0	1458	135	681	2505	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	1458	135	681	2505	13	0	0	0	116	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1458	135	681	2505	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	1458	135	681	2505	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	29	0	0	0	1750	0	1750

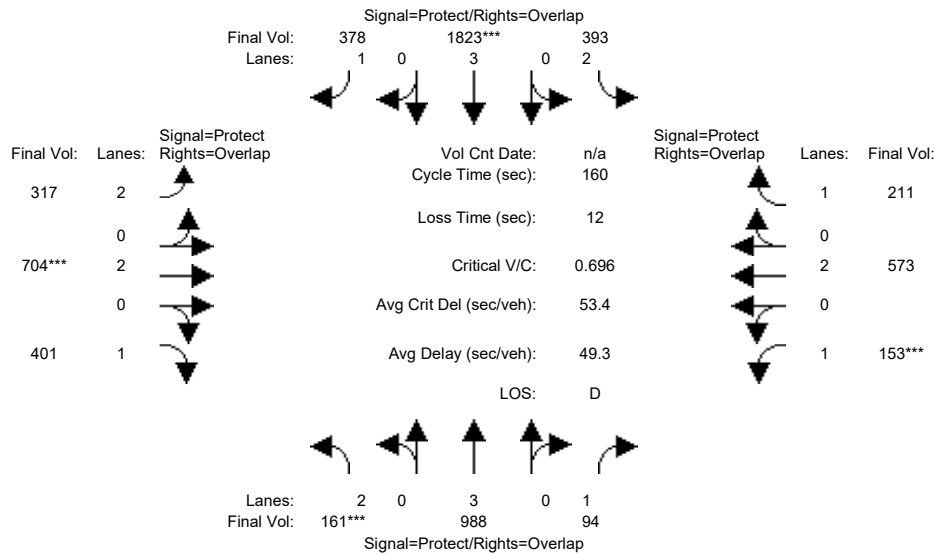
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.08	0.39	0.45	0.45	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	62.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.70	0.16	0.95	0.58	0.58	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	22.6	11.8	45.9	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	22.6	11.8	45.9	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Occupied/Re-Tenanted Mall 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:												
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	419	0	0	624	0	0	0	0	0	0	0
PasserByVol:	0	135	0	19	225	19	1	0	0	0	4	2
Initial Fut:	161	988	94	393	1823	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	988	94	393	1823	378	317	704	401	153	573	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	988	94	393	1823	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	988	94	393	1823	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

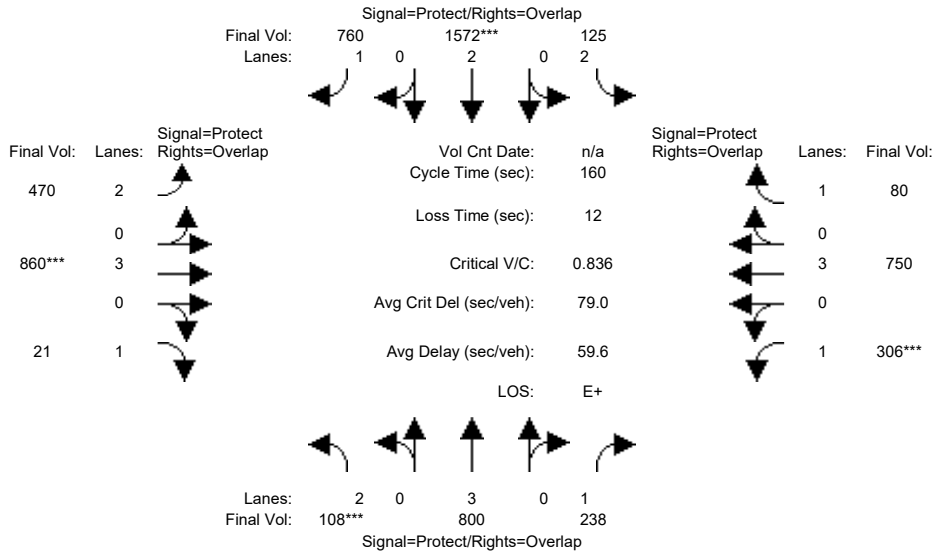
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.05	0.12	0.32	0.22	0.10	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	44.3	65.3	33.7	58.0	88.0	30.0	49.0	69.0	21.0	40.0	73.7
Volume/Cap:	0.41	0.63	0.13	0.59	0.88	0.39	0.54	0.60	0.53	0.67	0.60	0.26
Delay/Veh:	65.2	51.4	29.7	58.4	52.7	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	51.4	29.7	58.4	52.7	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	25	6	19	47	20	16	25	27	16	23	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	397	0	0	600	24	22	0	0	0	0	0
PasserByVol:	27	68	0	2	102	175	143	42	0	40	31	0
Initial Fut:	108	800	238	125	1572	760	470	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	800	238	125	1572	760	470	860	21	306	750	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	800	238	125	1572	760	470	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	800	238	125	1572	760	470	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

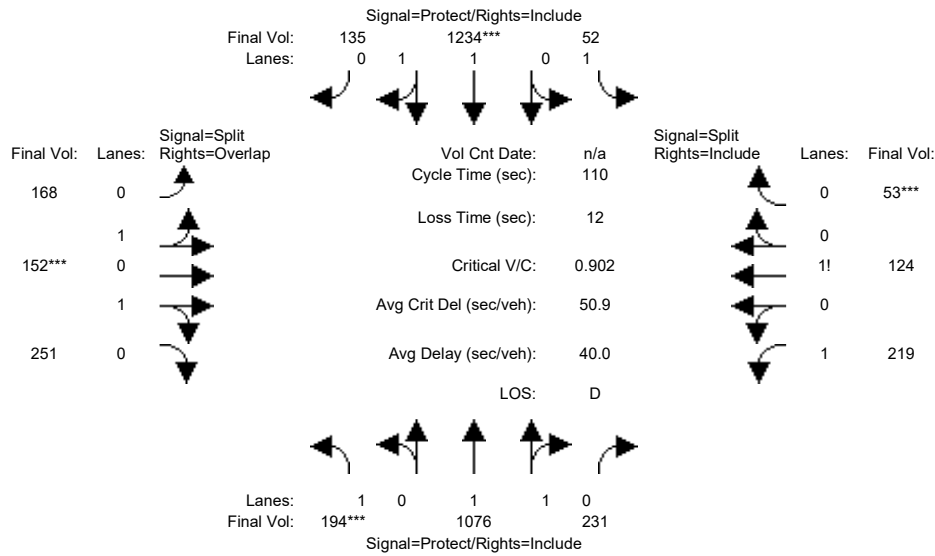
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.04	0.41	0.43	0.15	0.15	0.01	0.17	0.13	0.05
Crit Moves:	***			****			****			****		
Green Time:	13.0	57.0	84.0	19.0	63.0	94.0	31.0	45.0	58.0	27.0	41.0	60.0
Volume/Cap:	0.42	0.39	0.26	0.33	1.05	0.74	0.77	0.54	0.03	1.04	0.51	0.12
Delay/Veh:	71.1	38.7	21.0	65.2	86.3	26.9	67.1	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	38.7	21.0	65.2	86.3	26.9	67.1	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	18	13	7	73	48	22	20	1	37	19	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)
Cumulative PM With Occupied/Re-tenanted Mall 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	22	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	156	0	0	205	0	0	0	0	0	0	0
Initial Fut:	194	1076	231	52	1234	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	1076	231	52	1234	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1076	231	52	1234	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	1076	231	52	1234	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	1.80	0.20	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	3046	654	1750	3335	365	1059	958	1582	2419	757	324

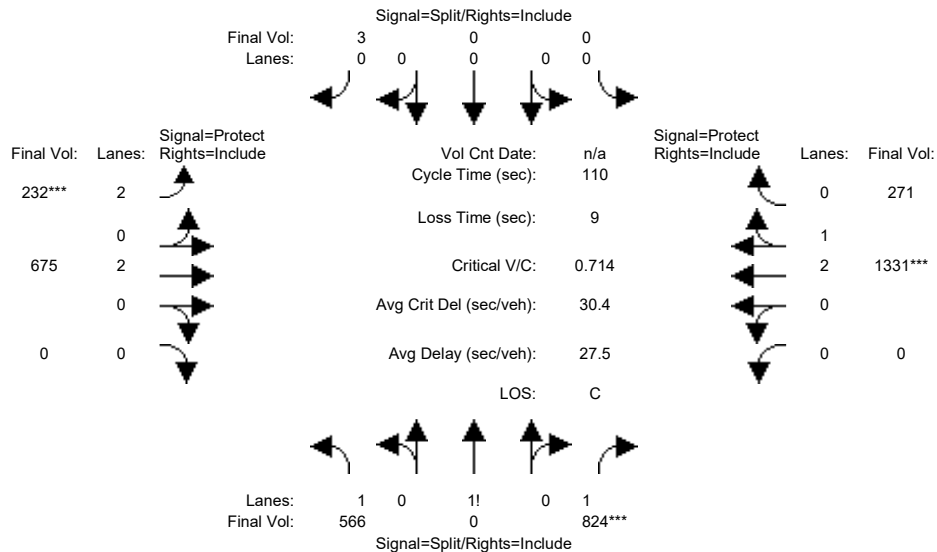
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.03	0.37	0.37	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	13.5	49.7	49.7	9.0	45.1	45.1	19.4	19.4	32.9	20.0	20.0	20.0
Volume/Cap:	0.90	0.78	0.78	0.36	0.90	0.90	0.90	0.90	0.53	0.50	0.90	0.90
Delay/Veh:	83.3	28.0	28.0	49.4	38.1	38.1	60.5	60.5	32.6	41.0	65.4	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:	83.3	28.0	28.0	49.4	38.1	38.1	60.5	60.5	32.6	41.0	65.4	65.4
LOS by Move:	F	C	C	D	D+	D+	E	E	C-	D	E	E
HCM2k95thQ:	15	33	33	3	35	35	24	24	16	11	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)
Cumulative PM With Occupied/Re-tenanted Mall 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:												
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	22	0	0	24	0
PasserByVol:	0	0	82	0	0	3	0	75	0	0	161	16
Initial Fut:	566	0	824	0	0	3	232	675	0	0	1331	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	675	0	0	1331	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	824	0	0	3	232	675	0	0	1331	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	675	0	0	1331	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	4651	947

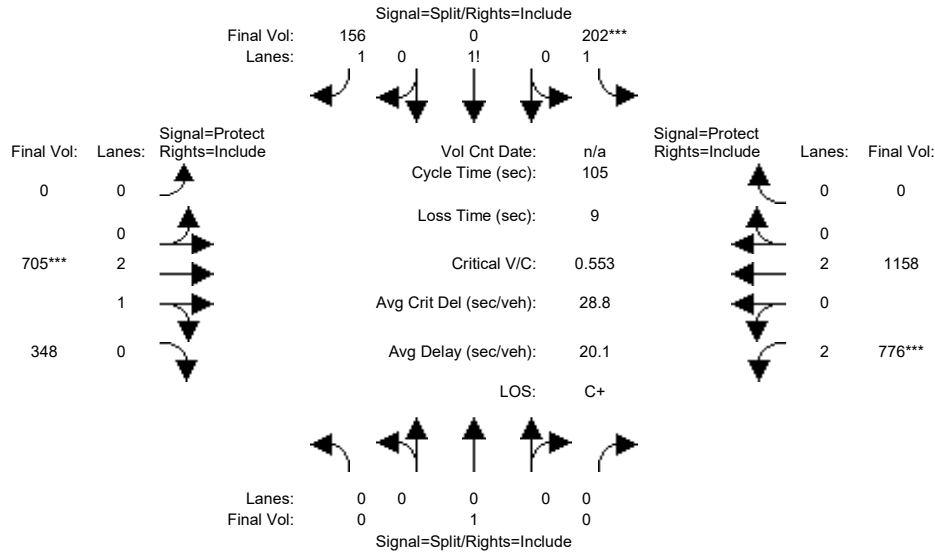
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.30	0.00	0.00	xxxx	0.07	0.18	0.00	0.00	0.29	0.29
Crit Moves:			****				****				****	
Green Time:	45.6	0.0	45.6	0.0	0.0	0.0	11.3	55.4	0.0	0.0	44.1	44.1
Volume/Cap:	0.55	0.00	0.71	0.00	0.00	xxxx	0.71	0.35	0.00	0.00	0.71	0.71
Delay/Veh:	24.8	0.0	28.1	0.0	0.0	0.0	55.1	16.6	0.0	0.0	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:	24.8	0.0	28.1	0.0	0.0	0.0	55.1	16.6	0.0	0.0	28.8	28.8
LOS by Move:	C	A	C	A	A	A	E+	B	A	A	C	C
HCM2k95thQ:	21	0	29	0	0	0	9	13	0	0	26	26

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 With Occupied/Re-tenanted Mall Alternative

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	22	0	0	24	0
PasserByVol:	0	1	0	34	0	0	0	38	0	157	30	0
Initial Fut:	0	1	0	202	0	156	0	705	348	776	1158	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	705	348	776	1158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	202	0	156	0	705	348	776	1158	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	705	348	776	1158	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	3799	1800	3150	3800	0

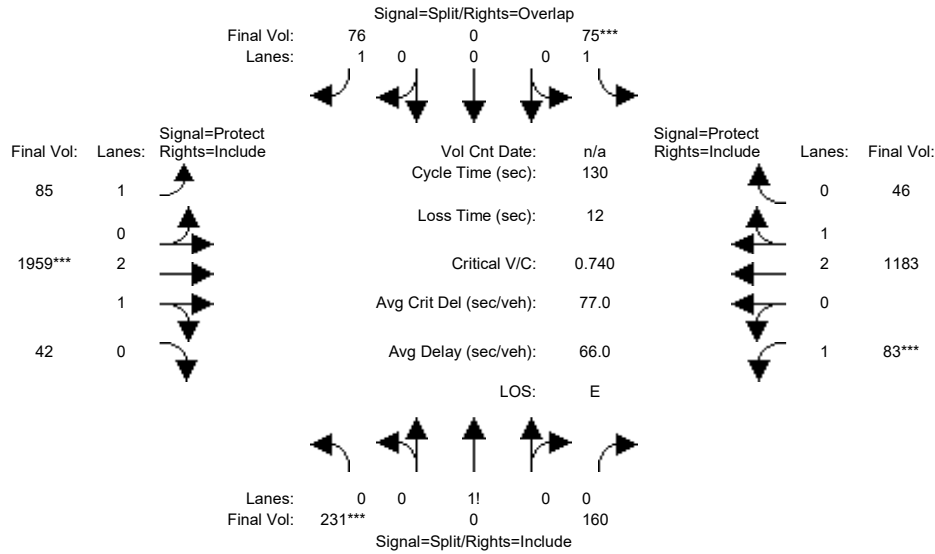
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	0.00	0.07	0.00	0.06	0.00	0.19	0.19	0.25	0.30	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	14.0	0.0	14.0	0.0	35.2	35.2	46.8	82.0	0.0
Volume/Cap:	0.00	xxxx	0.00	0.55	0.00	0.47	0.00	0.55	0.58	0.55	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	43.6	0.0	42.5	0.0	28.8	29.2	21.9	3.7	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	43.6	0.0	42.5	0.0	28.8	29.2	21.9	3.7	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	19	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 With Occupied/Re-tenanted Mall 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	4	353	0	0	287	0
PasserByVol:	0	0	0	4	0	0	2	71	2	0	106	20
Initial Fut:	215	0	149	70	0	71	79	1822	39	77	1100	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	85	1959	42	83	1183	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	75	0	76	85	1959	42	83	1183	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	85	1959	42	83	1183	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	2.88	0.12
Final Sat.:	1034	0	716	1750	0	1750	1750	5482	117	1750	5389	211

Capacity Analysis Module:

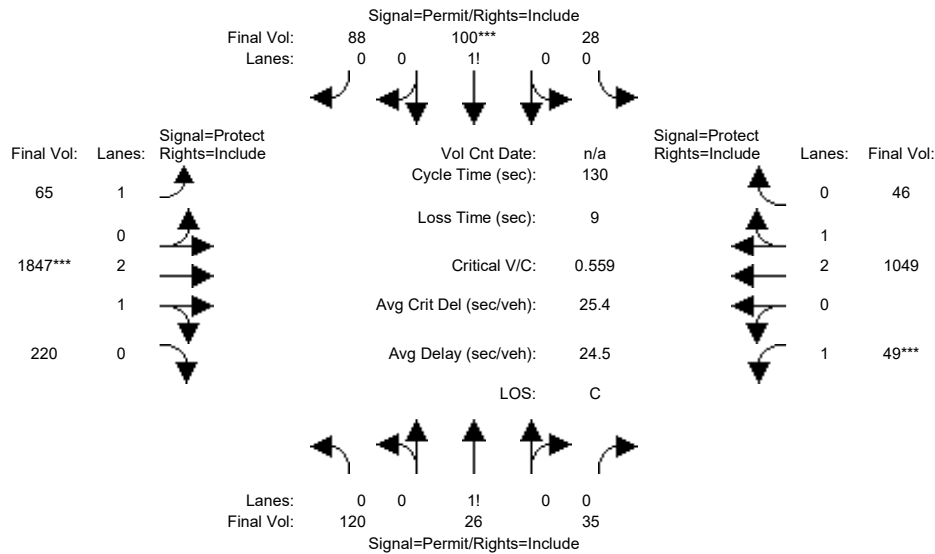
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.36	0.36	0.05	0.22	0.22
Crit Moves:	***			****				****		****		
Green Time:	32.0	0.0	32.0	32.0	0.0	50.0	18.0	44.0	44.0	10.0	36.0	36.0
Volume/Cap:	0.91	0.00	0.91	0.17	0.00	0.11	0.35	1.06	1.06	0.62	0.79	0.79
Delay/Veh:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	80.2	80.2	66.4	46.4	46.4
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:	70.4	0.0	70.4	38.8	0.0	25.8	51.6	80.2	80.2	66.4	46.4	46.4
LOS by Move:	E	A	E	D+	A	C	D-	F	F	E	D	D
HCM2k95thQ:	34	0	34	5	0	4	6	53	53	7	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)
Cumulative PM With Occupied/Re-tenanted Mall 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		
	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	315	21	0	257	0
PasserByVol:	3	0	4	2	0	2	6	62	5	12	100	14
Initial Fut:	116	25	34	27	97	85	63	1792	213	48	1018	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	1847	220	49	1049	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	26	35	28	100	88	65	1847	220	49	1049	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	1847	220	49	1049	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	5004	595	1750	5363	237

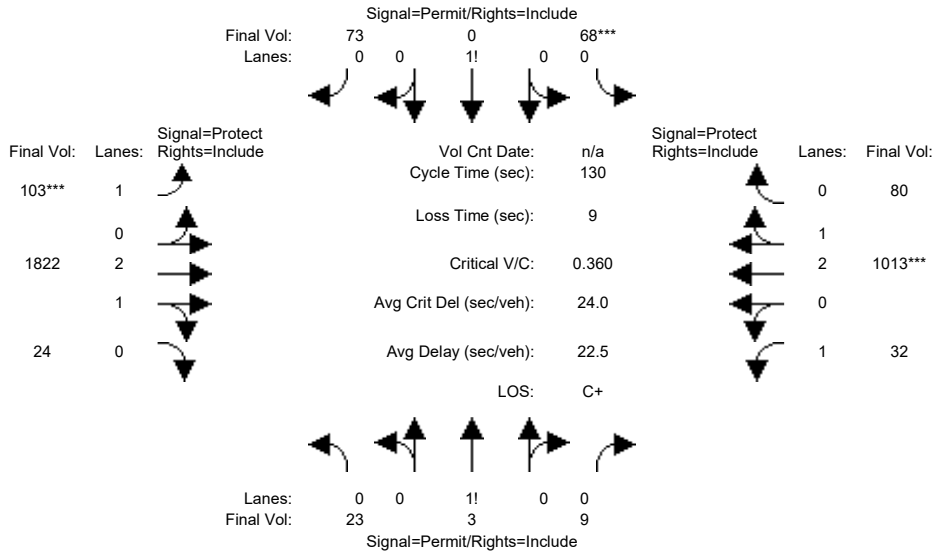
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.04	0.37	0.37	0.03	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.29	0.70	0.70	0.25	0.38	0.38
Delay/Veh:	37.5	37.5	37.5	38.5	38.5	38.5	52.3	23.4	23.4	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	23.4	23.4	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	32	32	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 With Occupied/Re-tenanted Mall 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:	14	0	0	0	0	12	13	290	13	0	232	0
PasserByVol:	2	0	4	2	0	2	6	55	2	16	119	18
Initial Fut:	23	3	9	67	0	72	101	1786	24	31	993	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:	23	3	9	68	0	73	103	1822	24	32	1013	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	3	9	68	0	73	103	1822	24	32	1013	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:	23	3	9	68	0	73	103	1822	24	32	1013	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:	0.66	0.08	0.26	0.48	0.00	0.52	1.00	2.96	0.04	1.00	2.77	0.23
Final Sat.:	1150	150	450	844	0	906	1750	5526	74	1750	5192	408

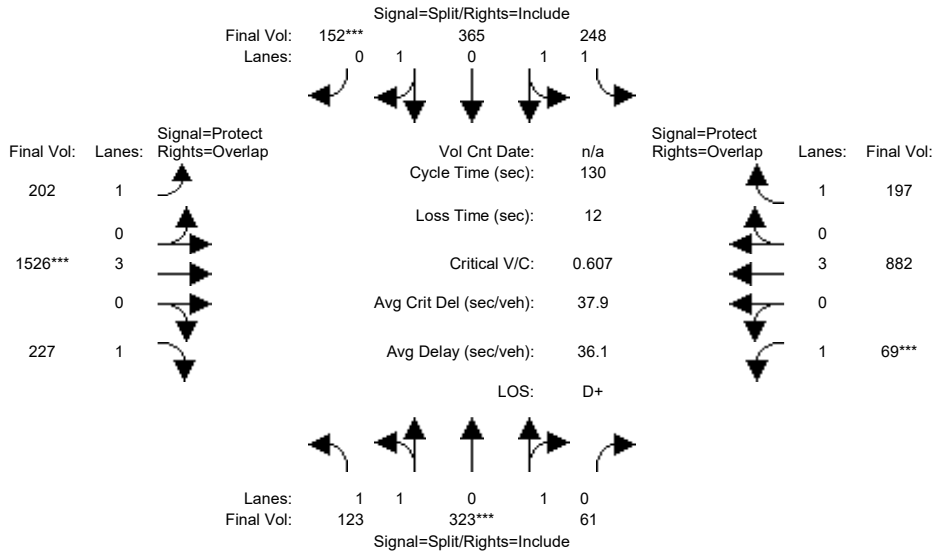
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.33	0.33	0.02	0.20	0.20
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	19.9	70.6	70.6	15.4	66.1	66.1
Volume/Cap:	0.08	0.08	0.08	0.30	0.00	0.30	0.38	0.61	0.61	0.15	0.38	0.38
Delay/Veh:	35.5	35.5	35.5	38.1	0.0	38.1	50.4	20.6	20.6	51.8	19.6	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:	35.5	35.5	35.5	38.1	0.0	38.1	50.4	20.6	20.6	51.8	19.6	19.6
LOS by Move:	D+	D+	D+	D+	A	D+	D	C+	C+	D-	B-	B-
HCM2k95thQ:	2	2	2	9	0	9	8	28	28	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 With Occupied/Re-tenanted Mall 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:	10	0	0	0	0	10	11	269	11	0	212	0
PasserByVol:	2	0	0	14	0	1	1	57	2	4	149	46
Initial Fut:	123	323	61	248	365	152	202	1526	227	69	882	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:	123	323	61	248	365	152	202	1526	227	69	882	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	323	61	248	365	152	202	1526	227	69	882	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:	123	323	61	248	365	152	202	1526	227	69	882	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	1766	2599	1082	1750	5700	1750	1750	5700	1750

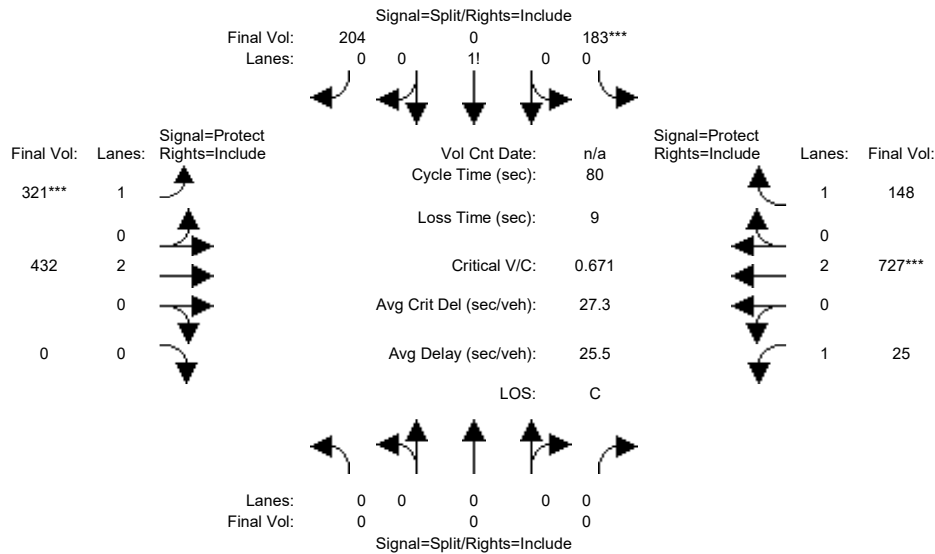
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.14	0.14	0.14	0.12	0.27	0.13	0.04	0.15	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.2	22.2	22.2	30.1	30.1	30.1	28.1	57.3	79.5	8.4	37.6	67.7
Volume/Cap:	0.41	0.61	0.61	0.61	0.61	0.61	0.53	0.61	0.21	0.61	0.53	0.22
Delay/Veh:	48.3	51.2	51.2	45.6	45.6	45.6	46.7	28.2	11.4	68.3	39.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	51.2	51.2	45.6	45.6	45.6	46.7	28.2	11.4	68.3	39.2	16.9
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
 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM Occupied/Re-Tenanted Mall Alternative

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	122	0	121	271	28	0	0	42	118
PasserByVol:	0	0	0	0	0	0	0	124	0	0	216	0
Initial Fut:	0	0	0	183	0	204	321	432	0	25	727	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:	0	0	0	183	0	204	321	432	0	25	727	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	204	321	432	0	25	727	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:	0	0	0	183	0	204	321	432	0	25	727	148

Saturation 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	0.47	0.00	0.53	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	828	0	922	1750	3800	0	1750	3800	1750

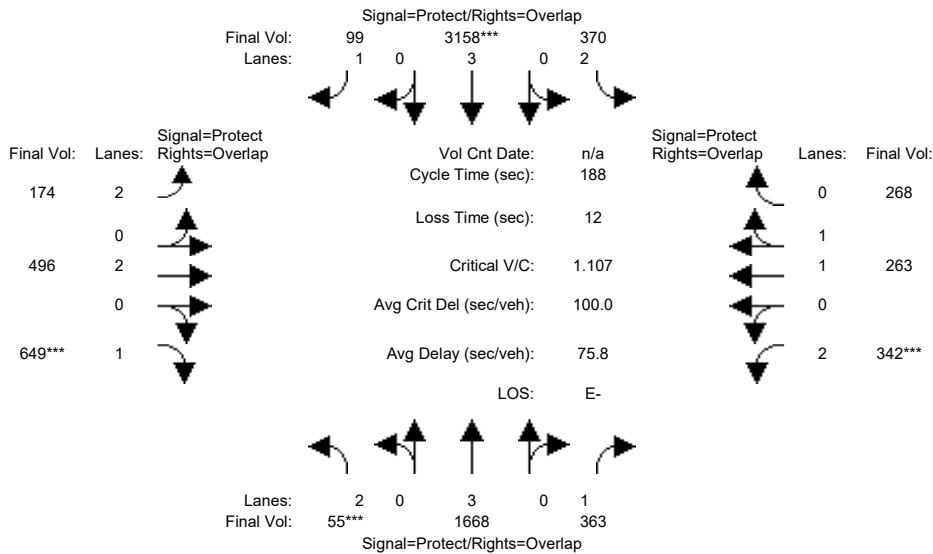
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.18	0.11	0.00	0.01	0.19	0.08
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.3	0.0	26.3	21.9	26.3	0.0	18.4	22.8	22.8
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.67	0.67	0.35	0.00	0.06	0.67	0.30
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	26.2	29.6	20.5	0.0	24.1	27.0	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:	0.0	0.0	0.0	26.2	0.0	26.2	29.6	20.5	0.0	24.1	27.0	22.7
LOS by Move:	A	A	A	C	A	C	C	C+	A	C	C	C+
HCM2kAvgQ:	0	0	0	10	0	10	8	4	0	0	8	3

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 Occupied/Re-Tenanted Mall Alternative

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	238	0	0	300	0	0	0	6	12	0	0
PasserByVol:	9	627	5	14	268	7	11	10	0	68	10	8
Initial Fut:	55	2085	363	370	3997	99	174	496	649	342	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	1668	363	370	3158	99	174	496	649	342	263	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1668	363	370	3158	99	174	496	649	342	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	1668	363	370	3158	99	174	496	649	342	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

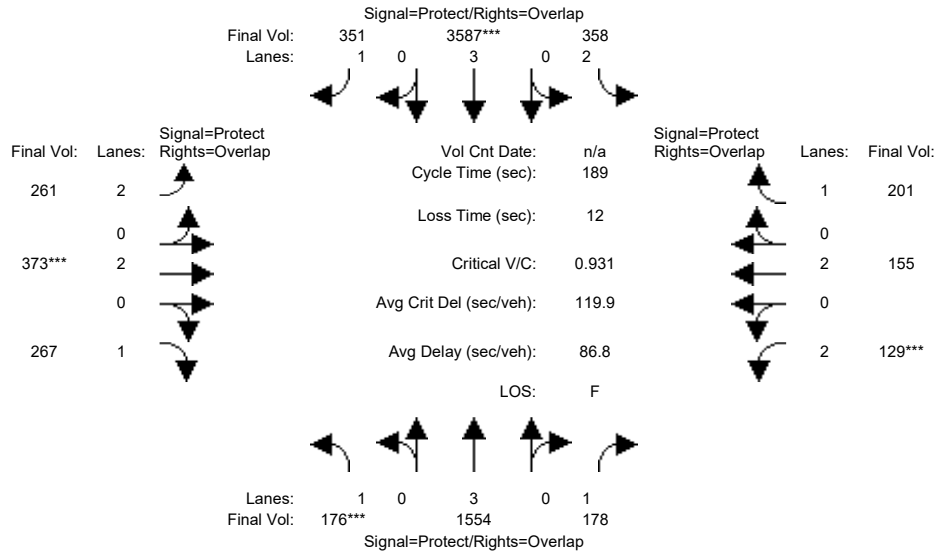
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.21	0.12	0.55	0.06	0.06	0.13	0.37	0.11	0.14	0.15
Crit Moves:	***			****			****		****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.26	0.61	0.34	0.81	1.00	0.09	0.68	0.76	1.55	0.78	0.60	0.41
Delay/Veh:	80.5	35.3	17.0	84.5	55.2	12.7	88.1	76.0	328.7	83.7	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	35.3	17.0	84.5	55.2	12.7	88.1	76.0	328.7	83.7	63.0	41.6
LOS by Move:	F	D+	B	F	E+	B	F	E-	F	F	E	D
HCM2kAvgQ:	2	22	10	14	64	2	7	14	69	13	13	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 PM Occupied/Re-Tenanted Mall 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:	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	238	0	0	319	0	0	0	2	4	0	0
PasserByVol:	9	487	6	5	339	20	64	13	2	0	6	34
Initial Fut:	176	1943	178	358	4540	351	261	373	267	129	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	1554	178	358	3587	351	261	373	267	129	155	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1554	178	358	3587	351	261	373	267	129	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	1554	178	358	3587	351	261	373	267	129	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

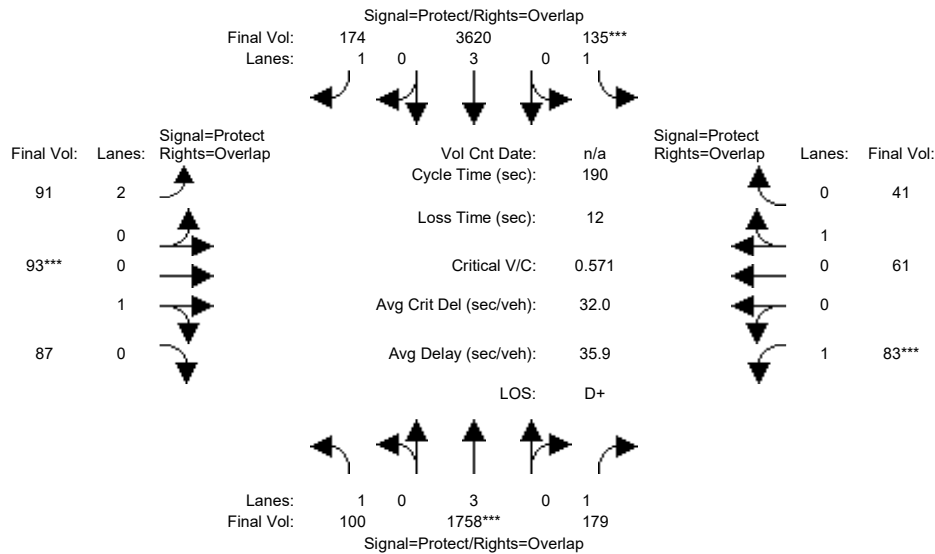
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.10	0.11	0.63	0.20	0.08	0.10	0.15	0.04	0.04	0.11
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.95	0.55	0.17	0.80	1.18	0.32	0.88	0.48	0.49	0.46	0.20	0.34
Delay/Veh:	132.5	31.6	17.3	84.3	127	15.8	104.7	63.4	51.1	79.1	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	31.6	17.3	84.3	127	15.8	104.7	63.4	51.1	79.1	60.2	44.3
LOS by Move:	F	C	B	F	F	B	F	E	D-	E-	E	D
HCM2kAvgQ:	12	19	5	11	83	9	11	9	13	4	3	9

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 Occupied/Re-Tenanted Mall 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:	0	238	0	0	324	0	0	0	2	0	0	0
PasserByVol:	9	456	3	8	226	13	20	7	0	9	6	5
Initial Fut:	100	2197	179	135	4582	174	91	93	87	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	1758	179	135	3620	174	91	93	87	83	61	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1758	179	135	3620	174	91	93	87	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	1758	179	135	3620	174	91	93	87	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	930	870	1750	1076	724

Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.10	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:	0.69	0.50	0.15	0.66	0.97	0.14	0.39	0.78	0.47	0.71	0.47	0.24
Delay/Veh:	93.0	18.7	9.8	83.9	38.0	7.3	80.5	92.0	63.2	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	18.7	9.8	83.9	38.0	7.3	80.5	92.0	63.2	100.8	75.5	55.9
LOS by Move:	F	B-	A	F	D+	A	F	F	E	F	E-	E+
HCM2kAvgQ:	5	16	3	7	59	3	3	12	9	6	6	5

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

Appendix D:

PM Peak Hour Bicycle and Pedestrian Volumes

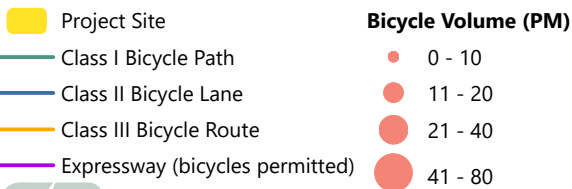
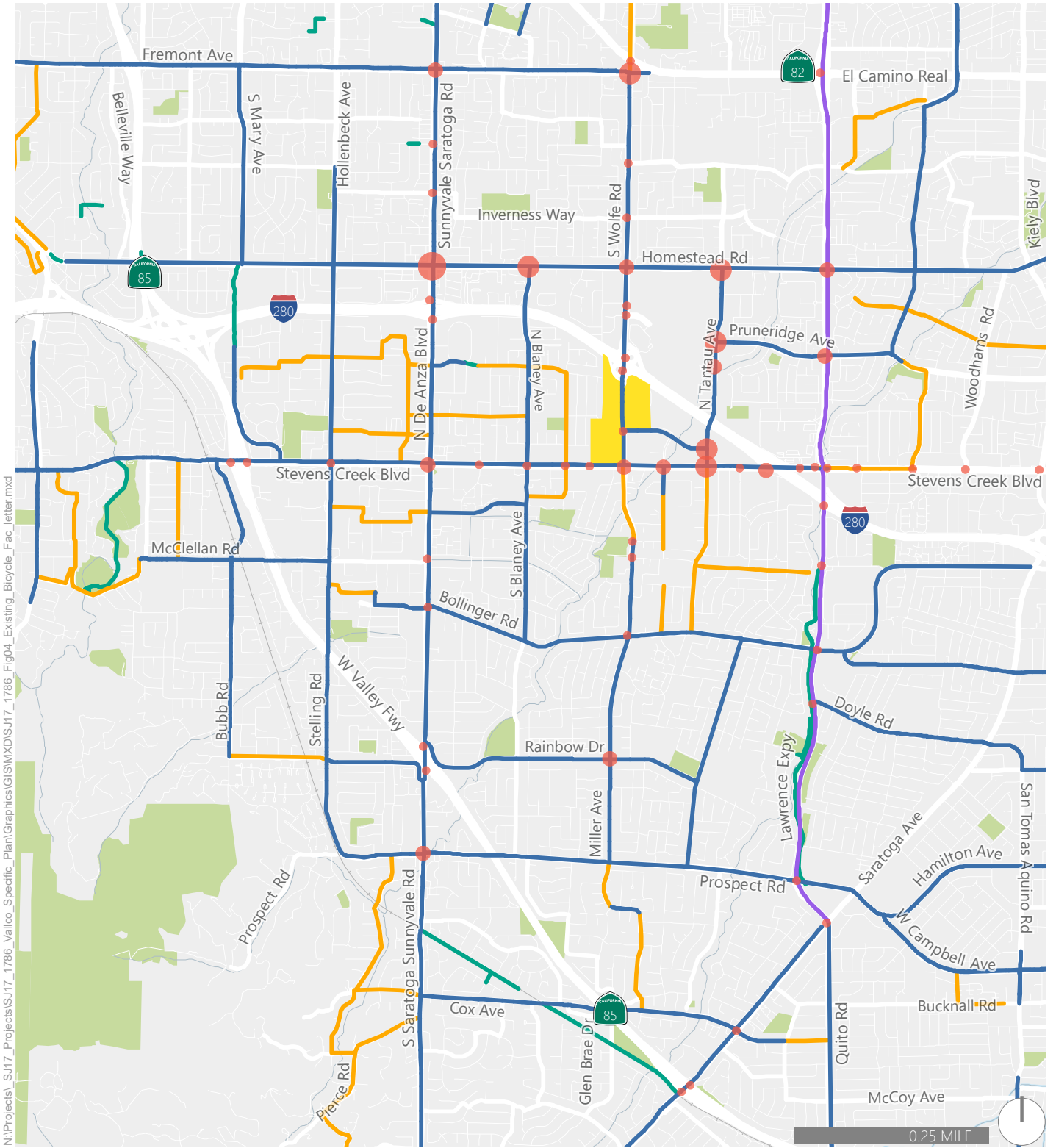
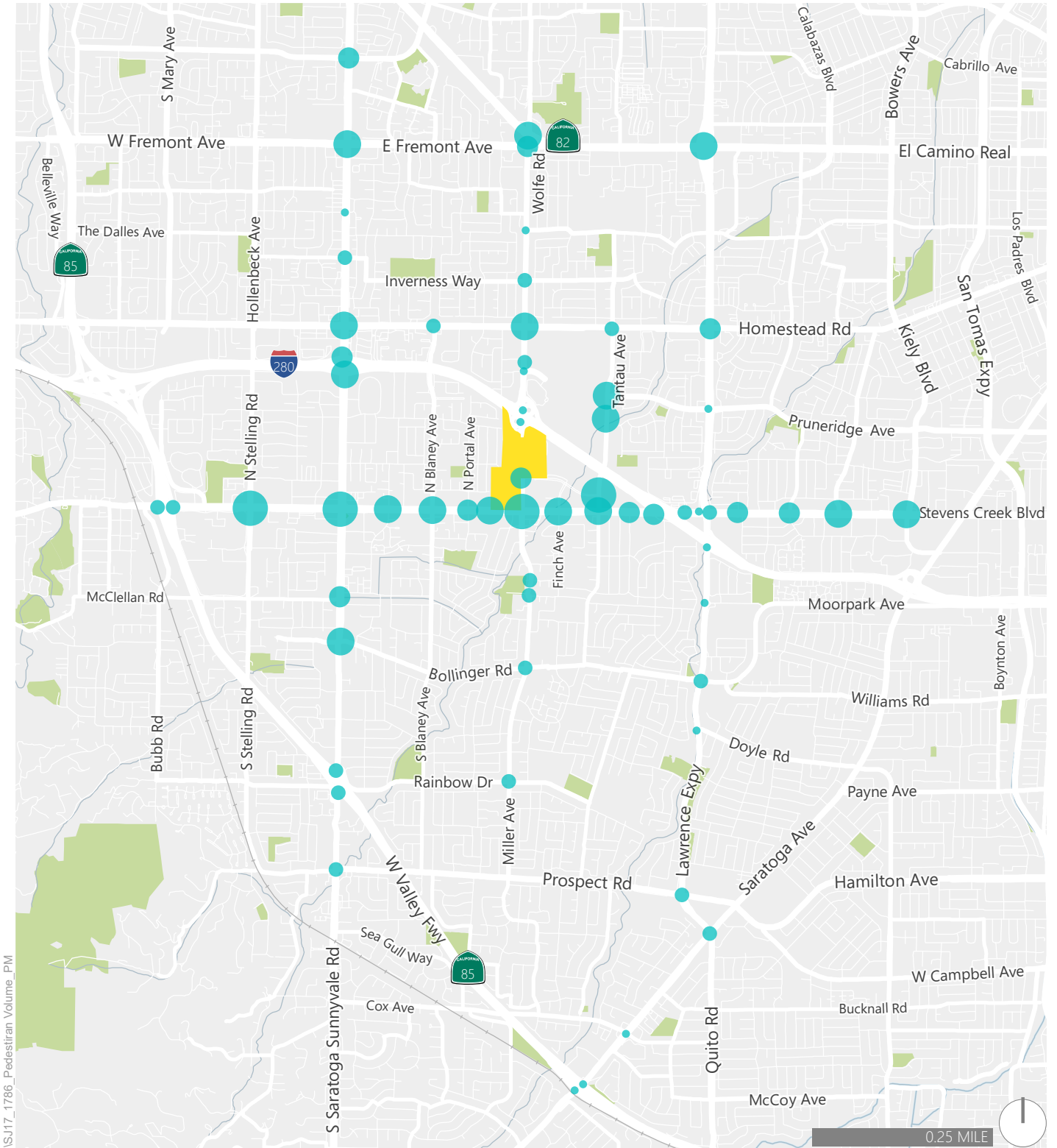


Figure D1

Existing Bicycle Facilities & Bicycle Volumes (PM) Vallco Special Area Specific Plan





15J17_1786_Pedestrian Volume_PM

- Project Site
- Parks

Pedestrian Volume (PM)

- 0 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- > 100



Figure D2
Pedestrian Volume (PM)
Vallco Special Area Specific Plan

Appendix E:

Detailed Vehicle Trip Generation Estimates

Table E1: Detailed Vehicle Trip Generation Estimates

ITE Land Use	ITE Code	Quantity	Units ¹	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
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	112	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
General Plan Buildout with Maximum Residential										
Office	SV	1,000	ksf	12,350	1,109	181	1,290	192	1,008	1,200
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	2640	Units	14,362	247	703	950	709	453	1,162
Green Roof	411	30	Acres	567	75	60	135	60	45	105
Civic Space (Gov't Office Building)	730	45	ksf	1,017	112	38	150	19	58	77
Recreational Community Center	495	10	ksf	288	12	6	18	11	13	24
High School Innovation Center	530	10	ksf	140	24	10	34	12	10	22
Gross Project Trips (A):				51,889	1,954	1,234	3,188	2,089	2,751	4,840
MXD Trip Reduction				-20%		-25%			-30%	
(Internal and Non-SOV/Drive Alone Trips) (B)				-10,377	-488	-308	-797	-627	-825	-1,452
Transit Hub ⁴ (C)		Counts		808	126	49	175	61	132	193
Net External Specific Plan Project Trips (D=A-B+C):				42,320	1,592	975	2,566	1,523	2,058	3,581
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):				33,507	1,280	802	2,082	1,061	1,571	2,632

Retail and Residential										
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	4000	Units	21,760	374	1,066	1,440	1,074	686	1,760
Gross Project Trips (A):				44,925	748	1,303	2,051	2,160	1,850	4,010
MXD Trip Reduction				-20%		-20%			-25%	
(Internal and Non-SOV/Drive Alone Trips) (B)				-8,985	-150	-261	-411	-540	-463	-1,003
Transit Hub ⁴ (C)	Counts			808	126	49	175	61	132	193
Net External Specific Plan Project Trips (D=A-B+C):				36,748	724	1,091	1,815	1,681	1,519	3,200
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):				27,935	412	918	1,330	1,219	1,032	2,251
Occupied/Re-tenanted Mall										
Shopping Center	820	1,208	ksf	32,717	469	287	756	1,648	1,786	3,434
Hotel ²	310	148		1,209	46	32	78	45	44	89
Gross Project Trips (A):				33,926	515	319	834	1,693	1,830	3,523
Transit Reduction				-5%		-5%			-5%	
(Transit Trip Reductions) (B)				-1,696	-26	-16	-42	-84	-92	-176
Net External Specific Plan Project Trips (C=A-B):				32,230	489	303	792	1,609	1,738	3,347
Existing to be Removed										
Existing Vallco Mall Uses (D) ³				-8,813	-312	-173	-485	-462	-487	-949
Net New Project Trips (D=C-E):				23,417	177	130	307	1,147	1,251	2,398

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.

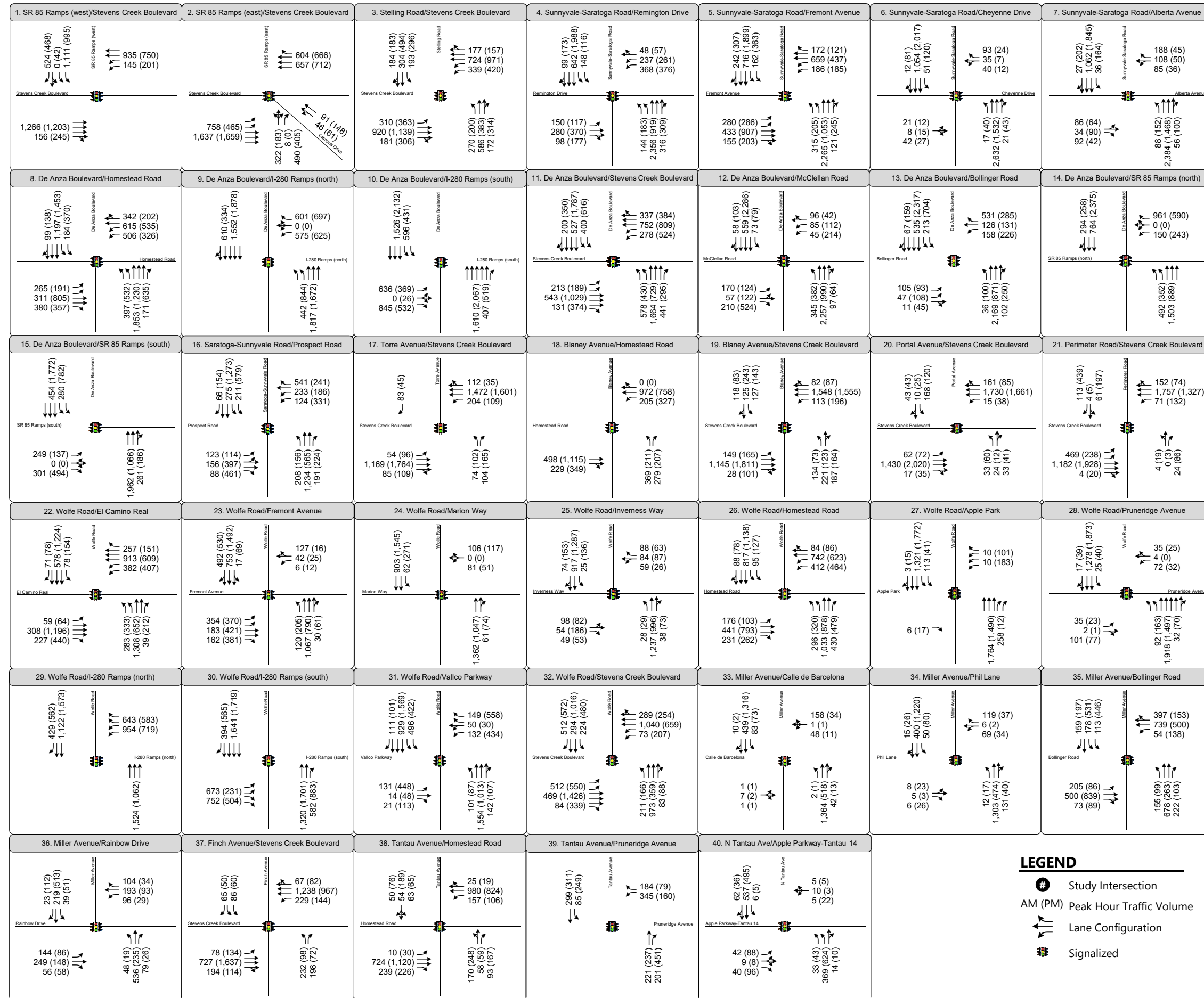
4. Transit hub vehicle trips are based on driveway counts and observations collected in January 2018.

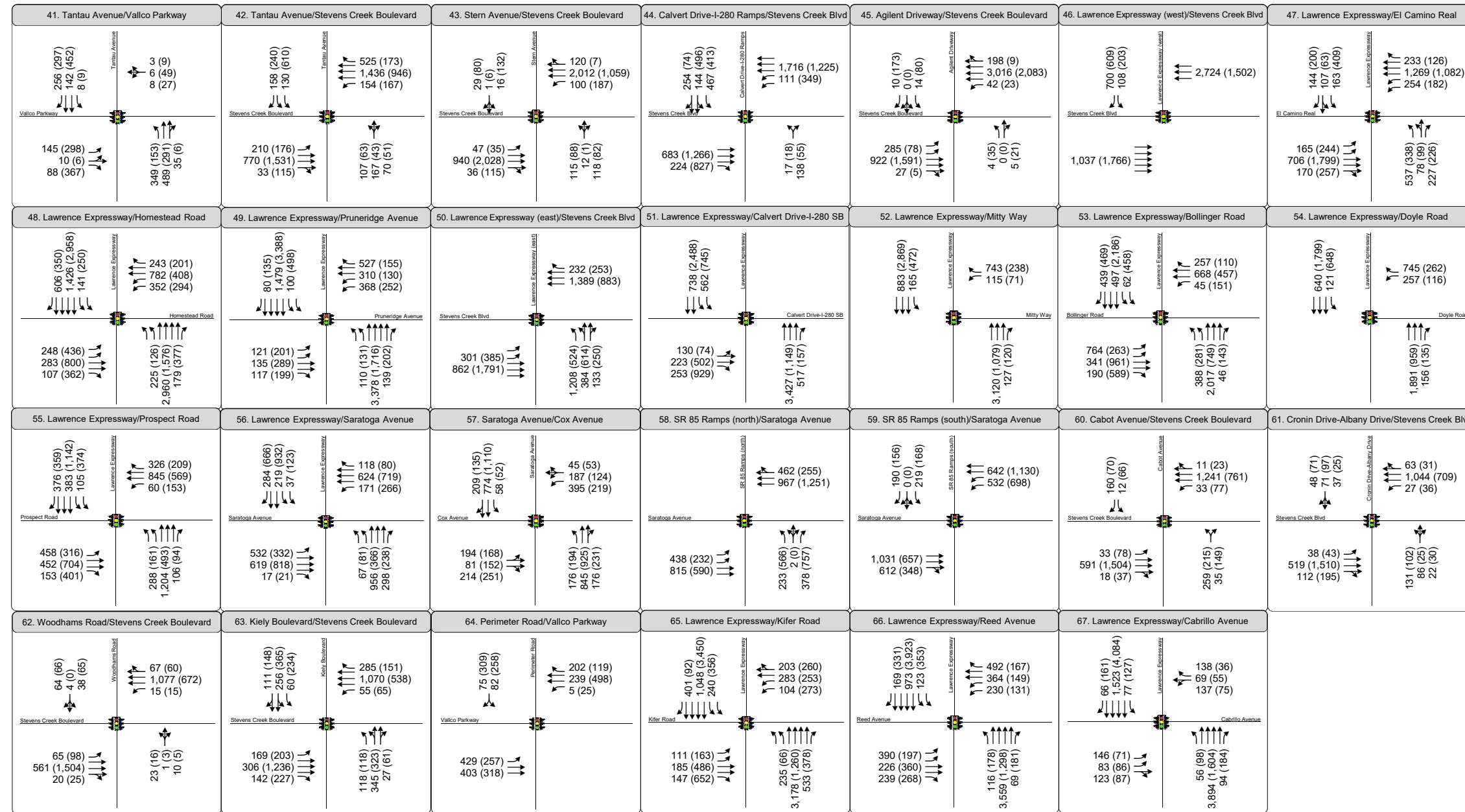
5. The Hyatt Place Hotel, that includes 148 rooms, is currently under construction and will be accounted for under the "No Project" scenarios for Background and Cumulative conditions for Alternatives C, D, and E.

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

Appendix F:

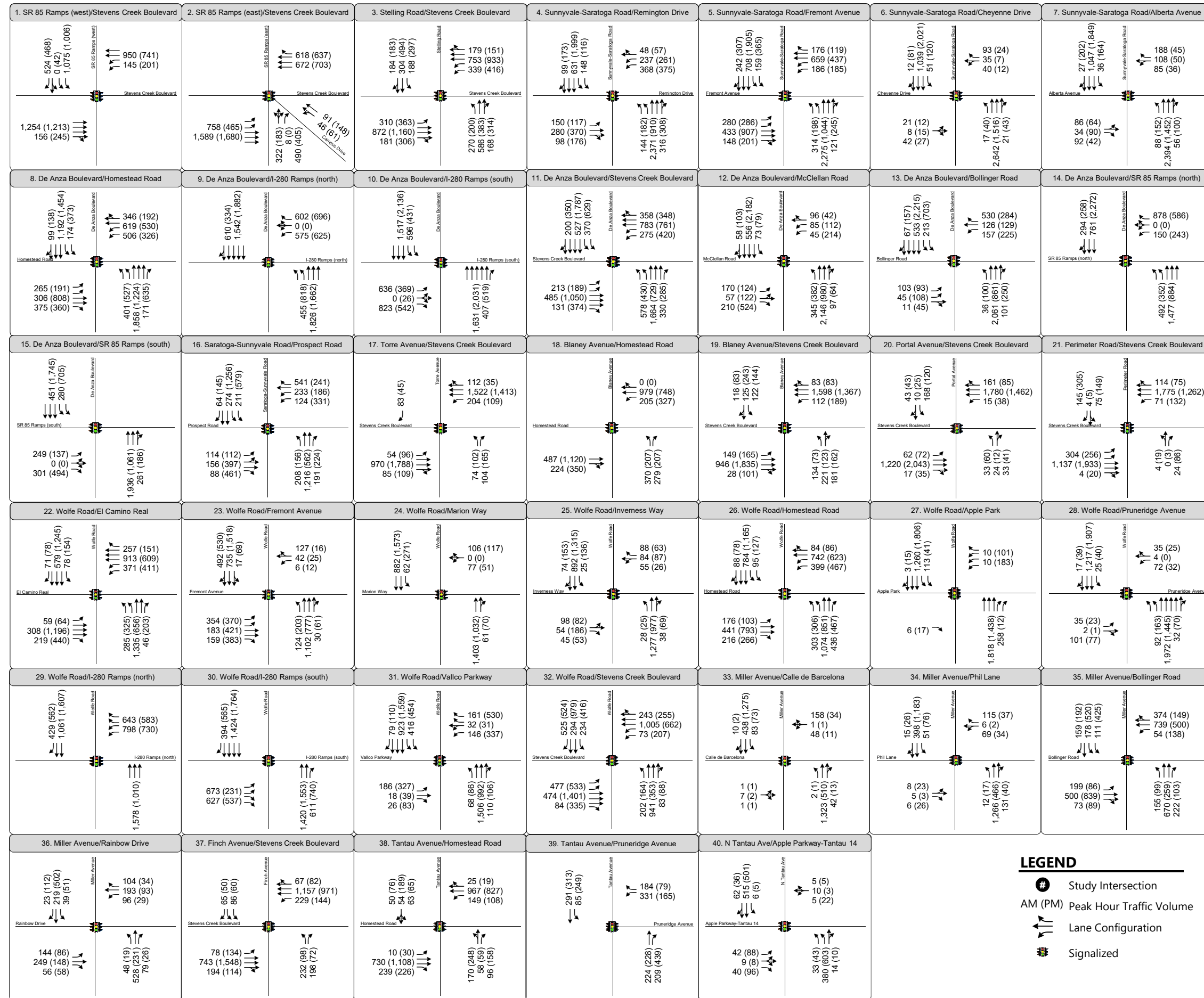
Existing with Project Intersection Turning Movement Volumes





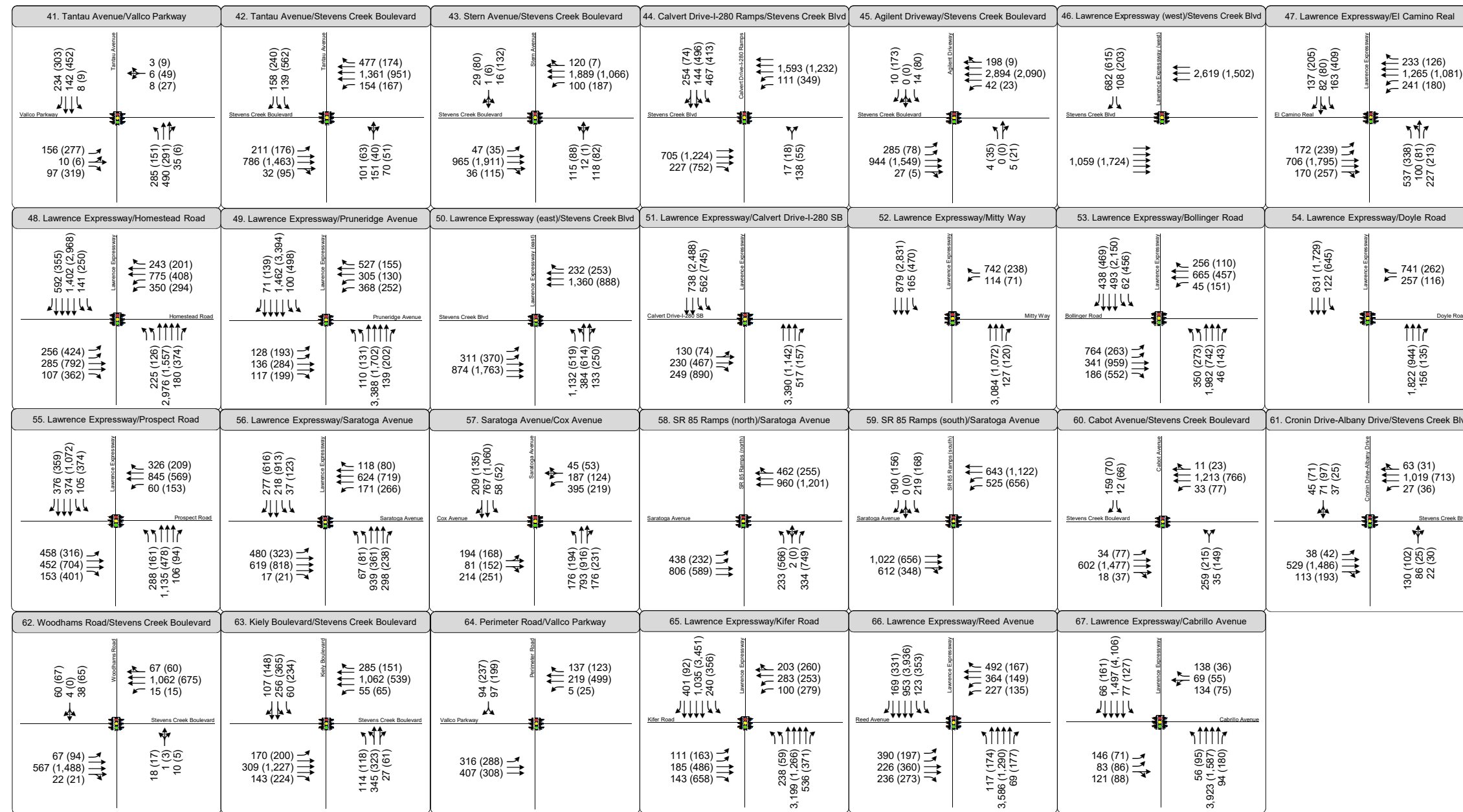
LEGEND

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



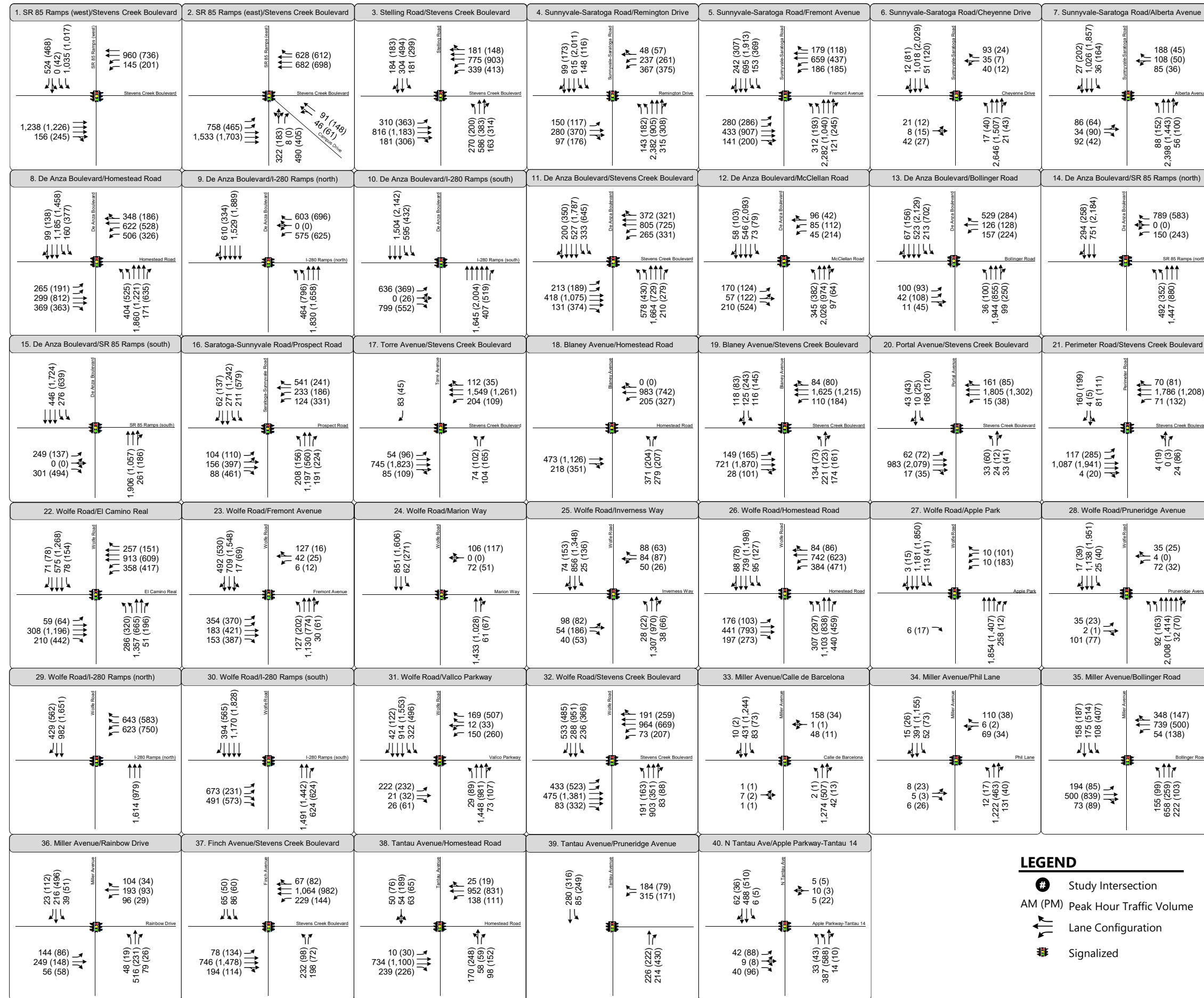
LEGEND

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



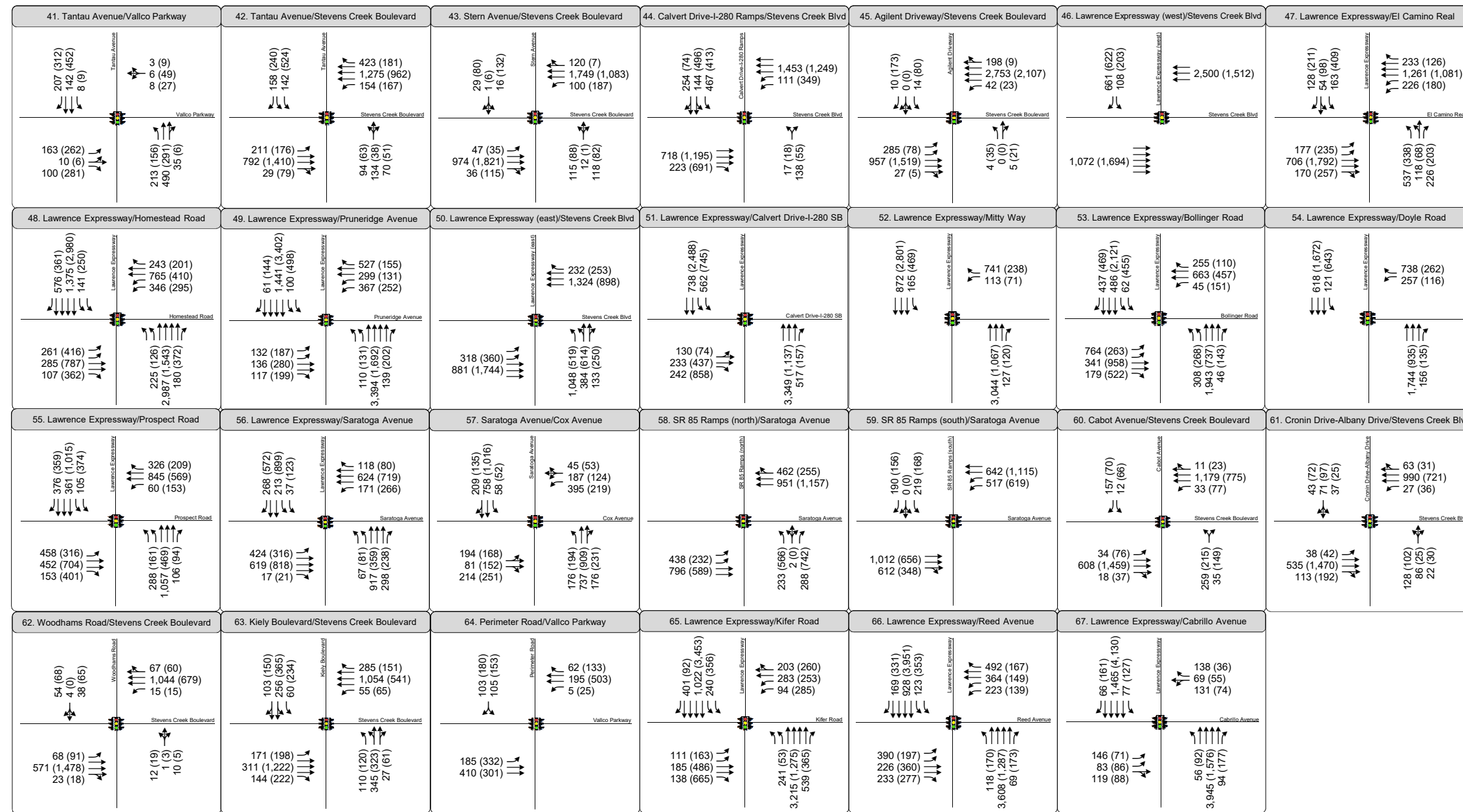
LEGEND

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



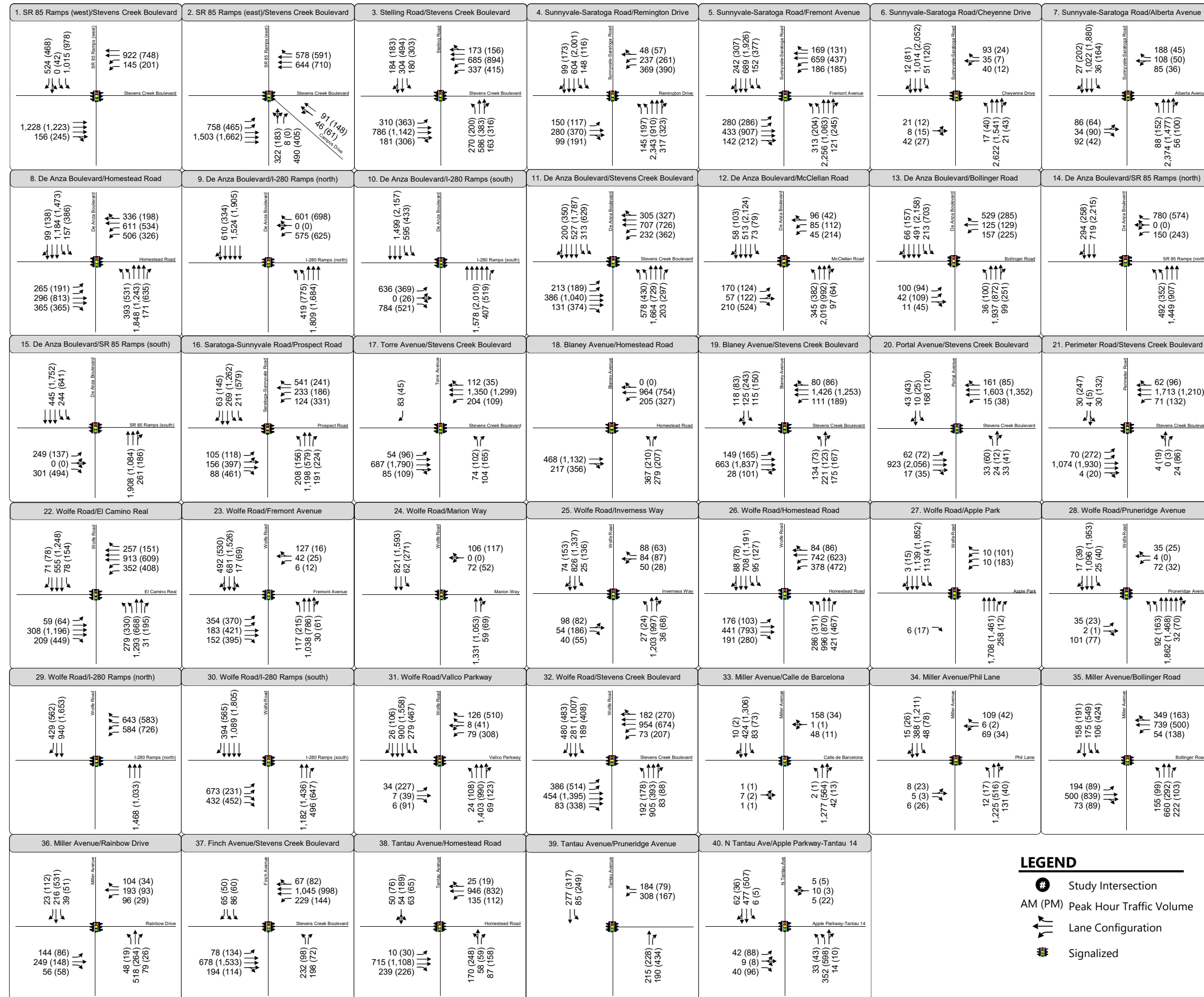
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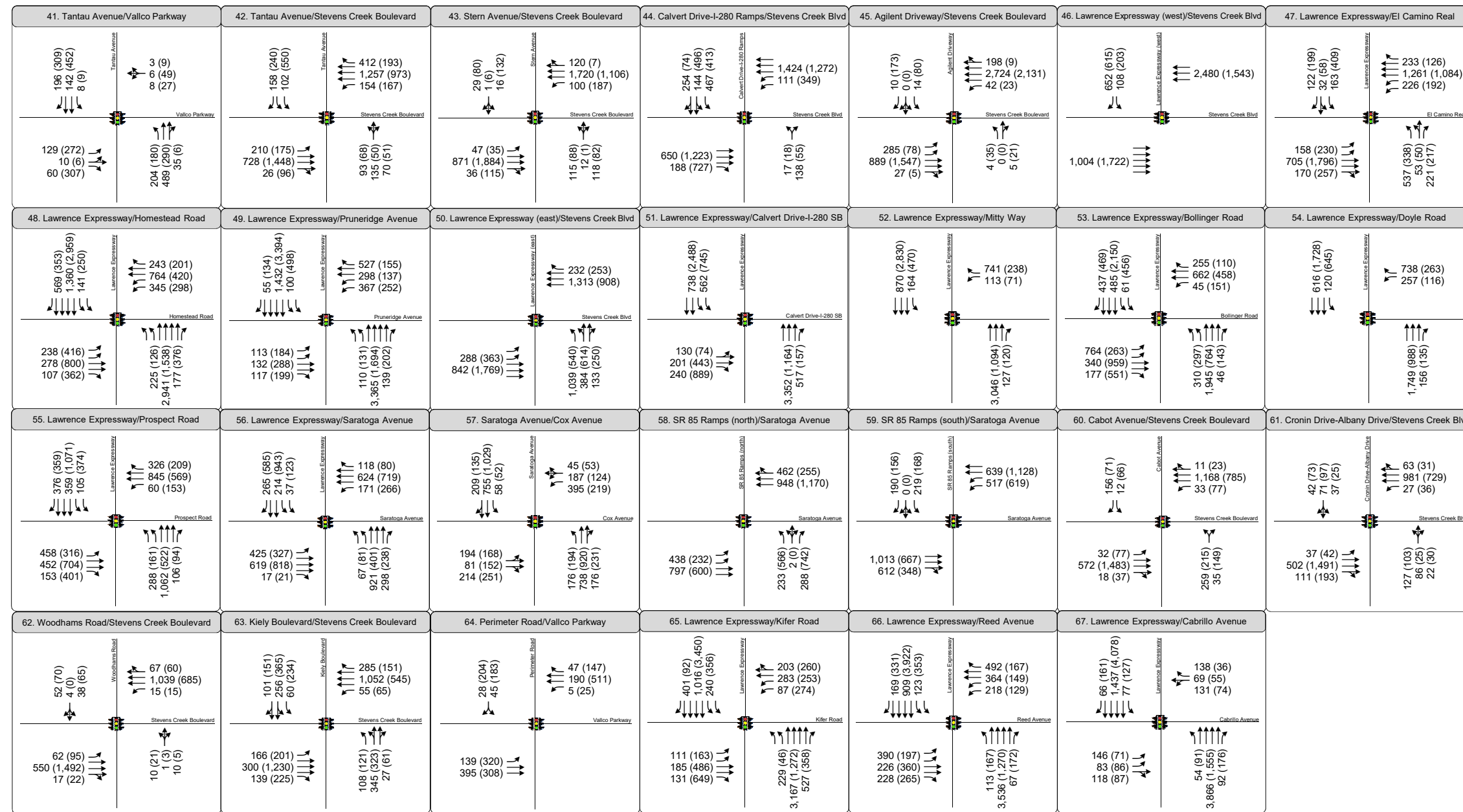
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized



LEGEND

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





LEGEND

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

Appendix G:

Freeway Segment Analysis Results

Table G1. Existing Freeway LOS with Proposed Project – 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	MF	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	23	0	50	0	E	n/a	4400	0	0.0052	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	32	0	D	0	64	0	4100	0	30	0	32	0	D	n/a	4400	0	0.0068	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	91	100	F	F	17	14	3100	1400	32	6	92	100	F	F	4600	1650	0.0070	0.0036	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	114	116	F	F	10	10	2280	1160	43	8	116	117	F	F	4600	1650	0.0093	0.0048	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	117	122	F	F	10	9	2340	1100	58	10	120	123	F	F	4600	1650	0.0126	0.0061	YES	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	81	65	F	F	21	29	3410	1890	76	14	83	66	F	F	4600	1650	0.0165	0.0085	YES	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	64	50	F	E	30	42	3840	2100	157	28	67	51	F	E	4600	1650	0.0341	0.0170	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	24	4	72	107	F	F	4600	1650	0.0052	0.0024	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	111	126	F	F	11	8	2940	1010	18	3	134	127	F	F	4600	1650	0.0039	0.0018	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	103	109	F	F	13	12	2680	1310	14	2	104	109	F	F	4600	1650	0.0030	0.0012	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	80	0	29	0	D	n/a	9200	0	0.0087	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	134	0	23	0	C	n/a	9200	0	0.0146	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	134	0	15	0	B	n/a	9200	0	0.0146	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	24	0	C	0	66	0	6340	0	206	0	25	0	C	n/a	9200	0	0.0224	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	25	10	C	A	66	67	4950	670	227	31	26	10	C	A	6900	1650	0.0329	0.0188	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	23	11	C	A	66	67	4560	740	277	45	24	12	C	B	6900	1650	0.0401	0.0273	NO	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	22	12	C	B	66	67	4360	810	343	60	24	13	C	B	6900	1650	0.0497	0.0364	NO	NO
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	22	22	C	C	66	66	4360	1460	292	51	23	23	C	C	6900	1650	0.0423	0.0309	NO	NO
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	21	12	C	B	66	67	4160	810	91	16	21	12	C	B	6900	1650	0.0132	0.0097	NO	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	37	14	D	B	59	67	6550	940	116	17	38	14	D	B	6900	1650	0.0168	0.0103	NO	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	34	13	D	B	63	67	6430	880	106	14	35	13	D	B	6900	1650	0.0154	0.0085	NO	NO
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	22	16	C	B	66	67	4360	1080	92	16	22	16	C	B	6900	1650	0.0133	0.0097	NO	NO
I-280	EB	I-880	Meridian Av.	1.4	3	1	23	12	C	B	66	67	4560	810	46	8	23	12	C	B	6900	1650	0.0067	0.0048	NO	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	46	0	D	0	47	0	8650	0	41	0	46	0	D	n/a	9200	0	0.0045	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	21	0	C	0	66	0	5550	0	37	0	21	0	C	n/a	9200	0	0.0040	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	98	0	F	0	15	0	4410	0	40	0	99	0	F	n/a	6900	0	0.0058	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	36	0	117	0	F	n/a	6900	0	0.0052	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	68	0	F	0	27	0	5510	0	27	0	68	0	F	n/a	6900	0	0.0039	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	95	0	F	0	15	0	4280	0	20	0	96	0	F	n/a	6900	0	0.0029	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	19	0	C	0	66	0	2510	0	11	0	19	0	C	n/a	4400	0	0.0025	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	48	8	39	18	D	B	4600	1650	0.0104	0.0048	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	17	9	B	A	67	67	2270	610	63	11	17	9	B	A	4600	1650	0.0137	0.0067	NO	NO
SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	14	9	B	A	67	67	2240	610	83	15	17	9	B	A	4600	1650	0.0180	0.0091	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	33	6	18	8	B	A	4600	1650	0.0072	0.0036	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	24	7	C	A	66	67	3170	470	13	2	24	7	C	A	4600	1650	0.0028	0.0012	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	12	10	B	A	67	67	1600	670	12	2	12	10	B	A	4600	1650	0.0026	0.0012	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	18	11	B	A	67	67	2400	740	6	1	18	11	B	A	4600	1650	0.0013	0.0006	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	22	7	C	A	66	67	2910	470	4	1	22	7	C	A	4600	1650	0.0009	0.0006	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	102	0	F	0	13	0	5310	0	136	0	105	0	F	n/a	9200	0	0.0148	0.0000	YES	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	102	0	F	0	13	0	5310	0	151	0	105	0	F	n/a	9200	0	0.0164	0.0000	YES	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	114	103	F	F	10	13	3880	1340	171	30	135	105	F	F	6900	1650	0.0248	0.0182	YES	YES
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	107	95	F	F	12	15	3860	1430	342	60	117	99	F	F	6900	1650	0.0496	0.0364	YES	YES
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	90	82	F	F	17	20	4590	1640	380	67	97	85	F	F	6900	1650	0.0551	0.0406	YES	YES
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	78	70	F	F	22	26	5150	1820	422	75	84	73	F	F	6900	1650	0.0612	0.0455	YES	YES
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	72	70	F	F	25	26	5400	1820	339	60	77	72	F	F	6900	1650	0.0491	0.0364	YES	YES
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	75	48	F	E	24	45	5400	2160	84	15	76	48	F	E	6900	1650	0.0122	0.0091	YES	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	76	46	F	D	23	47	5250	2170	104	18	78	47	F	E	6900	1650	0.0151	0.0109	YES	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	70	60	F	F	26	33	5460	1980	83	15	71	60	F	F	6900	1650	0.0120	0.0091	YES	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	48	56	E	E	45	36	6480	2020	66	12	48	56	E	E	6900	1650	0.0096	0.0073	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	51	0	E	0	41	0	8370	0	62	0	51	0	E	n/a	9200	0	0.0067	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	50	0	50	0	E	n/a	9200	0	0.0054	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	50	0	35	0	D	n/a	9200	0	0.0054	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	21	0	C	0	66	0	5550	0	30	0	21	0	C	n/a	9200	0	0.0033	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	31	0	D	0	65	0	6050	0	77	0	31	0	D	n/a	6900	0	0.0112	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	30	0	D	0	65	0	5850	0	102	0	31	0	D	n/a	6900	0	0.0148	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	136	0	69	0	F	n/a	6900	0	0.0197	0.0000	YES	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	24	0	C	0	66	0	4760	0	151	0	25	0	C	n/a	6900	0	0.0219	0.0000	NO	NO

Table G2. Existing Freeway LOS with Proposed Project – 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	MF	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	4	1	24	14	C	B	4600	1650	0.0009	0.0006	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	16	22	B	C	67	70	2130	1540	6	1	16	22	B	C	4600	1650	0.0013	0.0006	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	15	8	B	A	67	70	2000	560	12	2	15	8	B	A	4600	1650	0.0026	0.0012	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	31	10	D	A	65	70	4030	700	13	2	31	10	D	A	4600	1650	0.0028	0.0012	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	21	9	C	A	66	70	2780	630	42	7	21	9	C	A	4600	1650	0.0091	0.0042	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	80	14	11	13	A	B	4600	1650	0.0174	0.0085	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	15	4	B	A	67	70	2400	280	64	7	18	4	B	A	4600	1650	0.0139	0.0042	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	41	13	D	B	54	70	4430	910	45	8	41	13	D	B	4600	1650	0.0098	0.0048	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	31	0	29	0	D	n/a	9200	0	0.0034	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	51	0	84	0	F	n/a	9200	0	0.0055	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	51	0	80	0	F	n/a	9200	0	0.0055	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	75	0	F	0	24	0	7200	0	78	0	76	0	F	n/a	9200	0	0.0085	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	31	22	D	C	65	70	6050	1540	83	15	31	22	D	C	6900	1650	0.0120	0.0091	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	71	40	F	D	26	60	5540	2400	104	18	72	40	F	D	6900	1650	0.0151	0.0109	YES	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	106	83	F	F	12	20	3820	1660	129	23	110	84	F	F	6900	1650	0.0187	0.0139	YES	YES
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	74	63	F	F	24	40	5330	2520	110	19	76	63	F	F	6900	1650	0.0159	0.0115	YES	YES
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	61	42	F	D	32	60	5860	2520	357	63	65	43	F	D	6900	1650	0.0517	0.0382	YES	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	77	52	F	E	23	40	5320	2080	444	78	84	54	F	E	6900	1650	0.0643	0.0473	YES	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	96	63	F	F	15	40	4320	2520	399	71	105	65	F	F	6900	1650	0.0578	0.0430	YES	YES
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	101	67	F	F	14	30	4250	2010	360	63	110	69	F	F	6900	1650	0.0522	0.0382	YES	YES
I-280	EB	I-880	Meridian Av.	1.4	3	1	102	81	F	F	13	30	3980	2430	180	32	107	82	F	F	6900	1650	0.0261	0.0194	YES	YES
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	104	0	F	0	13	0	5410	0	159	0	107	0	F	n/a	9200	0	0.0173	0.0000	YES	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	79	0	F	0	22	0	6960	0	143	0	81	0	F	n/a	9200	0	0.0155	0.0000	YES	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	11	0	A	0	67	0	2220	0	158	0	12	0	B	n/a	6900	0	0.0229	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	142	0	80	0	F	n/a	6900	0	0.0206	0.0000	YES	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	101	0	F	0	14	0	4250	0	107	0	104	0	F	n/a	6900	0	0.0155	0.0000	YES	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	124	0	F	0	8	0	2980	0	80	0	128	0	F	n/a	6900	0	0.0116	0.0000	YES	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	74	0	F	0	24	0	3560	0	49	0	75	0	F	n/a	4400	0	0.0111	0.0000	YES	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	73	0	F	0	25	0	3650	0	37	0	74	0	F	n/a	4400	0	0.0084	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	52	40	E	D	40	60	4160	2400	17	3	52	40	E	D	4600	1650	0.0037	0.0018	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	21	29	C	D	66	70	2780	2030	22	4	21	29	C	D	4600	1650	0.0048	0.0024	NO	NO
SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	82	108	F	F	20	20	3940	2160	30	5	99	108	F	F	4600	1650	0.0065	0.0030	NO	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	150	27	76	55	F	E	4600	1650	0.0326	0.0164	YES	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	58	39	E	D	35	60	4060	2340	67	12	59	39	F	D	4600	1650	0.0146	0.0073	YES	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	94	46	F	D	16	50	3010	2300	60	11	96	46	F	D	4600	1650	0.0130	0.0067	YES	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	122	88	F	F	9	20	2200	1760	31	5	124	88	F	F	4600	1650	0.0067	0.0030	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	99	65	F	F	14	30	2780	1950	23	4	100	65	F	F	4600	1650	0.0050	0.0024	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	84	0	F	0	19	0	6390	0	55	0	85	0	F	n/a	9200	0	0.0060	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	39	0	D	0	57	0	8900	0	61	0	39	0	D	n/a	9200	0	0.0066	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	21	10	C	A	66	70	4720	700	71	10	24	10	C	A	6900	1650	0.0103	0.0061	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	43	20	D	C	51	70	6580	1400	138	24	44	20	D	C	6900	1650	0.0200	0.0145	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	40	16	D	B	55	70	6600	1120	154	26	41	16	D	B	6900	1650	0.0223	0.0158	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	27	15	D	B	66	70	5310	1050	170	30	28	15	D	B	6900	1650	0.0246	0.0182	NO	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	25	12	C	B	66	70	4950	840	138	24	26	12	C	B	6900	1650	0.0200	0.0145	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	27	14	D	B	66	70	5310	980	274	48	28	15	D	B	6900	1650	0.0397	0.0291	NO	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	27	10	D	A	66	70	5310	700	353	46	29	11	D	A	6900	1650	0.0512	0.0279	NO	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	28	12	D	B	66	70	5510	840	277	42	29	13	D	B	6900	1650	0.0401	0.0255	NO	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	23	13	C	B	66	70	4560	910	217	38	24	14	C	B	6900	1650	0.0314	0.0230	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	33	0	D	0	64	0	8450	0	204	0	34	0	D	n/a	9200	0	0.0222	0.0000	NO	NO
I-280	WB	El Monte Rd.	La BARRANCA Rd.	1.6	4	0	20	0	C	0	66	0	5280	0	163	0	21	0	C	n/a	9200	0	0.0177	0.0000	NO	NO
I-280	WB	La BARRANCA Rd.	Page Mill Rd.	1.73	4	0	22	0	C	0	66	0	5810	0	163	0	23	0	C	n/a	9200	0	0.0177	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	66	0	F	0	29	0	7660	0	98	0	67	0	F	n/a	9200	0	0.0107	0.0000	YES	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	89	0	F	0	18	0	4810	0	31	0	90	0	F	n/a	6900	0	0.0045	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	56	0	E	0	36	0	6050	0	41	0	56	0	E	n/a	6900	0	0.0059	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	55	0	45	0	D	n/a	6900	0	0.0080	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	26	0	C	0	66	0	5150	0	61	0	26	0	C	n/a	6900	0	0.0088	0.0000	NO	NO

Table G3. Existing Freeway LOS with General Plan Buildout with Maximum Residential – 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	13	0	50	0	E	n/a	4400	0	0.0030	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	32	0	D	0	64	0	4100	0	17	0	32	0	D	n/a	4400	0	0.0039	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	91	100	F	F	17	14	3100	1400	17	3	92	100	F	F	4600	1650	0.0037	0.0018	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	114	116	F	F	10	10	2280	1160	22	4	115	116	F	F	4600	1650	0.0048	0.0024	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	117	122	F	F	10	9	2340	1100	30	5	119	123	F	F	4600	1650	0.0065	0.0030	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	81	65	F	F	21	29	3410	1890	39	7	82	65	F	F	4600	1650	0.0085	0.0042	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	64	50	F	E	30	42	3840	2100	87	15	65	50	F	E	4600	1650	0.0189	0.0091	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	36	6	73	107	F	F	4600	1650	0.0078	0.0036	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	111	126	F	F	11	8	2940	1010	27	5	135	127	F	F	4600	1650	0.0059	0.0030	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	103	109	F	F	13	12	2680	1310	20	4	104	110	F	F	4600	1650	0.0043	0.0024	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	52	0	29	0	D	n/a	9200	0	0.0057	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	86	0	22	0	C	n/a	9200	0	0.0093	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	86	0	15	0	B	n/a	9200	0	0.0093	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	24	0	C	0	66	0	6340	0	132	0	25	0	C	n/a	9200	0	0.0143	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	25	10	C	A	66	67	4950	670	145	20	26	10	C	A	6900	1650	0.0210	0.0121	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	23	11	C	A	66	67	4560	740	177	29	24	11	C	A	6900	1650	0.0257	0.0176	NO	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	22	12	C	B	66	67	4360	810	218	39	23	13	C	B	6900	1650	0.0316	0.0236	NO	NO
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	22	22	C	C	66	66	4360	1460	185	33	23	23	C	C	6900	1650	0.0268	0.0200	NO	NO
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	21	12	C	B	66	67	4160	810	116	20	22	12	C	B	6900	1650	0.0168	0.0121	NO	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	37	14	D	B	59	67	6550	940	147	21	38	14	D	B	6900	1650	0.0213	0.0127	NO	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	34	13	D	B	63	67	6430	880	133	18	35	13	D	B	6900	1650	0.0193	0.0109	NO	NO
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	22	16	C	B	66	67	4360	1080	116	20	23	16	C	B	6900	1650	0.0168	0.0121	NO	NO
I-280	EB	I-880	Meridian Av.	1.4	3	1	23	12	C	B	66	67	4560	810	58	10	23	12	C	B	6900	1650	0.0084	0.0061	NO	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	46	0	D	0	47	0	8650	0	51	0	46	0	D	n/a	9200	0	0.0055	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	21	0	C	0	66	0	5550	0	46	0	21	0	C	n/a	9200	0	0.0050	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	98	0	F	0	15	0	4410	0	51	0	99	0	F	n/a	6900	0	0.0074	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	46	0	118	0	F	n/a	6900	0	0.0067	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	68	0	F	0	27	0	5510	0	35	0	68	0	F	n/a	6900	0	0.0051	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	95	0	F	0	15	0	4280	0	26	0	96	0	F	n/a	6900	0	0.0038	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	19	0	C	0	66	0	2510	0	8	0	19	0	C	n/a	4400	0	0.0018	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	54	0	E	0	38	0	4110	0	6	0	54	0	E	n/a	4400	0	0.0014	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	39	18	D	B	57	67	4450	1210	30	5	39	18	D	B	4600	1650	0.0065	0.0030	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	17	9	B	A	67	67	2270	610	40	7	17	9	B	A	4600	1650	0.0087	0.0042	NO	NO

SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	14	9	B	A	67	67	2240	610	53	9	17	9	B	A	4600	1650	0.0115	0.0055	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	33	6	18	8	B	A	4600	1650	0.0072	0.0036	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	24	7	C	A	66	67	3170	470	7	1	24	7	C	A	4600	1650	0.0015	0.0006	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	12	10	B	A	67	67	1600	670	6	1	12	10	B	A	4600	1650	0.0013	0.0006	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	18	11	B	A	67	67	2400	740	3	1	18	11	B	A	4600	1650	0.0007	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	0	22	7	C	A	4600	1650	0.0007	0.0000	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	102	0	F	0	13	0	5310	0	83	0	104	0	F	n/a	9200	0	0.0090	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	102	0	F	0	13	0	5310	0	92	0	104	0	F	n/a	9200	0	0.0100	0.0000	YES	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	114	103	F	F	10	13	3880	1340	104	18	133	104	F	F	6900	1650	0.0151	0.0109	YES	YES
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	107	95	F	F	12	15	3860	1430	207	37	113	98	F	F	6900	1650	0.0300	0.0224	YES	YES
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	90	82	F	F	17	20	4590	1640	230	41	95	84	F	F	6900	1650	0.0333	0.0248	YES	YES
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	78	70	F	F	22	26	5150	1820	256	45	82	72	F	F	6900	1650	0.0371	0.0273	YES	YES
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	72	70	F	F	25	26	5400	1820	207	36	75	71	F	F	6900	1650	0.0300	0.0218	YES	YES
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	75	48	F	E	24	45	5400	2160	123	22	77	48	F	E	6900	1650	0.0178	0.0133	YES	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	76	46	F	D	23	47	5250	2170	153	27	78	47	F	E	6900	1650	0.0222	0.0164	YES	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	70	60	F	F	26	33	5460	1980	122	22	72	61	F	F	6900	1650	0.0177	0.0133	YES	YES
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	48	56	E	E	45	36	6480	2020	98	17	49	57	E	E	6900	1650	0.0142	0.0103	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	51	0	E	0	41	0	8370	0	92	0	52	0	E	n/a	9200	0	0.0100	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	74	0	50	0	E	n/a	9200	0	0.0080	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	74	0	35	0	D	n/a	9200	0	0.0080	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	21	0	C	0	66	0	5550	0	44	0	21	0	C	n/a	9200	0	0.0048	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	31	0	D	0	65	0	6050	0	47	0	31	0	D	n/a	6900	0	0.0068	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	30	0	D	0	65	0	5850	0	62	0	30	0	D	n/a	6900	0	0.0090	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	82	0	68	0	F	n/a	6900	0	0.0119	0.0000	YES	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	24	0	C	0	66	0	4760	0	91	0	25	0	C	n/a	6900	0	0.0132	0.0000	NO	NO

Table G4. Existing Freeway LOS with General Plan Buildout with Maximum Residential – 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	7	0	24	0	C	n/a	4400	0	0.0016	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	20	0	C	0	66	0	2640	0	9	0	20	0	C	n/a	4400	0	0.0020	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	24	14	C	B	66	70	3170	980	2	0	24	14	C	B	4600	1650	0.0004	0.0000	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	16	22	B	C	67	70	2130	1540	3	0	16	22	B	C	4600	1650	0.0007	0.0000	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	15	8	B	A	67	70	2000	560	5	1	15	8	B	A	4600	1650	0.0011	0.0006	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	31	10	D	A	65	70	4030	700	6	1	31	10	D	A	4600	1650	0.0013	0.0006	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	21	9	C	A	66	70	2780	630	38	7	21	9	C	A	4600	1650	0.0083	0.0042	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	55	10	10	13	A	B	4600	1650	0.0120	0.0061	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	15	4	B	A	67	70	2400	280	44	5	18	4	B	A	4600	1650	0.0096	0.0030	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	41	13	D	B	54	70	4430	910	31	6	41	13	D	B	4600	1650	0.0067	0.0036	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	38	0	29	0	D	n/a	9200	0	0.0041	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	64	0	84	0	F	n/a	9200	0	0.0070	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	64	0	80	0	F	n/a	9200	0	0.0070	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	75	0	F	0	24	0	7200	0	99	0	76	0	F	n/a	9200	0	0.0108	0.0000	YES	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	31	22	D	C	65	70	6050	1540	105	19	32	22	D	C	6900	1650	0.0152	0.0115	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	71	40	F	D	26	60	5540	2400	132	23	73	40	F	D	6900	1650	0.0191	0.0139	YES	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	106	83	F	F	12	20	3820	1660	165	29	111	84	F	F	6900	1650	0.0239	0.0176	YES	YES
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	74	63	F	F	24	40	5330	2520	138	24	76	64	F	F	6900	1650	0.0200	0.0145	YES	YES
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	61	42	F	D	32	60	5860	2520	235	42	63	43	F	D	6900	1650	0.0341	0.0255	YES	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	77	52	F	E	23	40	5320	2080	292	52	81	53	F	E	6900	1650	0.0423	0.0315	YES	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	96	63	F	F	15	40	4320	2520	263	47	102	64	F	F	6900	1650	0.0381	0.0285	YES	YES
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	101	67	F	F	14	30	4250	2010	237	42	107	68	F	F	6900	1650	0.0343	0.0255	YES	YES
I-280	EB	I-880	Meridian Av.	1.4	3	1	102	81	F	F	13	30	3980	2430	119	21	105	82	F	F	6900	1650	0.0172	0.0127	YES	YES
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	104	0	F	0	13	0	5410	0	105	0	106	0	F	n/a	9200	0	0.0114	0.0000	YES	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	79	0	F	0	22	0	6960	0	95	0	80	0	F	n/a	9200	0	0.0103	0.0000	YES	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	11	0	A	0	67	0	2220	0	104	0	12	0	B	n/a	6900	0	0.0151	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	94	0	79	0	F	n/a	6900	0	0.0136	0.0000	YES	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	101	0	F	0	14	0	4250	0	71	0	103	0	F	n/a	6900	0	0.0103	0.0000	YES	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	124	0	F	0	8	0	2980	0	53	0	126	0	F	n/a	6900	0	0.0077	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	74	0	F	0	24	0	3560	0	25	0	75	0	F	n/a	4400	0	0.0057	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	73	0	F	0	25	0	3650	0	19	0	73	0	F	n/a	4400	0	0.0043	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	52	40	E	D	40	60	4160	2400	22	4	52	40	E	D	4600	1650	0.0048	0.0024	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	21	29	C	D	66	70	2780	2030	30	5	21	29	C	D	4600	1650	0.0065	0.0030	NO	NO

SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	82	108	F	F	20	20	3940	2160	39	7	99	108	F	F	4600	1650	0.0085	0.0042	NO	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	85	15	75	54	F	E	4600	1650	0.0185	0.0091	YES	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	58	39	E	D	35	60	4060	2340	31	6	58	39	E	D	4600	1650	0.0067	0.0036	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	94	46	F	D	16	50	3010	2300	28	5	95	46	F	D	4600	1650	0.0061	0.0030	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	122	88	F	F	9	20	2200	1760	14	3	123	88	F	F	4600	1650	0.0030	0.0018	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	99	65	F	F	14	30	2780	1950	11	2	100	65	F	F	4600	1650	0.0024	0.0012	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	84	0	F	0	19	0	6390	0	59	0	85	0	F	n/a	9200	0	0.0064	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	39	0	D	0	57	0	8900	0	65	0	39	0	D	n/a	9200	0	0.0071	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	21	10	C	A	66	70	4720	700	76	11	24	10	C	A	6900	1650	0.0110	0.0067	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	43	20	D	C	51	70	6580	1400	148	26	44	20	D	C	6900	1650	0.0214	0.0158	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	40	16	D	B	55	70	6600	1120	165	28	41	16	D	B	6900	1650	0.0239	0.0170	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	27	15	D	B	66	70	5310	1050	182	32	28	15	D	B	6900	1650	0.0264	0.0194	NO	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	25	12	C	B	66	70	4950	840	148	25	26	12	C	B	6900	1650	0.0214	0.0152	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	27	14	D	B	66	70	5310	980	192	34	28	14	D	B	6900	1650	0.0278	0.0206	NO	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	27	10	D	A	66	70	5310	700	245	32	28	10	D	A	6900	1650	0.0355	0.0194	NO	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	28	12	D	B	66	70	5510	840	193	29	29	12	D	B	6900	1650	0.0280	0.0176	NO	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	23	13	C	B	66	70	4560	910	151	27	24	13	C	B	6900	1650	0.0219	0.0164	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	33	0	D	0	64	0	8450	0	142	0	34	0	D	n/a	9200	0	0.0154	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	114	0	20	0	C	n/a	9200	0	0.0124	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	114	0	22	0	C	n/a	9200	0	0.0124	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	66	0	F	0	29	0	7660	0	68	0	67	0	F	n/a	9200	0	0.0074	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	89	0	F	0	18	0	4810	0	33	0	90	0	F	n/a	6900	0	0.0048	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	56	0	E	0	36	0	6050	0	44	0	56	0	E	n/a	6900	0	0.0064	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	59	0	45	0	D	n/a	6900	0	0.0086	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	26	0	C	0	66	0	5150	0	65	0	26	0	C	n/a	6900	0	0.0094	0.0000	NO	NO

Table G5. Existing Freeway LOS with Retail and Residential – 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	2	0	50	0	E	n/a	4400	0	0.0005	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	32	0	D	0	64	0	4100	0	3	0	32	0	D	n/a	4400	0	0.0007	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	91	100	F	F	17	14	3100	1400	0	0	91	100	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	114	116	F	F	10	10	2280	1160	0	0	114	116	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	117	122	F	F	10	9	2340	1100	0	0	117	122	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	81	65	F	F	21	29	3410	1890	0	0	81	65	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	64	50	F	E	30	42	3840	2100	11	2	64	50	F	E	4600	1650	0.0024	0.0012	NO	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	44	8	73	107	F	F	4600	1650	0.0096	0.0048	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	111	126	F	F	11	8	2940	1010	33	6	135	127	F	F	4600	1650	0.0072	0.0036	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	103	109	F	F	13	12	2680	1310	25	4	104	110	F	F	4600	1650	0.0054	0.0024	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	20	0	29	0	D	n/a	9200	0	0.0022	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	33	0	22	0	C	n/a	9200	0	0.0036	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	33	0	15	0	B	n/a	9200	0	0.0036	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	24	0	C	0	66	0	6340	0	50	0	24	0	C	n/a	9200	0	0.0054	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	25	10	C	A	66	67	4950	670	55	7	25	10	C	A	6900	1650	0.0080	0.0042	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	23	11	C	A	66	67	4560	740	67	11	23	11	C	A	6900	1650	0.0097	0.0067	NO	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	22	12	C	B	66	67	4360	810	83	15	22	12	C	B	6900	1650	0.0120	0.0091	NO	NO
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	22	22	C	C	66	66	4360	1460	70	12	22	22	C	C	6900	1650	0.0101	0.0073	NO	NO
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	21	12	C	B	66	67	4160	810	127	22	22	12	C	B	6900	1650	0.0184	0.0133	NO	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	37	14	D	B	59	67	6550	940	161	23	38	14	D	B	6900	1650	0.0233	0.0139	NO	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	34	13	D	B	63	67	6430	880	146	20	35	13	D	B	6900	1650	0.0212	0.0121	NO	NO
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	22	16	C	B	66	67	4360	1080	127	22	23	16	C	B	6900	1650	0.0184	0.0133	NO	NO
I-280	EB	I-880	Meridian Av.	1.4	3	1	23	12	C	B	66	67	4560	810	64	11	23	12	C	B	6900	1650	0.0093	0.0067	NO	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	46	0	D	0	47	0	8650	0	56	0	46	0	D	n/a	9200	0	0.0061	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	21	0	C	0	66	0	5550	0	50	0	21	0	C	n/a	9200	0	0.0054	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	98	0	F	0	15	0	4410	0	55	0	99	0	F	n/a	6900	0	0.0080	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	50	0	118	0	F	n/a	6900	0	0.0072	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	68	0	F	0	27	0	5510	0	38	0	68	0	F	n/a	6900	0	0.0055	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	95	0	F	0	15	0	4280	0	29	0	96	0	F	n/a	6900	0	0.0042	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	19	0	C	0	66	0	2510	0	5	0	19	0	C	n/a	4400	0	0.0011	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	54	0	E	0	38	0	4110	0	4	0	54	0	E	n/a	4400	0	0.0009	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	39	18	D	B	57	67	4450	1210	11	2	39	18	D	B	4600	1650	0.0024	0.0012	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	17	9	B	A	67	67	2270	610	14	3	17	9	B	A	4600	1650	0.0030	0.0018	NO	NO

SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	14	9	B	A	67	67	2240	610	19	3	17	9	B	A	4600	1650	0.0041	0.0018	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	30	5	18	8	B	A	4600	1650	0.0065	0.0030	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	24	7	C	A	66	67	3170	470	0	0	24	7	C	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	12	10	B	A	67	67	1600	670	0	0	12	10	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	18	11	B	A	67	67	2400	740	0	0	18	11	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	22	7	C	A	66	67	2910	470	0	0	22	7	C	A	4600	1650	0.0000	0.0000	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	102	0	F	0	13	0	5310	0	23	0	103	0	F	n/a	9200	0	0.0025	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	102	0	F	0	13	0	5310	0	26	0	103	0	F	n/a	9200	0	0.0028	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	114	103	F	F	10	13	3880	1340	29	5	130	103	F	F	6900	1650	0.0042	0.0030	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	107	95	F	F	12	15	3860	1430	58	10	109	96	F	F	6900	1650	0.0084	0.0061	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	90	82	F	F	17	20	4590	1640	64	11	91	83	F	F	6900	1650	0.0093	0.0067	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	78	70	F	F	22	26	5150	1820	71	12	79	70	F	F	6900	1650	0.0103	0.0073	YES	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	72	70	F	F	25	26	5400	1820	58	10	73	70	F	F	6900	1650	0.0084	0.0061	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	75	48	F	E	24	45	5400	2160	153	27	77	49	F	E	6900	1650	0.0222	0.0164	YES	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	76	46	F	D	23	47	5250	2170	190	33	79	47	F	E	6900	1650	0.0275	0.0200	YES	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	70	60	F	F	26	33	5460	1980	151	27	72	61	F	F	6900	1650	0.0219	0.0164	YES	YES
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	48	56	E	E	45	36	6480	2020	121	21	49	57	E	E	6900	1650	0.0175	0.0127	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	51	0	E	0	41	0	8370	0	114	0	52	0	E	n/a	9200	0	0.0124	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	91	0	51	0	E	n/a	9200	0	0.0099	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	91	0	35	0	D	n/a	9200	0	0.0099	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	21	0	C	0	66	0	5550	0	55	0	21	0	C	n/a	9200	0	0.0060	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	31	0	D	0	65	0	6050	0	13	0	31	0	D	n/a	6900	0	0.0019	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	30	0	D	0	65	0	5850	0	17	0	30	0	D	n/a	6900	0	0.0025	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	23	0	67	0	F	n/a	6900	0	0.0033	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	24	0	C	0	66	0	4760	0	25	0	24	0	C	n/a	6900	0	0.0036	0.0000	NO	NO

Table G6. Existing Freeway LOS with Retail and Residential – 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	5	0	24	0	C	n/a	4400	0	0.0011	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	20	0	C	0	66	0	2640	0	6	0	20	0	C	n/a	4400	0	0.0014	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	24	14	C	B	66	70	3170	980	0	0	24	14	C	B	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	16	22	B	C	67	70	2130	1540	0	0	16	22	B	C	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	15	8	B	A	67	70	2000	560	0	0	15	8	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	31	10	D	A	65	70	4030	700	0	0	31	10	D	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	21	9	C	A	66	70	2780	630	36	6	21	9	C	A	4600	1650	0.0078	0.0036	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	34	6	10	13	A	B	4600	1650	0.0074	0.0036	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	15	4	B	A	67	70	2400	280	27	3	18	4	B	A	4600	1650	0.0059	0.0018	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	41	13	D	B	54	70	4430	910	20	3	41	13	D	B	4600	1650	0.0043	0.0018	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D	0	65	0	7540	0	48	0	29	0	D	n/a	9200	0	0.0052	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	80	0	84	0	F	n/a	9200	0	0.0087	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	80	0	80	0	F	n/a	9200	0	0.0087	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	75	0	F	0	24	0	7200	0	123	0	76	0	F	n/a	9200	0	0.0134	0.0000	YES	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	31	22	D	C	65	70	6050	1540	131	23	32	22	D	C	6900	1650	0.0190	0.0139	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	71	40	F	D	26	60	5540	2400	163	29	73	40	F	D	6900	1650	0.0236	0.0176	YES	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	106	83	F	F	12	20	3820	1660	204	36	112	85	F	F	6900	1650	0.0296	0.0218	YES	YES
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	74	63	F	F	24	40	5330	2520	168	30	76	64	F	F	6900	1650	0.0243	0.0182	YES	YES
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	61	42	F	D	32	60	5860	2520	137	24	62	42	F	D	6900	1650	0.0199	0.0145	YES	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	77	52	F	E	23	40	5320	2080	169	30	80	53	F	E	6900	1650	0.0245	0.0182	YES	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	96	63	F	F	15	40	4320	2520	152	27	99	64	F	F	6900	1650	0.0220	0.0164	YES	YES
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	101	67	F	F	14	30	4250	2010	137	24	104	68	F	F	6900	1650	0.0199	0.0145	YES	YES
I-280	EB	I-880	Meridian Av.	1.4	3	1	102	81	F	F	13	30	3980	2430	69	12	104	81	F	F	6900	1650	0.0100	0.0073	YES	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	104	0	F	0	13	0	5410	0	61	0	105	0	F	n/a	9200	0	0.0066	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	79	0	F	0	22	0	6960	0	55	0	80	0	F	n/a	9200	0	0.0060	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	11	0	A	0	67	0	2220	0	60	0	11	0	A	n/a	6900	0	0.0087	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	54	0	79	0	F	n/a	6900	0	0.0078	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	101	0	F	0	14	0	4250	0	41	0	102	0	F	n/a	6900	0	0.0059	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	124	0	F	0	8	0	2980	0	31	0	125	0	F	n/a	6900	0	0.0045	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	74	0	F	0	24	0	3560	0	5	0	74	0	F	n/a	4400	0	0.0011	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	73	0	F	0	25	0	3650	0	4	0	73	0	F	n/a	4400	0	0.0009	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	52	40	E	D	40	60	4160	2400	27	5	52	40	E	D	4600	1650	0.0059	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	6	21	29	C	D	4600	1650	0.0080	0.0036	NO	NO

SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	82	108	F	F	20	20	3940	2160	48	9	100	108	F	F	4600	1650	0.0104	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	29	5	74	54	F	E	4600	1650	0.0063	0.0030	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	58	39	E	D	35	60	4060	2340	0	0	58	39	E	D	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	94	46	F	D	16	50	3010	2300	0	0	94	46	F	D	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	122	88	F	F	9	20	2200	1760	0	0	122	88	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	99	65	F	F	14	30	2780	1950	0	0	99	65	F	F	4600	1650	0.0000	0.0000	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	84	0	F	0	19	0	6390	0	66	0	85	0	F	n/a	9200	0	0.0072	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	39	0	D	0	57	0	8900	0	73	0	39	0	D	n/a	9200	0	0.0079	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	21	10	C	A	66	70	4720	700	84	13	24	10	C	A	6900	1650	0.0122	0.0079	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	43	20	D	C	51	70	6580	1400	165	29	44	20	D	C	6900	1650	0.0239	0.0176	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	40	16	D	B	55	70	6600	1120	184	31	41	16	D	B	6900	1650	0.0267	0.0188	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	27	15	D	B	66	70	5310	1050	203	36	28	16	D	B	6900	1650	0.0294	0.0218	NO	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	25	12	C	B	66	70	4950	840	165	28	26	12	C	B	6900	1650	0.0239	0.0170	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	27	14	D	B	66	70	5310	980	125	22	27	14	D	B	6900	1650	0.0181	0.0133	NO	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	27	10	D	A	66	70	5310	700	156	21	28	10	D	A	6900	1650	0.0226	0.0127	NO	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	28	12	D	B	66	70	5510	840	123	19	28	12	D	B	6900	1650	0.0178	0.0115	NO	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	23	13	C	B	66	70	4560	910	97	17	24	13	C	B	6900	1650	0.0141	0.0103	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	33	0	D	0	64	0	8450	0	91	0	33	0	D	n/a	9200	0	0.0099	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	73	0	20	0	C	n/a	9200	0	0.0079	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	73	0	22	0	C	n/a	9200	0	0.0079	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	66	0	F	0	29	0	7660	0	44	0	66	0	F	n/a	9200	0	0.0048	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	89	0	F	0	18	0	4810	0	38	0	90	0	F	n/a	6900	0	0.0055	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	56	0	E	0	36	0	6050	0	50	0	56	0	E	n/a	6900	0	0.0072	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	66	0	45	0	D	n/a	6900	0	0.0096	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	26	0	C	0	66	0	5150	0	73	0	26	0	C	n/a	6900	0	0.0106	0.0000	NO	NO

Table G7. Existing Freeway LOS with Occupied/Re-tenanted Mall 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		42		4200		1	0	50	0	E	n/a	4400	0	0.0002	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	32	0	D		64		4100		1	0	32	0	D	n/a	4400	0	0.0002	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	91	100	F	F	17	14	3100	1400	0	0	91	100	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	114	116	F	F	10	10	2280	1160	0	0	114	116	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	117	122	F	F	10	9	2340	1100	0	0	117	122	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	81	65	F	F	21	29	3410	1890	0	0	81	65	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	64	50	F	E	30	42	3840	2100	3	1	64	50	F	E	4600	1650	0.0007	0.0006	NO	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	2	0	72	107	F	F	4600	1650	0.0004	0.0000	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	111	126	F	F	11	8	2940	1010	2	0	134	126	F	F	4600	1650	0.0004	0.0000	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	103	109	F	F	13	12	2680	1310	2	0	103	109	F	F	4600	1650	0.0004	0.0000	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D		65		7540		5	0	29	0	D	n/a	9200	0	0.0005	0.0000	NO	NO
I-280	EB	Page Mill Rd.	La BARRANCA Rd.	1.73	4	0	22	0	C		66		5810		8	0	22	0	C	n/a	9200	0	0.0009	0.0000	NO	NO
I-280	EB	La BARRANCA Rd.	El Monte Rd.	1.6	4	0	15	0	B		67		3990		8	0	15	0	B	n/a	9200	0	0.0009	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	24	0	C		66		6340		12	0	24	0	C	n/a	9200	0	0.0013	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	25	10	C	A	66	67	4950	670	13	2	25	10	C	A	6900	1650	0.0019	0.0012	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	23	11	C	A	66	67	4560	740	16	3	23	11	C	A	6900	1650	0.0023	0.0018	NO	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	22	12	C	B	66	67	4360	810	20	4	22	12	C	B	6900	1650	0.0029	0.0024	NO	NO
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	22	22	C	C	66	66	4360	1460	20	3	22	22	C	C	6900	1650	0.0029	0.0018	NO	NO
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	21	12	C	B	66	67	4160	810	18	3	21	12	C	B	6900	1650	0.0026	0.0018	NO	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	37	14	D	B	59	67	6550	940	22	3	37	14	D	B	6900	1650	0.0032	0.0018	NO	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	34	13	D	B	63	67	6430	880	20	3	34	13	D	B	6900	1650	0.0029	0.0018	NO	NO
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	22	16	C	B	66	67	4360	1080	18	3	22	16	C	B	6900	1650	0.0026	0.0018	NO	NO
I-280	EB	I-880	Meridian Av.	1.4	3	1	23	12	C	B	66	67	4560	810	9	2	23	12	C	B	6900	1650	0.0013	0.0012	NO	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	46	0	D		47		8650		8	0	46	0	D	n/a	9200	0	0.0009	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	21	0	C		66		5550		7	0	21	0	C	n/a	9200	0	0.0008	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	98	0	F		15		4410		7	0	98	0	F	n/a	6900	0	0.0010	0.0000	NO	NO
I-880	NB	Stevens Creek Blvd.	N. Bascom Av.	0.84	3	0	116	0	F		10		3480		6	0	116	0	F	n/a	6900	0	0.0009	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	68	0	F		27		5510		5	0	68	0	F	n/a	6900	0	0.0007	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	95	0	F		15		4280		4	0	95	0	F	n/a	6900	0	0.0006	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	19	0	C		66		2510		1	0	19	0	C	n/a	4400	0	0.0002	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	54	0	E		38		4110		1	0	54	0	E	n/a	4400	0	0.0002	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	39	18	D	B	57	67	4450	1210	2	0	39	18	D	B	4600	1650	0.0004	0.0000	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	17	9	B	A	67	67	2270	610	2	0	17	9	B	A	4600	1650	0.0004	0.0000	NO	NO
SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	14	9	B	A	67	67	2240	610	2	0	17	9	B	A	4600	1650	0.0004	0.0000	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	3	0	18	8	B	A	4600	1650	0.0007	0.0000	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	24	7	C	A	66	67	3170	470	0	0	24	7	C	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	12	10	B	A	67	67	1600	670	0	0	12	10	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	18	11	B	A	67	67	2400	740	0	0	18	11	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	22	7	C	A	66	67	2910	470	0	0	22	7	C	A	4600	1650	0.0000	0.0000	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	102	0	F		13		5310		10	0	102	0	F	n/a	9200	0	0.0011	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	102	0	F		13		5310		11	0	102	0	F	n/a	9200	0	0.0012	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	114	103	F	F	10	13	3880	1340	12	2	130	103	F	F	6900	1650	0.0017	0.0012	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	107	95	F	F	12	15	3860	1430	24	4	108	96	F	F	6900	1650	0.0035	0.0024	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	90	82	F	F	17	20	4590	1640	26	5	91	82	F	F	6900	1650	0.0038	0.0030	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	78	70	F	F	22	26	5150	1820	29	5	78	70	F	F	6900	1650	0.0042	0.0030	NO	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	72	70	F	F	25	26	5400	1820	25	4	72	70	F	F	6900	1650	0.0036	0.0024	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	75	48	F	E	24	45	5400	2160	14	3	75	48	F	E	6900	1650	0.0020	0.0018	NO	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	76	46	F	D	23	47	5250	2170	15	3	76	46	F	D	6900	1650	0.0022	0.0018	NO	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	70	60	F	F	26	33	5460	1980	12	2	70	60	F	F	6900	1650	0.0017	0.0012	NO	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	48	56	E	E	45	36	6480	2020	9	2	48	56	E	E	6900	1650	0.0013	0.0012	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	51	0	E		41		8370		9	0	51	0	E	n/a	9200	0	0.0010	0.0000	NO	NO
I-280	WB	El Monte Rd.	La Barranta Rd.	1.6	4	0	50	0	E		42		8400		7	0	50	0	E	n/a	9200	0	0.0008	0.0000	NO	NO
I-280	WB	La Barranta Rd.	Page Mill Rd.	1.73	4	0	35	0	D		62		8680		7	0	35	0	D	n/a	9200	0	0.0008	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	21	0	C		66		5550		4	0	21	0	C	n/a	9200	0	0.0004	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	31	0	D		65		6050		5	0	31	0	D	n/a	6900	0	0.0007	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	30	0	D		65		5850		7	0	30	0	D	n/a	6900	0	0.0010	0.0000	NO	NO
I-880	SB	N. Bascom Av.	Stevens Creek Blvd.	0.84	3	0	67	0	F		28		5630		9	0	67	0	F	n/a	6900	0	0.0013	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	24	0	C		66		4760		10	0	24	0	C	n/a	6900	0	0.0014	0.0000	NO	NO

Table G8. Existing Freeway LOS with Occupied/Re-tenanted Mall 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	MF	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		66		3170		5	0	24	0	C	n/a	4400	0	0.0011	0.0000	NO	NO
SR 17	NB	Lark Av.	SR 85	0.46	2	0	20	0	C		66		2640		6	0	20	0	C	n/a	4400	0	0.0014	0.0000	NO	NO
SR 85	NB	Union Av.	S. Bascom Av.	1.13	2	1	24	14	C	B	66	70	3170	980	0	0	24	14	C	B	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	S. Bascom Av.	SR 17	0.27	2	1	16	22	B	C	67	70	2130	1540	0	0	16	22	B	C	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	SR 17	Winchester Blvd.	0.5	2	1	15	8	B	A	67	70	2000	560	0	0	15	8	B	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Winchester Blvd.	Saratoga Av.	2.68	2	1	31	10	D	A	65	70	4030	700	0	0	31	10	D	A	4600	1650	0.0000	0.0000	NO	NO
SR 85	NB	Saratoga Av.	Saratoga-Sunnyvale Rd.	2.19	2	1	21	9	C	A	66	70	2780	630	28	5	21	9	C	A	4600	1650	0.0061	0.0030	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	16	3	10	13	A	B	4600	1650	0.0035	0.0018	NO	NO
SR 85	NB	I-280	W. Homestead Rd.	0.34	2	1	15	4	B	A	67	70	2400	280	13	1	18	4	B	A	4600	1650	0.0028	0.0006	NO	NO
SR 85	NB	W. Homestead Rd.	W. Fremont Av.	1	2	1	41	13	D	B	54	70	4430	910	9	2	41	13	D	B	4600	1650	0.0020	0.0012	NO	NO
I-280	EB	Alpine Rd.	Page Mill Rd.	2.25	4	0	29	0	D		65		7540		17	0	29	0	D	n/a	9200	0	0.0018	0.0000	NO	NO
I-280	EB	Page Mill Rd.	La BARRANCA Rd.	1.73	4	0	83	0	F		20		6640		29	0	83	0	F	n/a	9200	0	0.0032	0.0000	NO	NO
I-280	EB	La BARRANCA Rd.	El Monte Rd.	1.6	4	0	79	0	F		22		6960		29	0	79	0	F	n/a	9200	0	0.0032	0.0000	NO	NO
I-280	EB	El Monte Rd.	Magdalena Av.	0.95	4	0	75	0	F		24		7200		44	0	75	0	F	n/a	9200	0	0.0048	0.0000	NO	NO
I-280	EB	Magdalena Av.	Foothill Expwy.	2.65	3	1	31	22	D	C	65	70	6050	1540	47	8	31	22	D	C	6900	1650	0.0068	0.0048	NO	NO
I-280	EB	Foothill Expwy.	SR 85	0.7	3	1	71	40	F	D	26	60	5540	2400	59	10	72	40	F	D	6900	1650	0.0086	0.0061	NO	NO
I-280	EB	SR 85	De Anza Blvd.	1.31	3	1	106	83	F	F	12	20	3820	1660	73	13	108	84	F	F	6900	1650	0.0106	0.0079	YES	NO
I-280	EB	De Anza Blvd.	Wolfe Rd.	1.06	3	1	74	63	F	F	24	40	5330	2520	65	12	75	63	F	F	6900	1650	0.0094	0.0073	NO	NO
I-280	EB	Wolfe Rd.	Lawrence Expwy.	1.24	3	1	61	42	F	D	32	60	5860	2520	156	28	63	42	F	D	6900	1650	0.0226	0.0170	YES	NO
I-280	EB	Lawrence Expwy.	Saratoga Av.	1.19	3	1	77	52	F	E	23	40	5320	2080	193	34	80	53	F	E	6900	1650	0.0280	0.0206	YES	NO
I-280	EB	Saratoga Av.	Winchester Blvd.	1.37	3	1	96	63	F	F	15	40	4320	2520	173	31	100	64	F	F	6900	1650	0.0251	0.0188	YES	YES
I-280	EB	Winchester Blvd.	I-880	0.55	3	1	101	67	F	F	14	30	4250	2010	156	28	105	68	F	F	6900	1650	0.0226	0.0170	YES	YES
I-280	EB	I-880	Meridian Av.	1.4	3	1	102	81	F	F	13	30	3980	2430	78	14	104	81	F	F	6900	1650	0.0113	0.0085	YES	NO
I-280	EB	Meridian Av.	Bird Av.	1.07	4	0	104	0	F		13		5410		69	0	105	0	F	n/a	9200	0	0.0075	0.0000	NO	NO
I-280	EB	Bird Av.	SR 87	0.35	4	0	79	0	F		22		6960		62	0	80	0	F	n/a	9200	0	0.0067	0.0000	NO	NO
I-880	NB	I-280	Stevens Creek Blvd.	0.41	3	0	11	0	A		67		2220		69	0	11	0	A	n/a	6900	0	0.0100	0.0000	NO	NO
I-880	NB	Stevens Creek Blvd.	N. Bascom Av.	0.84	3	0	78	0	F		22		5150		62	0	79	0	F	n/a	6900	0	0.0090	0.0000	NO	NO
I-880	NB	N. Bascom Av.	The Alameda	0.82	3	0	101	0	F		14		4250		47	0	102	0	F	n/a	6900	0	0.0068	0.0000	NO	NO
I-880	NB	The Alameda	Coleman Av.	0.59	3	0	124	0	F		8		2980		35	0	126	0	F	n/a	6900	0	0.0051	0.0000	NO	NO
SR 17	SB	SR 85	Lark Av.	0.46	2	0	74	0	F		24		3560		6	0	74	0	F	n/a	4400	0	0.0014	0.0000	NO	NO
SR 17	SB	Lark Av.	Saratoga Av.	1.81	2	0	73	0	F		25		3650		5	0	73	0	F	n/a	4400	0	0.0011	0.0000	NO	NO
SR 85	SB	W. Fremont Av.	W. Homestead Rd.	1	2	1	52	40	E	D	40	60	4160	2400	9	2	52	40	E	D	4600	1650	0.0020	0.0012	NO	NO
SR 85	SB	W. Homestead Rd.	I-280	0.41	2	1	21	29	C	D	66	70	2780	2030	12	2	21	29	C	D	4600	1650	0.0026	0.0012	NO	NO
SR 85	SB	I-280	Stevens Creek Blvd.	0.75	2	1	82	108	F	F	20	20	3940	2160	15	3	99	108	F	F	4600	1650	0.0033	0.0018	NO	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	31	5	74	54	F	E	4600	1650	0.0067	0.0030	NO	NO
SR 85	SB	Saratoga Av.	Winchester Blvd.	2.68	2	1	58	39	E	D	35	60	4060	2340	0	0	58	39	E	D	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	Winchester Blvd.	SR 17	0.5	2	1	94	46	F	D	16	50	3010	2300	0	0	94	46	F	D	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	SR 17	S. Bascom Av.	0.27	2	1	122	88	F	F	9	20	2200	1760	0	0	122	88	F	F	4600	1650	0.0000	0.0000	NO	NO
SR 85	SB	S. Bascom Av.	Union Av.	1.13	2	1	99	65	F	F	14	30	2780	1950	0	0	99	65	F	F	4600	1650	0.0000	0.0000	NO	NO
I-280	WB	SR 87	Bird Av.	0.35	4	0	84	0	F		19		6390		57	0	85	0	F	n/a	9200	0	0.0062	0.0000	NO	NO
I-280	WB	Bird Av.	Meridian Av.	1.07	4	0	39	0	D		57		8900		63	0	39	0	D	n/a	9200	0	0.0068	0.0000	NO	NO
I-280	WB	Meridian Av.	I-880	1.4	3	1	21	10	C	A	66	70	4720	700	73	11	24	10	C	A	6900	1650	0.0106	0.0067	NO	NO
I-280	WB	I-880	Winchester Blvd.	0.55	3	1	43	20	D	C	51	70	6580	1400	143	25	44	20	D	C	6900	1650	0.0207	0.0152	NO	NO
I-280	WB	Winchester Blvd.	Saratoga Av.	1.37	3	1	40	16	D	B	55	70	6600	1120	160	27	41	16	D	B	6900	1650	0.0232	0.0164	NO	NO
I-280	WB	Saratoga Av.	Lawrence Expwy.	1.19	3	1	27	15	D	B	66	70	5310	1050	177	31	28	15	D	B	6900	1650	0.0257	0.0188	NO	NO
I-280	WB	Lawrence Expwy.	Wolfe Rd.	1.24	3	1	25	12	C	B	66	70	4950	840	144	25	26	12	C	B	6900	1650	0.0209	0.0152	NO	NO
I-280	WB	Wolfe Rd.	De Anza Blvd.	1.06	3	1	27	14	D	B	66	70	5310	980	73	13	27	14	D	B	6900	1650	0.0106	0.0079	NO	NO
I-280	WB	De Anza Blvd.	SR 85	1.31	3	1	27	10	D	A	66	70	5310	700	82	11	27	10	D	A	6900	1650	0.0119	0.0067	NO	NO
I-280	WB	SR 85	Foothill Expwy.	0.7	3	1	28	12	D	B	66	70	5510	840	64	10	28	12	D	B	6900	1650	0.0093	0.0061	NO	NO
I-280	WB	Foothill Expwy.	Magdalena Av.	2.65	3	1	23	13	C	B	66	70	4560	910	50	9	23	13	C	B	6900	1650	0.0072	0.0055	NO	NO
I-280	WB	Magdalena Av.	El Monte Rd.	0.95	4	0	33	0	D		64		8450		47	0	33	0	D	n/a	9200	0	0.0051	0.0000	NO	NO
I-280	WB	El Monte Rd.	La Barranca Rd.	1.6	4	0	20	0	C		66		5280		38	0	20	0	C	n/a	9200	0	0.0041	0.0000	NO	NO
I-280	WB	La Barranca Rd.	Page Mill Rd.	1.73	4	0	22	0	C		66		5810		38	0	22	0	C	n/a	9200	0	0.0041	0.0000	NO	NO
I-280	WB	Page Mill Rd.	Alpine Rd.	2.25	4	0	66	0	F		29		7660		23	0	66	0	F	n/a	9200	0	0.0025	0.0000	NO	NO
I-880	SB	Coleman Av.	The Alameda	0.59	3	0	89	0	F		18		4810		32	0	90	0	F	n/a	6900	0	0.0046	0.0000	NO	NO
I-880	SB	The Alameda	N. Bascom Av.	0.82	3	0	56	0	E		36		6050		43	0	56	0	E	n/a	6900	0	0.0062	0.0000	NO	NO
I-880	SB	N. Bascom Av.	Stevens Creek Blvd.	0.84	3	0	45	0	D		48		6480		57	0	45	0	D	n/a	6900	0	0.0083	0.0000	NO	NO
I-880	SB	Stevens Creek Blvd.	I-280	0.41	3	0	26	0	C		66		5150		63	0	26	0	C	n/a	6900	0	0.0091	0.0000	NO	NO

Table G9. Background Freeway LOS with Proposed Project – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Background AM													AM Project Trips		Background with Proposed Project AM									
				Lanes		Capacity		AM Volume		AM V/C		AM Speed (mph)				AM Density		AM LOS		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	HOV	
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	32	6	6147	1760	1.336	1.067	78.234	232.164	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	43	8	4976	1762	1.082	1.068	48.964	232.208	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	58	10	5061	1764	1.100	1.069	77.118	250.342	F	F	YES		
		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	76	14	5446	2007	1.184	1.216	151.763	52.567	F	F	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	157	28	5344	1906	1.162	1.155	126.756	85.649	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	24	4	5023	1220	1.092	0.739	22.263	377.145	F	C			
	SB	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	18	3	4846	1308	1.053	0.793	36.531	757.475	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	14	2	5138	1307	1.117	0.792	44.157	130.336	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	48	8	4641	1272	1.009	0.771	31.700	291.288	F	C	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	63	11	3057	1275	0.665	0.773	25.977	311.019	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	85	13	4133	1017	0.898	0.616	18.792	520.191	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	33	6	3147	1353	0.684	0.820	40.376	106.789	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	13	2	3545	1351	0.771	0.819	49.665	58.072	C	D					
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4509		0.653			44.413	44.413		33.841		B		23		4532		0.657		34.014		B				
		Lark Av.	SR 85	3		6900		4521		0.655		28.573	56.861	46.822		19.311		B		30		4551		0.660		19.440		B				
	SB	SR 85	Lark Av.	2		4400		4371		0.993		26.191	27.972	27.609		52.773		E		11		4382		0.996		52.906		E				
		Lark Av.	Saratoga Av.	2		4400		4591		1.043			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		80		8125		0.883		56.553		D			
			Page Mill Rd.	La BARRANCA Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		134		7074		0.769		37.468		C			
			La BARRANCA Rd.	El Monte Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		134		7074		0.769		37.468		C			
			El Monte Rd.	Magdalena Av.	3		9200		6175		0.671		64.819	39.362	40.967		37.683		B		206		6381		0.694		38.940		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	235	23	5091	810	0.738	0.491	39.382	56.768	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	292	30	6804	987	0.986	0.598	46.806	231.331	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	365	38	6066	613	0.879	0.372	31.230	98.033	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	292	51	5910	655	0.857	0.397	55.535	66.400	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	91	16	5640	581	0.817	0.352	29.213	113.599	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	113	20	6550	632	0.949	0.383	39.358	52.071	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	102	18	6761	750	0.980	0.455	51.285	42.084	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	92	16	5862	659	0.850	0.399	33.470	81.452	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	47	7	5765	1090	0.836	0.661	26.253	240.734	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		41	0	8035	0	1.164		27.586		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		37	0	5968	0	0.865		19.443		D					
WB		SR 87	Bird Av.		4	1	9200	1650	9712		1.056		29.849	44.009	42.562	35.229	45.637	0.000	F		136	0	9848	0	1.070		46.276		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		151	0	10421	0	1.133		43.161		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	180	21	8572	1650	1.242	1.000	64.952	422.884	F	E	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	342	60	7028	1762	1.019	1.068	95.640	151.176	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	389	58	8223	1560	1.192	0.945	86.473	102.151	F	E	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	422	75	7963	2108	1.154	1.278	53.799	196.168	F	F	YES	YES
		Lawrence Expwy.	Wolfe Rd.		3	1	6900	1650	7421	1976	1.076	1.198	33.914	38.728	38.007	13.459	48.813	146.821	F	F	339	60	7760	2036	1.125	1.234	51.043	151.280	F	F	YES	YES
		Wolfe Rd.	De Anza Blvd.		3	1	6900	1650	7151	1876	1.036	1.137		26.770	26.770	12.918	89.042	145.219	F	F	84	15	7235	1891	1.049	1.146	90.088	146.380	F	F	YES	
	De Anza Blvd.	SR 85		3	1	6900	1650	7285	1754	1.056	1.063	44.410	43.946	44.013	9.587	4																

Table G10. Background Freeway LOS with Proposed Project – PM Peak Period

Freeway	Direction	From	To	Segment Characteristics		Background PM														PM Project Trips		Background with Proposed Project PM											
				Lanes		Capacity		PM Volume		PM V/C		PM Speed (mph)			PM Density		PM LOS		PM 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			
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	5	0	4930	533	1.072	0.323	58.725	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	6	1	2824	534	0.614	0.324	320.856	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	12	2	3577	535	0.778	0.324	94.980	246.118	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	13	2	4734	816	1.029	0.495	10.616	66.056	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	42	7	4466	820	0.971	0.497	23.003	102.217	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	85	9	4134	608	0.899	0.368	115.351	436.214	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	64	7	4262	723	0.927	0.438	261.911	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	48	5	4486	721	0.975	0.437	40.976	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	18	2	4839	1636	1.052	0.992	50.171	527.636	F	E				
		W. Homestead Rd.	I-280	2	1	4600	1650	3245	1634	0.705	0.990		14.275	14.275	2.911	113.660	561.363	C	E	22	4	3267	1638	0.710	0.993	114.431	562.738	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	31	4	6911	2108	1.502	1.278	103.099	1075.351	F	F				
		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	8.727	18.518	186.663	F	E	151	26	5149	1655	1.119	1.003	19.077	189.642	F	F	YES	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		49		5897		1.340		42.552		F		YES			
	SB	Lark Av.	Saratoga Av.	2		4400		4826		1.097				253.130	253.130	9.533		F		37		4863		1.105		9.606		F					
	I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		6896		0.750				136.761	136.761	12.606		C		31		6927		0.753		12.663		C				
			Page Mill Rd.	La Barranca Rd.	4		9200		9608		1.044				224.906	224.906	10.680		F		51		9659		1.050		10.737		F				
			La Barranca Rd.	El Monte Rd.	4		9200		9608		1.044				162.059	162.059	14.822		F		51		9659		1.050		14.900		F				
			El Monte Rd.	Magdalena Av.	3		9200		9645		1.048		3.255		99.654	92.992	25.930		F		78		9723		1.057		26.139		F				
			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	91	7	6523	554	0.945	0.336	6.497	46.230	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	113	9	8323	750	1.206	0.455	19.447	192.408	F	A	YES		
			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	141	11	7767	1770	1.126	1.073	23.473	339.808	F	F	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	115	14	7494	1776	1.086	1.076	19.098	251.051	F	F	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	380	40	8048	1681	1.166	1.019	35.239	531.913	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	469	53	7910	1716	1.146	1.040	17.526	238.939	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	414	56	7843	2088	1.137	1.265	12.895	160.641	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	377	46	7969	1927	1.155	1.168	32.869	319.944	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	191	21	8187	1395	1.187	0.845	27.344	288.289	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		159	0	10297	0	1.492		16.824		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		143	0	9978	0	1.446		37.306		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		55	0	9718	0	1.056		63.511		F						
WB		Bird Av.	Meridian Av.	5	1	9200	1650	9430		1.025		6.798	77.019	70.880	39.197	22.174	0.000	F		61	0	9491	0	1.032		22.317		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	71	10	7084	1378	1.027	0.835	48.534	354.024	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	141	21	6086	1135	0.882	0.688	21.074	151.609	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	162	18	7397	1075	1.072	0.652	12.755	101.140	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	175	25	6800	1166	0.986	0.707	28.034	154.679	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	143	19	6497	1133	0.942	0.687	23.591	137.177	E	B				
		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	280	42	6275	1142	0.909	0.692	18.420	139.231	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	355	44	6616	1077	0.959	0.653	23.478	132.620	E	B				
		SR 85	F																														

Table G11. Background Freeway LOS with General Plan Buildout with Maximum Residential – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Background AM														AM Project Trips		Background with General Plan Buildout with Maximum Residential 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	HOV
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	17	3	6132	1757	1.333	1.065	78.043	231.769	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	22	4	4955	1758	1.077	1.065	48.757	231.681	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	30	5	5033	1759	1.094	1.066	76.691	249.632	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	39	7	5409	2000	1.176	1.212	150.732	52.383	F	F				
		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	87	15	5274	1893	1.147	1.147	125.095	85.065	F	F	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	36	6	5035	1222	1.095	0.741	22.317	377.763	F	C				
	SB	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	27	5	4855	1310	1.055	0.794	36.599	758.633	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	20	4	5144	1309	1.118	0.793	44.208	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	30	5	4623	1269	1.005	0.769	31.577	290.601	F	C	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	40	7	3034	1271	0.660	0.770	25.782	310.043	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	54	8	4102	1012	0.892	0.613	18.651	517.634	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	33	6	3147	1353	0.684	0.820	40.376	106.789	B	D				
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4509		0.653			44.413	44.413		33.841		B		13		4522		0.655		33.939		B					
		Lark Av.	SR 85	3		6900		4521		0.655		28.573	46.822				19.311		B		17		4538		0.658		19.384		B				
		SR 85	Lark Av.	2		4400		4371		0.993		26.191	27.972	27.609			52.773		E		8		4379		0.995		52.870		E				
	SB	Lark Av.	Saratoga Av.	2		4400		4591		1.043			28.729	28.729		79.902		F		6		4597		1.045		80.007		F					
		Alpine Rd.	Page Mill Rd.	4		9200		8045		0.874			35.918	35.918		55.996		D		52		8097		0.880		56.358		D					
		Page Mill Rd.	La Barranta Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		86		7026		0.764		37.214		C					
I-280	EB	La Barranta Rd..	El Monte Rd	4		9200		6940		0.754			47.200	47.200		36.759		C		86		7026		0.764		37.214		C					
		El Monte Rd.	Magdalena Av.	3		9200		6175		0.671		64.819	39.362	40.967		37.683		B		132		6307		0.686		38.488		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	150	15	5006	802	0.726	0.486	38.724	56.208	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	187	19	6699	976	0.971	0.592	46.084	228.753	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	233	24	5934	599	0.860	0.363	30.551	95.794	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	185	33	5803	637	0.841	0.386	54.529	64.575	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	116	20	5665	585	0.821	0.355	29.342	114.381	D	A				
	WB	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	143	25	6580	637	0.954	0.386	39.538	52.483	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	128	23	6787	755	0.984	0.458	51.482	42.365	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	116	20	5886	663	0.853	0.402	33.607	81.946	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	60	8	5778	1091	0.837	0.661	26.312	240.955	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		51	0	8045	0	1.166		27.620		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		46	0	5977	0	0.866		19.473		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		83	0	9795	0	1.065		46.027		F					
I-880	NB	Bird Av.	Meridian Av.	5	1	9200	1650	10270		1.116		28.106	41.668	40.241	25.892	42.536	0.000	F		92	0	10362	0	1.126		42.917		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	109	13	8501	1642	1.232	0.995	64.414	420.834	F	E	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	207	37	6893	1739	0.999	1.054	93.803	149.203	E	F	YES	YES		
	WB	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	236	35	8070	1537	1.170	0.932	84.864	100.645	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	256	45	7797	2078	1.130	1.259	52.678	193.376	F	F	YES	YES		
		Lawrence Expwy.	Wolfe Rd.	3	1	6900	1650	7421	1976	1.076	1.198	33.914	38.728	38.007	13.459	48.813	146.821	F	F	207	36	7628	2012	1.106	1.219	50.175	149.496	F	F	YES	YES		
		Wolfe Rd.	De Anza Blvd.	3	1	6900	1650	7151	1876	1.036	1.137		26.770	26.770	12.918	89.042	145.219	F	F	123	22	7274	1898	1.054	1.150	90.574	146.922	F	F	YES	YES		
I-880	NB	De Anza Blvd.	SR 85	3	1	6900	1650	7285	1754	1.056	1.063	44.410	43.946	44.013	9.587	41.380	182.948	F	F	158	22	7443	1776	1.079	1.076	42.278	185.243	F	F	YES	YES		
		SR 85	Foothill Expwy.	3	1	6900	1650	8061	1859	1.168	1.127	25.185	26.230	26.079	4.857	77.275	382.745	F	F	128	16	818											

Table G12. Background Freeway LOS with General Plan Buildout with Maximum Residential – PM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Background PM												PM Project Trips		Background with General Plan Buildout with Maximum Residential PM									
				Lanes		Capacity		PM Volume		PM V/C		PM Speed (mph)			PM Density		PM LOS		MF	HOV	PM 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
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	2	0	4927	533	1.071	0.323	58.689	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	3	0	2821	533	0.613	0.323	320.515	227.695	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	5	1	3570	534	0.776	0.324	94.794	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	6	1	4727	815	1.028	0.494	10.600	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	39	6	4463	819	0.970	0.496	22.987	102.093	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	59	6	4108	605	0.893	0.367	114.626	434.062	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	44	5	4242	721	0.922	0.437	260.682	919.960	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	33	4	4471	720	0.972	0.436	40.839	158.196	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	23	3	4844	1637	1.053	0.992	50.223	527.959	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	30	5	3275	1639	0.712	0.993	114.711	563.081	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	41	5	6921	2109	1.505	1.278	103.248	1075.861	F	F		
		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	8.727	18.518	186.663	F	E	85	15	5083	1644	1.105	0.996	18.833	188.382	F	E	YES	
Saratoga Av.	Winchester Blvd.	2	1	4600	1650	5125	1372	1.114	0.832		286.567	286.567	15.918	8.942	86.192	F	D	32	5	5157	1377	1.121	0.835	8.998	86.506	F	D				
Winchester Blvd.	SR 17	2	1	4600	1650	5017	822	1.091	0.498		41.981	41.981	2.560	59.753	321.149	F	A	29	4	5046	826	1.097	0.501	60.098	322.712	F	A				
SR 17	S. Bascom Av.	2	1	4600	1650	4947	2022	1.075	1.225		23.748	23.748	3.092	104.154	653.986	F	F	15	2	4962	2024	1.079	1.227	104.470	654.633	F	F				
S. Bascom Av.	Union Av.	2	1	4600	1650	6104	2022	1.327	1.225	38.906	42.858	42.051	2.441	48.385	828.495	F	F	12	1	6116	2023	1.330	1.226	48.481	828.905	F	F				
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4429		0.642			94.321	94.321		15.652		B		7		4436		0.643		15.677		B			
		Lark Av.	SR 85	3		6900		4832		0.700		1.853	12.797	10.055		96.110		C		9		4841		0.702		96.290		C			
	SB	SR 85	Lark Av.	2		4400		5848		1.329		14.320	46.195	46.195		42.198		F		25		5873		1.335		42.379		F			
		Lark Av.	Saratoga Av.	2		4400		4826		1.097			253.130	253.130		9.533		F		19		4845		1.101		9.570		F			
I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		6896		0.750			136.761	136.761		12.606		C		38		6934		0.754		12.675		C			
		Page Mill Rd.	La BARRANCA Rd.	4		9200		9608		1.044			224.906	224.906		10.680		F		64		9672		1.051		10.751		F			
		La BARRANCA Rd.	El Monte Rd.	4		9200		9608		1.044			162.059	162.059		14.822		F		64		9672		1.051		14.920		F			
		El Monte Rd.	Magdalena Av.	3		9200		9645		1.048		3.255	99.654	92.992		25.930		F		99		9744		1.059		26.196		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	115	9	6547	556	0.949	0.337	6.521	46.397	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	143	12	8353	753	1.211	0.456	19.517	193.178	F	A	YES	
		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	180	14	7806	1773	1.131	1.075	23.591	340.384	F	F	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	144	18	7523	1780	1.090	1.079	19.172	251.616	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	250	27	7918	1668	1.148	1.011	34.669	527.800	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	309	35	7750	1698	1.123	1.029	17.172	236.432	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	273	37	7702	2069	1.116	1.254	12.663	159.179	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	249	30	7841	1911	1.136	1.158	32.341	317.288	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	126	14	8122	1388	1.177	0.841	27.127	286.843	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	D	105	0	10243	0	1.484		16.736		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		95	0	9930	0	1.439		37.127		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		59	0	9722	0	1.057		63.537		F				
	WB	Bird Av.	Meridian Av.	5	1	9200	1650	9430		1.025		6.798	77.019	70.880	39.197	22.174	0.000	F		65	0	9495	0	1.032		22.326		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	77	10	7090	1378	1.028	0.835	48.575	354.024	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	152	22	6097	1136	0.884	0.688	21.112	151.742	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	174	19	7409	1076	1.074	0.652	12.775	101.234	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													

Table G13. Background Freeway LOS with Retail and Residential – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics		Background AM														AM Project Trips		Background with Retail and Residential AM									
				Lanes		Capacity		AM Volume		AM V/C		AM Speed (mph)				AM Density		AM LOS		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	0	0	6115	1754	1.329	1.063	77.826	231.373	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	0	0	4933	1754	1.072	1.063	48.541	231.154	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	0	0	5003	1754	1.088	1.063	76.234	248.922	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	0	0	5370	1993	1.167	1.208	149.645	52.200	F	F		
		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	11	2	5198	1880	1.130	1.139	123.293	84.481	F	F		
		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	44	8	5043	1224	1.096	0.742	22.352	378.382	F	C		
	SB	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	33	6	4861	1311	1.057	0.795	36.644	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	25	4	5149	1309	1.119	0.793	44.251	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	11	2	4604	1266	1.001	0.767	31.447	289.914	F	C	YES	
		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	19	3	4067	1007	0.884	0.610	18.492	515.076	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	30	5	3144	1352	0.683	0.819	40.337	106.710	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	0	0	3532	1349	0.768	0.818	49.483	57.986	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	0	0	3062	943	0.666	0.572	26.860	249.670	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	0	0	2093	943	0.455	0.572	16.257	206.689	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	0	0	3959	943	0.861	0.572	26.664	261.843	D	A				
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4509		0.653			44.413	44.413		33.841		B		2		4511		0.654		33.856		B			
		Lark Av.	SR 85	3		6900		4521		0.655		28.573	56.861	46.822		19.311		B		3		4524		0.656		19.324		B			
	SB	SR 85	Lark Av.	2		4400		4371		0.993		26.191	27.972	27.609		52.773		E		5		4376		0.995		52.834		E			
		Lark Av.	Saratoga Av.	2		4400		4591		1.043			28.729	28.729		79.902		F		4		4595		1.044		79.972		F			
I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		8045		0.874			35.918	35.918		55.996		D		20		8065		0.877		56.135		D			
		Page Mill Rd.	La Barranca Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		33		6973		0.758		36.933		C			
		La Barranca Rd.	El Monte Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		33		6973		0.758		36.933		C			
		El Monte Rd.	Magdalena Av.	3		9200		6175		0.671		64.819	39.362	40.967		37.683		B		50		6225		0.677		37.988		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	56	6	4912	793	0.712	0.481	37.997	55.577	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	71	7	6583	964	0.954	0.584	45.286	225.941	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	89	9	5790	584	0.839	0.354	29.809	93.395	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	70	12	5688	616	0.824	0.373	53.449	62.446	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	127	22	5676	587	0.823	0.356	29.399	114.772	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	156	28	6593	640	0.956	0.388	39.617	52.730	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	141	25	6800	757	0.986	0.459	51.580	42.477	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	127	22	5897	665	0.855	0.403	33.670	82.193	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	66	9	5784	1092	0.838	0.662	26.339	241.176	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		56	0	8050	0	1.167		27.637		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		50	0	5981	0	0.867		19.486		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		23	0	9735	0	1.058		45.745		F				
	Bird Av.	Meridian Av.	5	1	9200	1650	10270		1.116		28.106	41.668	40.241	25.892	42.536	0.000	F		26	0	10296	0	1.119		42.643		F				
	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	30	4	8422	1633	1.221	0.990	63.815	418.527	F	E			
	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	58	10	6744	1712	0.977	1.038	91.776	146.886	E	F			
	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	65	10	7899	1512	1.145	0.916	83.066	99.008	F	E			
	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	71	12	7612	2045	1.103	1.239	51.428	190.305	F	F	YES		
	Lawrence Expwy.	Wolfe Rd.	3	1	6900	1650	7421	1976	1.076	1.198	33.914	38.728	38.007	13.459	48.813	146.821	F	F	58	10	7479	1986	1.084	1.204	49.195	147.565	F	F			

Table G14. Background Freeway LOS with Retail and Residential – PM Peak Period

Freeway	Direction	From	To	Segment Characteristics		Background PM														PM Project Trips		Background with Retail and Residential PM										
				Lanes		Capacity		PM Volume		PM V/C		PM Speed (mph)			PM Density		PM LOS		PM 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		
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	0	0	4925	533	1.071	0.323	58.665	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	0	0	2818	533	0.613	0.323	320.174	227.695	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	0	0	3565	533	0.775	0.323	94.661	245.198	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	0	0	4721	814	1.026	0.493	10.587	65.895	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	36	6	4460	819	0.970	0.496	22.972	102.093	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	36	4	4085	603	0.888	0.365	113.984	432.627	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	27	3	4225	719	0.918	0.436	259.637	917.408	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	21	2	4459	718	0.969	0.435	40.729	157.757	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	28	4	4849	1638	1.054	0.993	50.275	528.281	F	E			
		W. Homestead Rd.	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	6	3282	1640	0.713	0.994	114.956	563.425	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	50	7	6930	2111	1.507	1.279	103.383	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	8.727	18.518	186.663	F	E	29	5	5027	1634	1.093	0.990	18.625	187.236	F	E			
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4429		0.642			94.321	94.321		15.652		B		5		4434		0.643		15.670		B				
		Lark Av.	SR 85	3		6900		4832		0.700		1.853	12.797	10.055		96.110		C		6		4838		0.701		96.230		C				
		SR 85	Lark Av.	2		4400		5848		1.329		14.320	54.271	46.195		42.198		F		5		5853		1.330		42.234		F				
	SB	Lark Av.	Saratoga Av.	2		4400		4826		1.097			253.130	253.130		9.533		F		4		4830		1.098		9.541		F				
		I-280	Alpine Rd.	Page Mill Rd.	4		9200		6896		0.750			136.761	136.761		12.606		C		48		6944		0.755		12.694		C			
			Page Mill Rd.	La BARRANCA Rd.	4		9200		9608		1.044			224.906	224.906		10.680		F		80		9688		1.053		10.769		F			
La BARRANCA Rd.	El Monte Rd		4		9200		9608		1.044			162.059	162.059		14.822		F		80		9688		1.053		14.945		F					
El Monte Rd.	Magdalena Av.		3		9200		9645		1.048		3.255	99.654	92.992		25.930		F		123		9768		1.062		26.260		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	143	11	6575	558	0.953	0.338	6.548	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	178	14	8388	755	1.216	0.458	19.599	193.691	F	A	YES	YES		
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	222	18	7848	1777	1.137	1.077	23.718	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	176	22	7555	1784	1.095	1.081	19.254	252.181	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	146	15	7814	1656	1.132	1.004	34.214	524.003	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	179	20	7620	1683	1.104	1.020	16.884	234.344	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	158	21	7587	2053	1.100	1.244	12.474	157.948	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	143	18	7735	1899	1.121	1.151	31.904	315.296	F	F	YES	YES		
WB	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	73	8	8069	1382	1.169	0.838	26.950	285.603	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		61	0	10199	0	1.478		16.664		F					
	Bird Av.	SR 87	4	1	6900	1650	9835		1.425		10.475	48.994	44.577	52.097	36.771	0.000	F		55	0	9890	0	1.433		36.977		F					
	SR 87	Bird Av.	4	1	9200	1650	9663		1.050		2.626	30.603	35.366	57.294	63.151	0.000	F		66	0	9729	0	1.058		63.583		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		73	0	9503	0	1.033		22.345		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	85	12	7098	1380	1.029	0.836	48.630	354.538	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	169	25	6114	1139	0.886	0.690	21.171	152.143	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	194	21	7429	1078	1.077	0.653	12.810	101.422	D	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	210	29	6835	1170	0.991	0.709	28.178	155.209	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	170	23	6524	1137	0.946	0.689	23.689	137.661	E	B				
	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	128	19	6123	1119	0.887	0.678	17.974	136.426	D	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	158	19	6419	1052	0.930	0.638	22.779	129.542	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	131														

Table G15. Background Freeway LOS with Occupied/Re-tenanted Mall Alternative – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Background AM														AM Project Trips		Background with Occupied/Re-tenanted Mall Alternative AM									
				Lanes		Capacity		AM Volume		AM V/C		AM Speed (mph)				AM Density		AM LOS		MF	HOV	AM Volume with Alternative		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	HOV
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	0	0	6115	1754	1.329	1.063	77.826	231.373	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	0	0	4933	1754	1.072	1.063	48.541	231.154	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	0	0	5003	1754	1.088	1.063	76.234	248.922	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	0	0	5370	1993	1.167	1.208	149.645	52.200	F	F				
		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	3	1	5190	1879	1.128	1.139	123.103	84.436	F	F				
		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	2	0	5001	1216	1.087	0.737	22.166	375.908	F	C				
	SB	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	2	0	4830	1305	1.050	0.791	36.411	755.738	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	2	0	5126	1305	1.114	0.791	44.054	130.136	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	2	0	4595	1264	0.999	0.766	31.385	289.456	E	C				
		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	2	0	2996	1264	0.651	0.766	25.459	308.336	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	2	0	4050	1004	0.880	0.608	18.414	513.542	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	3	0	3117	1347	0.678	0.816	39.991	106.315	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	0	0	3532	1349	0.768	0.818	49.483	57.986	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	0	0	3062	943	0.666	0.572	26.860	249.670	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	0	0	2093	943	0.455	0.572	16.257	206.689	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	0	0	3959	943	0.861	0.572	26.664	261.843	D	A						
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4509		0.653			44.413	44.413		33.841		B		1		4510		0.654		33.849		B					
		Lark Av.	SR 85	3		6900		4521		0.655		28.573	56.861	46.822		19.311		B		1		4522		0.655		19.316		B					
	SB	SR 85	Lark Av.	2		4400		4371		0.993		26.191	27.972	27.609		52.773		E		1		4372		0.994		52.785		E					
		Lark Av.	Saratoga Av.	2		4400		4591		1.043		28.729	28.729	28.729		79.902		F		1		4592		1.044		79.920		F					
I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		8045		0.874			35.918	35.918		55.996		D		5		8050		0.875		56.031		D					
		Page Mill Rd.	La Barranta Rd.	4		9200		6940		0.754			47.200	47.200		36.759		C		8		6948		0.755		36.801		C					
		La Barranta Rd.	El Monte Rd	4		9200		6940		0.754			47.200	47.200		36.759		C		8		6948		0.755		36.801		C					
		El Monte Rd.	Magdalena Av.	3		9200		6175		0.671		64.819	39.362	40.967		37.683		B		12		6187		0.673		37.756		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	14	1	4870	788	0.706	0.478	37.672	55.226	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	17	2	6529	959	0.946	0.581	44.914	224.769	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	22	2	5723	577	0.829	0.350	29.464	92.276	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	20	3	5638	607	0.817	0.368	52.979	61.534	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	18	3	5567	568	0.807	0.344	28.835	111.057	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	21	4	6458	616	0.936	0.373	38.805	50.753	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	20	3	6679	735	0.968	0.445	50.663	41.242	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	18	3	5788	646	0.839	0.392	33.047	79.845	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	10	1	5728	1084	0.830	0.657	26.084	239.409	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		8	0	8002	0	1.160		27.473		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		7	0	5938	0	0.861		19.346		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		10	0	9722	0	1.057		45.684		F						
	Bird Av.	Meridian Av.	5	1	9200	1650	10270		1.116		28.106	41.668	40.241	25.892	42.536	0.000	F		11	0	10281	0	1.118		42.581		F						
	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	13	1	8405	1630	1.218	0.988	63.686	417.758	F	E					
	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	24	4	6710	1706	0.972	1.034	91.313	146.371	E	F					
	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	27	4	7861	1506	1.139	0.913	82.667	98.615	F	E					
	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	29	5	7570	2038	1.097	1.235	51.144	189							

Table G16. Background Freeway LOS with Occupied/Re-tenanted Mall Alternative – PM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Background PM														PM Project		Background with Occupied/Re-tenanted Mall Alternative PM									
				Lanes		Capacity		PM Volume		PM V/C		PM Speed (mph)				PM Density		PM LOS		PM Project Trips	PM 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		
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	0	0	4925	533	1.071	0.323	58.665	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	0	0	2818	533	0.613	0.323	320.174	227.695	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	0	0	3565	533	0.775	0.323	94.661	245.198	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	0	0	4721	814	1.026	0.493	10.587	65.895	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	28	5	4452	818	0.968	0.496	22.931	101.968	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	17	2	4066	601	0.884	0.364	113.454	431.192	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	13	1	4211	717	0.915	0.435	258.777	914.856	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	10	1	4448	717	0.967	0.435	40.629	157.537	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	10	1	4831	1635	1.050	0.991	50.088	527.314	F	E				
		W. Homestead Rd.	I-280	2	1	4600	1650	3245	1634	0.705	0.990		14.275	14.275	2.911	113.660	561.363	C	E	12	2	3257	1636	0.708	0.992	114.081	562.051	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	16	2	6896	2106	1.499	1.276	102.875	1074.331	F	F				
		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	8.727	18.518	186.663	F	E	31	5	5029	1634	1.093	0.990	18.633	187.236	F	E				
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4429		0.642			94.321	94.321		15.652		B		5		4434		0.643		15.670		B					
		Lark Av.	SR 85	3		6900		4832		0.700		1.853	12.797	10.055		96.110		C		6		4838		0.701		96.230		C					
	SB	SR 85	Lark Av.	2		4400		5848		1.329		14.320	54.271	46.195		42.198		F		6		5854		1.330		42.242		F					
		Lark Av.	Saratoga Av.	2		4400		4826		1.097			253.130	253.130		9.533		F		5		4831		1.098		9.543		F					
I-280	EB	Alpine Rd.	Page Mill Rd.	4		9200		6896		0.750			136.761	136.761		12.606		C		17		6913		0.751		12.637		C					
		Page Mill Rd.	La BARRANCA Rd.	4		9200		9608		1.044			224.906	224.906		10.680		F		29		9637		1.048		10.712		F					
		La BARRANCA Rd.	El Monte Rd.	4		9200		9608		1.044			162.059	162.059		14.822		F		29		9637		1.048		14.866		F					
		El Monte Rd.	Magdalena Av.	3		9200		9645		1.048		3.255	99.654	92.992		25.930		F		44		9689		1.053		26.048		F					
		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	51	4	6483	551	0.940	0.334	6.457	45.980	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	64	5	8274	746	1.199	0.452	19.333	191.382	F	A				
		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	80	6	7706	1765	1.117	1.070	23.289	338.848	F	F	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	69	8	7448	1770	1.079	1.073	18.981	250.202	F	F	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	166	18	7834	1659	1.135	1.005	34.302	524.952	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	204	23	7645	1686	1.108	1.022	16.939	234.761	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	180	24	7609	2056	1.103	1.246	12.510	158.179	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	164	20	7756	1901	1.124	1.152	31.991	315.628	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	83	9	8079	1383	1.171	0.838	26.983	285.809	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		69	0	10207	0	1.479		16.677		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		62	0	9897	0	1.434		37.003		F					
	SR 87	Bird Av.	4	1	9200	1650	9663		1.050		2.626	35.366	30.603	57.294	63.151	0.000		F		57	0	9720	0	1.057		63.524		F					
	WB	Bird Av.	Meridian Av.	5	1	9200	1650	9430		1.025		6.798	77.019	70.880	39.197	22.174	0.000		F		63	0	9493	0	1.032		22.322		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	74	10	7087	1378	1.027	0.835	48.555	354.024	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	146	22	6091	1136	0.883	0.688	21.091	151.742	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	168	19	7403	1076	1.073	0.652	12.765	101.234	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	182	26	6807	1167	0.987	0.707	28.063	154.811	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	149	20	6503	1134	0.942	0.687	23.613	137.298	E	B				
		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	75	11	6070	1111	0.880	0.673	17.819	135.451	D	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	83	10	6344	1043	0.919	0.632	22.513	128.433	E	B				

Table G17. Cumulative Freeway LOS with Proposed Project – AM Peak Period

Freeway	Direction	From	To	Segment Characteristics				Cumulative AM														AM Project Trips		Cumulative with Proposed Project 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	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	32	6	6450	1974	1.402	1.196	143.151	48.117	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	51	0	5110	1966	1.111	1.192	60.714	47.922	F	F	YES			
		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	49	19	5206	1982	1.132	1.201	116.940	48.312	F	F	YES	YES		
		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	64	26	5570	2254	1.211	1.366	242.675	78.210	F	F	YES	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	185	0	5437	2044	1.182	1.239	202.355	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	22	6	5215	1380	1.134	0.836	26.534	22.671	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	21	0	4945	1453	1.075	0.881	42.091	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	16	0	5245	1454	1.140	0.881	52.231	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	43	13	4745	1482	1.032	0.898	37.173	25.147	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	74	0	3030	1467	0.659	0.889	26.017	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	98	0	4368	1085	0.950	0.658	23.220	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	39	0	3178	1482	0.691	0.898	44.335	25.242	B	D				
SR 17	NB	Saratoga Av.	Lark Av.	3		6900		4659		0.675			37.340	37.340		41.591		B		23		4682		0.679		41.796		B					
		Lark Av.	SR 85	3		6900		4572		0.663		27.498	46.069		55.941	46.069		19.848		B		30		4602		0.667		19.979		B			
		SR 85	Lark Av.	2		4400		4752		1.080		14.127	13.860	13.913		113.850		F		11		4763		1.083		114.114		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		80		8386		0.912		81.300		E					
		Page Mill Rd.	La Barranta Rd.	4		9200		7012		0.762			41.115	41.115		42.636		C		134		7146		0.777		43.451		C					
		La Barranta Rd.	El Monte Rd.	4		9200		7012		0.762			41.115	41.115		42.636		C		134		7146		0.777		43.451		C					
I-280	EB	El Monte Rd.	Magdalena Av.	3		9200		6219		0.676	64.810	29.484	31.526		49.317		B		206		6425		0.698		50.951		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	216	42	4937	985	0.716	0.597	41.520	15.379	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	275	47	6823	1158	0.989	0.702	65.265	18.551	E	C				
		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	367	36	5942	618	0.861	0.375	35.620	9.748	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	312	31	5812	654	0.842	0.396	66.828	12.893	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	97	10	5831	606	0.845	0.367	34.484	10.607	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	121	12	6619	658	0.959	0.399	46.176	12.534	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	109	11	6703	793	0.971	0.481	48.374	16.383	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	98	10	5768	691	0.836	0.419	30.065	12.124	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	44	10	6033	1313	0.874	0.796	30.434	23.828	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	35	6	7880	1391	1.142	0.843	26.650	26.058	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	31	6	5998	1111	0.869	0.673	20.101	19.109	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	115	21	10029	1871	1.090	1.134	57.935	53.110	F	F	YES	YES		
		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	127	24	10781	2078	1.172	1.259	61.076	80.258	F	F	YES	YES		
I-880	NB	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	162	39	8974	2157	1.301	1.307	124.480	97.615	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	312	90	7002	2041	1.015	1.237	143.646	67.402	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	367	80	8201	1801	1.189	1.092	126.450	43.336	F	F	YES	YES		
	SB	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	403	94	7983	2250	1.157	1.364	88.546	60.952	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	323	76	7756	2180	1.124	1.321	73.146	56.024	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	80	19	7321	1987	1.061	1.204	117.460	51.917	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	99	23	7529	1851	1.091	1.122	53.587	32.057	F	F				

Appendix H:

Approved and Pending Developments

Upcoming Projects in Cupertino, December 2017

Project Name	Location/Uses	Additional Description	Tentative Time Frame/Status
Main Street (Sandhill Properties)	NW of Tantau/SCB (Mixed Use)	<ul style="list-style-type: none"> ❖ 180 room hotel, 260Ks.f. office, up to 130.5Ks.f. retail and 120 apt units. ❖ List of retailers: Lazy Dog, Philz Coffee, Eureka!, Alexander's, Pieology, Rootstock, 85 Degrees, Capezio, Howard's Shoes, Oren's Hummus, Panino Giusto, Meet Fresh Tea Chansii, AT&T, Chef Hung, Target, Meriwest, Pressed Juicery 	<ul style="list-style-type: none"> ❖ Hotel and apartments estimated to be completed by Nov/Dec 2017 ❖ Hai Di Lao building permits issued ❖ PC Approved Orange Theory early hours CUP on 09/12/17 (scheduled to open in February) ❖ Hotel opened 10/24/17
AT&T Wireless	21060 Homestead Rd (Office Bldg)	DP, ASA & Height EXC for a 75 foot mono-eucalyptus	<ul style="list-style-type: none"> ❖ Application filed 10/26/11. ❖ Application on hold at applicant request.
Nineteen800 (Rosebowl)	N. Wolfe/ Vallco Pkwy (Mixed use)	Residential (204 units) and retail (45Ks.f.).	<ul style="list-style-type: none"> ❖ Tenants: Vitality Bowls, Kula Sushi, Doppio Zero, The Kebab Shop, Icool In2 Ice Cream, Atlas Health, Nosh Café, Steins (open) ❖ Stouts building permits under review ❖ Boiling Point, Jin Tea Shop, and Koja Kitchen building permits issued
Prometheus – Clubhouse	Biltmore (Res.)	DP & ASA to allow demolition and reconstruction of a clubhouse and 7 apts.	<ul style="list-style-type: none"> ❖ PC approved project on 05/27/14. ❖ Final for Studio Apartments and Common Area
Foothill Live/Work	10121 N Foothill Blvd	DP, ASA, Z, TM, and TR to construct 6 townhomes (5 w/ detached work spaces)	<ul style="list-style-type: none"> ❖ PC recommended approval on 4/22/14. CC approved on 05/20/14. ❖ Construction ongoing. Expected completion in Fall 2017
Hyatt House (Vallco – behind JC Penney)	S-W of I-280 & Wolfe Rd (Hotel/Restaurant/Bar)	148-room hotel with restaurant and bar and conference room space	<ul style="list-style-type: none"> ❖ Building permits for site work, podium and hotel issued. ❖ Construction started
Verizon Wireless	10300 Torre Avenue (Wireless facility)	DP, ASA & Height EXC for a new wireless facility	<ul style="list-style-type: none"> ❖ Appeal of PC decision denied by CC on 10/06/15. ❖ Lease approved by CC on 01/19/16 ❖ Facility is active
GPA Authorization	City-wide	Proposed procedures for process of GPA applications www.cupertino.org/gpaauthorization	<ul style="list-style-type: none"> ❖ Project plans posted at: www.cupertino.org/gpaauthorization ❖ GPA Authorization for Cupertino Hotel (Goodyear Tires Site) and Cupertino Village Boutique hotel ❖ CC tentatively scheduled for 01/16/17 for The Oaks GPA Authorization resubmittal

Project Name	Location/Uses	Additional Description	Tentative Time Frame/Status
Economic Development Strategic Plan (EDSP)	City-wide	<ul style="list-style-type: none"> ❖ Research and develop criteria for converting underutilized retail space to incubator or co-working uses ❖ Research the potential to establish a Makers Space/Innovation District ❖ Research and develop policies for regulating mobile services (goods and services sold from a truck) in Cupertino. 	<ul style="list-style-type: none"> ❖ Expected outreach meetings with stakeholders to begin in Fall.
Apple	NE of Pruneridge & Wolfe Rd (Office/R&D)	Replace 2.6Ms.f. with 3.4M s.f.: 2.82M s.f. office, 1,000 seat auditorium, Fitness Center & Parking & 600Ks.f. R&D offices.	<ul style="list-style-type: none"> ❖ Phase 1: TCO for A1 wedge levels B2, B1, L1, L2, L3 and L4 ❖ Phase 2 construction underway. ❖ TCO for Visitor Center, Theater, Tantau Reception, Tantau 9 & 10 ❖ Tantau bridge improvements completed, pending Public Works Review ❖ Expected occupancy in Winter
Foothill Apartments	10310 N. Foothill Blvd.	Construct 15 apartment units at an existing vacant residentially zoned site.	<ul style="list-style-type: none"> ❖ Building permits issued
The Hamptons (HE site)	10900 & 10950 Pruneridge Ave	Replace 342 apartment units with 942 apartment units	<ul style="list-style-type: none"> ❖ CC approved on 07/05/16 ❖ Draft Relocation Plan in Progress ❖ Project on hold by Applicant
Marina Plaza (HE site)	10118-10122 Bandley Street	188 apartment units, with approximately 22,600 s.f. of retail, and a 122 room hotel	<ul style="list-style-type: none"> ❖ CC approved on 09/06/16
Vallco Mall (HE site)	10123 N. Vallco Vallco Shopping District	Adopt a Specific Plan for the Vallco Shopping District	<ul style="list-style-type: none"> ❖ Visit www.cupertino.org/vallco for updates ❖ On 10/04/17, Sand Hill Properties letter sent to reactivate application for the redevelopment of the Vallco Mall site ❖ On 11/21/17, the City authorized contracts to begin work on the Vallco Specific Plan
Target Remodel	20745 Stevens Creek Blvd.	ASA to allow exterior modification, site and landscape improvements	<ul style="list-style-type: none"> ❖ PC approved on 09/27/16 ❖ Preliminary remodel revision under review
The Forum	23500 Cristo Rey Drive	DP and ASA to allow additions and renovations to the existing care retirement facility	<ul style="list-style-type: none"> ❖ Project under review ❖ EIR Draft in progress
Marijuana Ordinance	Citywide	MCA to establish regulations in the Municipal Code regarding medicinal and adult use marijuana.	<ul style="list-style-type: none"> ❖ PC recommended approval of the ordinance on 11/14/17 ❖ CC scheduled for 12/05/17

City of Santa Clara Approved and Pending Developments (January 2018)

Project Name	Location/Uses	Description	Status	Project Size
Bowers Avenue Office Campus (Sobrato)	3000 Bowers Avenue, Santa Clara, CA	The Bowers Avenue Office Campus project consists of the construction of two office buildings, one commons building, a parking structure; surface parking, landscaping along with general site improvements. This project also involves the demolition of an existing 100,042 sq.ft. two-story office building on the project site.	Approved	300,000 sq ft of office space
City Place Santa Clara	5155 Stars & Stripes Drive, Santa Clara, CA	Occupancy Date: 2020	Approved	
Cobalt Apartments (Prometheus)	50 Saratoga Avenue Santa Clara, CA 95050	4-story apartment building, 5.5-level parking garage	Completed	222-unit apartment project
The Gallery at Central Park (Prometheus)	900 Kiely Boulevard Santa Clara, CA	2015-2018; North apartment structure constructed. Nearly 50% of units leased. South tower under construction. First 11 single family homes to close by end of March 2015. Row homes and Townhomes under construction. 50% occupied	Completed - Not fully occupied	793 Multifamily homes (2-4 stories)
Villas on the Boulevard (SummerHill Apartment Communities)	2611-2655 El Camino Real Santa Clara, CA	The project is under construction and will consist of a 186 unit for-rent apartment building which would include 112 one-bedroom units and 74 two-bedroom units. The parking will be provided within a single level parking structure that would be partially below grade and located under the building, along with a small surface parking lot to the east end of the site. This is a residential project located along El Camino Real adjacent to the Camino Collection and McWhorter's Village Shopping Centers to the west with Moonlight Shopping Center to the south.	Completed	186 apartment units
Gateway Village (Essex Property Trust)	3610 and 3700 El Camino Real Santa Clara, CA	Mixed Use Master Development with housing, retail, a parking garage and open space	Under Construction	476 Residential Units, 108,600 sq ft of retail
Lawson Lane Office Campus (Sobrato)	2215 and 2225 Lawson Lane Santa Clara, CA	This approved project consists of phased construction of an office campus development with structured and surface parking, landscaping and site improvements. Upon full build-out, the corporate campus would provide 648,116 square feet of office/commons space and 2,948 parking spaces. Phase 1 construction was completed in 2013 and consists of two 153,450 sq.ft., five-story office buildings, a five-level parking garage with attached 17,158 sq.ft. commons building, surface parking lots, landscaping, and site improvements. Phase 2 development is pending and includes construction of two 153,450 sq.ft., five-story office buildings, 17,158 sq.ft. with attached commons building, four-level parking garage, surface parking lot, landscaping and site improvements.	Phase 2 Under Construction	two 153,450 sq.ft., five-story office buildings, 17,158 sq.ft. with attached commons building
Madison Place (SiliconSage Builders)	1460 Monroe Street Santa Clara, CA	The Madison Place project proposes the development of a 4-story mixed use building including 2 one-bedroom units, 18 two-bedroom units, 8 three-bedroom units, with first level retail (5,530 square feet) and office space (1,460 square feet).	Under Construction	638,958 square feet of office and commons space 28 Housing Units / 5,530 sq. ft. retail / 1,460 sq. ft. office

NVIDIA	2600, 2800 San Tomas Expressway 2400 Condensa Street Santa Clara, CA	The San Tomas Business Park Campus Project (NVIDIA Campus Redevelopment) amended the design concept of a previously-approved office campus development project. The City Council approved this amended design concept on July 2, 2013.	Under Construction	1,950,000 sq ft of office space
Santa Clara Square - Residential/Mixed-Use (The Irvine Company)	2600-2016 Augustine Drive (Multiple Addresses on Augustine, Montgomery, Scott, Coronado and Octavious) Santa Clara, CA	The project proposes an infill, mixed-use residential development project that would consist of approximately 2,200 rental apartment units that would be developed in 8 apartment complexes located between Bowers Avenue and San Tomas Aquino Creek. The project includes parking garages as part of each residential complex. The retail component of the proposed apartment neighborhood will add approximately 40,000 sf of retail to the previously approved 125,000 sf adjacent retail center. The project also includes approximately 4,500 sf of leasing space, and approximately 38,000 sf of amenity space.	Under Construction	See TIA 40,000 sf of retail 2,200 rental apartment units 4,500 sf of leasing space, and approximately 38,000 sf of amenity space
Stevens Creek Boulevard Office Campus (Peery Arrillaga)	5407 and 5409 Stevens Creek Boulevard Santa Clara, CA	The Stevens Creek Office Development project includes phased construction of two six-story office buildings totaling 295,000 sq.ft. a five-story parking structure and one-level below grade parking garage. Phase 1 was completed in 2014 and included construction of 187,000 sq.ft. of office development on the site. Phase 2 construction of the remaining 147,500 sq.ft. is pending. The total project includes landscaping and site improvements in conjunction with demolition of the former IHOP Restaurant.	Under Construction	147,500 sq.ft. office
SummerHill Housing Group Lawrence Station Project	3505 Kifer Road Santa Clara, CA 95051	Construction of a 988 dwelling unit development consisting of approximately 35,225 sq. ft. of retail space and approximately 4,000 sq. ft. of amenity space.	Under Construction	988 dwelling unit 35,225 sq. ft. of retail space and approximately 4,000 sq. ft. of amenity space
Westfield Valley Fair Mall Expansion	2855 Stevens Creek Boulevard Santa Clara, CA 95050	Three-story, 98,000 square foot addition to the Westfield Valley Fair Mall. The project proposes a new movie theater, retail space, re-circulated parking, and landscaping. The Project also includes a new 16,000 square foot bank at the south of the property adjacent to Stevens Creek Boulevard.	Approved	98,000 sq ft expansion of retail space
1627 Monroe Street Residential Project	1627 Monroe Street Residential Project		Approved	3 DU
967 Warburton Avenue Residential Project	967 Warburton Avenue, Santa Clara, CA 95050		Approved	4 DU
Saratoga Avenue Condominiums (SiliconSage Builders)	555 Saratoga Avenue Santa Clara, CA	Three-story condominium project consisting of 13 units. Approved by City Council on September 10, 2013.	Completed	13 units

Saratoga Avenue Residential Project	166 Saratoga Avenue Santa Clara, CA	The Saratoga Avenue residential project will construct a new 33 townhome complex	Completed	33 Townhomes
1055 Helen Avenue Residential Project	1055 Helen Avenue Santa Clara, CA 95051	Subdivision of property for development of four single-family townhomes and a private street.	Under Construction	4 DU
1525 Alviso Street Residential Project	1525 Alviso Street Santa Clara, CA 95050	Subdivision of property to create a 40-unit three-story townhouse-style development.	Under Construction	40 DU
1890 El Camino Real Residential Project	1890 El Camino Real Residential Project	1890 El Camino Real Residential Project	Under Construction	58 DU
1890 El Camino Real Residential Project	3023 Homestead Road Santa Clara, CA 95051	Relocation and preservation of an existing historic house on the property, and construction of three additional two-story houses.	Under Construction	4 DU
917 Warburton Avenue Residential Project	917 Warburton Avenue Santa Clara, CA 95050	Construction of six, two-story single family detached homes.	Under Construction	6 DU
Camino Main Place	1480 Main Street Santa Clara, CA	Camino Main Place is a mixed use project with 12 two-bedroom market rate apartments and approximately 1,000 square feet of ground-floor commercial retail/office space.	Under Construction	12 residential units, 1,000 square feet of retail/commercial space
Downtown Gateway (SiliconSage Builders)	1313 Franklin Street Santa Clara, CA	The project entitlements included a General Plan Amendment from Community Mixed Use to Regional Mixed Use, Rezoning from Community Commercial (CC) and General Office (OG) to Planned Development (PD), Tentative Subdivision Map, and Mitigated Negative Declaration. The project consists of 14,477 sq ft of ground floor retail, 44 (18 one-bedroom, 6 two-bedroom, 8 three-bedroom, 10 three-bedroom and 2 four-bedroom) condominium units	Under Construction	44 residential condominiums and 14,477 sq ft of retail space
Monticello Village (The Irvine Company)	3515-3585 Monroe Street Santa Clara, CA	The Monticello Village project consists of 825 apartment units, and includes approximately 43,849sf of retail space and 16,392sf of amenity space. The proposed small-format grocery store, free standing restaurant, and additional retail space for neighborhood commercial, access driveways, and small surface parking lot to serve the commercial uses would be located along the length of the site frontage on Monroe Street. The podium level of the residential complex would include landscaped walkways and paseos, courtyards, two 25-yard short-course swimming pools, and other recreational amenities.	Under Construction	825 apartment DU 43,849 sf of retail space 16,392 sf amenity space
Santana Terrace Senior Apartments Project	100 N. Winchester Boulevard Santa Clara, CA 95050	Demolition of existing three-story office building and construction of four-story, 92-unit senior living apartment in two buildings.	Under Construction	92 senior DU
Scott Boulevard Office Campus (Menlo Equities)	3333 Scott Boulevard Santa Clara, CA	Existing entitlements for the Scott Boulevard Office Campus allow 735,000 square feet of office space in five, four-story office buildings. An application to revise the project is under review and proposes a Variance and Tentative Parcel Map to allow an increase to a total building square footage of 1,350,713, developed in up to six, 12-story buildings with a total of 4,345 surface and garage parking spaces. The revised proposal will include adoption of a Final Supplemental Environmental Impact Report. Occupied Summer 2016	Under Construction	1,350,713 sf of office space

Stevens Creek Subaru	3209, 3215, 3229 Stevens Creek Boulevard Santa Clara, CA 95117	Demolition of two existing commercial buildings to construct a 45,778 sq. ft., two-story car dealership and service shop with an attached 100,152 sq. ft. three-level parking garage structure.	Under Construction	45,778 sq. ft., two-story car dealership
True Life	3305 Kifer Road Santa Clara, CA 95051	Construction of 45 dwelling units.	Under Construction	45 DU
Mariani's Inn, Residences & Senior Living Project	2500 El Camino Real Santa Clara, CA 95051	Up to 392 multi-family and senior residential units and approximately 221,417 square feet of commercial space The project proposes to demolish several existing commercial and residential structures on a 7.14-acre property located on two city blocks and construct a new mixed-use project within the City of Santa Clara. The proposed project includes demolition of approximately 102,348 square feet of existing commercial and residential buildings and construction of up to 392 multi-family and senior residential units and approximately 221,417 square feet of commercial space. The commercial space would include an approximately 311-room hotel, as well as an approximately 8,000-square-foot restaurant and up to 22,000 square feet of ancillary uses (i.e., spa, fitness center, and meeting rooms). The project will be phased as part of a Development Agreement with Phase I anticipated to occur upon project approval and Phase II anticipated to be implemented approximately five years later.	Pending	392 multi-family/senior living 221,417 square feet of commercial space
Midtown Village (Summerhill Homes)	90 N Winchester Boulevard Santa Clara, CA	New subdivision of 110 single family homes, 165 affordable senior housing units, and one-acre public park. Phase one of project has been completed. Phase two of project is pending review. Single-Family homes 100% occupied; Senior Housing RFP issued on 2/27/15 by City of Santa Clara; 1 acre public park now open	Pending	165 affordable senior units

**TIA Land Use Data
12/8/2017**

TIA Information based on

Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Commercial	2017-7471	101 E. Hendy Ave.	N. Murphy Ave.	To allow an approximately 1400 sq. ft. expansion of the existing pet clinic that involved demolition of the existing unpermitted section and addition of a second story. The applicant is requesting various deviations including required front yard, parking, landscaping, etc.	3430 sq. ft.	Commercial	4830 sq. ft.	Commercial	SDP	Comments Provided	PRC comments provided on 7/5/17.		
Commercial	2017-7633	1010 Sunnyvale-Saratoga Rd.	E. Remington Dr.	Allow construction of a 18,600 sq. ft. commercial building for child care use (240 children)	0 sq. ft.	Vacant	18,600 sq. ft.	Child care with 240 children	ER SDP	Approved	Approved by PC on 11/27/17.		
Commercial	2017-7698	1040 Sunnyvale-Saratoga Rd.	E. Remington Dr.	A new 3,180 sq.ft. convenience store and trash enclosure for an existing fueling station	1,175 sq. ft.	fueling station	3,180 sq. ft.	fueling station with convenience store	SDP	Comments Provided	PRC comments provided on 9/20/17. Resubmitted. Pending Comments.		
Commercial	2015-7262	1080 Stewart Drive	Lawrence Expressway	Redevelop a hotel site (Residence Inn) resulting in a total 357 guest rooms. The new 7-story building will contain 133 rooms (24 of the 248 existing guest rooms are to be demolished, resulting in a net increase of 109 rooms).	248 Room	Hotel	357 Room	Hotel	UP	Approved	Approved by Planning Commission on 3/14/16 Building Permit active	Plan Check Pending	
Commercial	2017-7748	1100 N. Mathilda Ave.	Innovation Way	Sheraton Sunnyvale Hotel - Existing 173 room hotel (Remove 77, renovate 96 and construct new 262 rooms) to be a 358 room hotel with 46,070 s.f of amenities areas (22,900 s.f. of meeting space, 16,171 s.f. of food and bev, 7,000 s.f. of spa) in new buildings including a new 10-floor hotel tower and a 2-level parking structure; and other site modifications including landscaping and circulation.	173 Room	Hotel	358 Room	Hotel	PR	Comments Provided	PRC comments provided on 10/4/2017		
Commercial	2014-7488	1101 Elko Dr.	Lawrence Station Rd	Allow a 51 unit room hotel and Variance from front setback requirement	N/A	Vacant	51 Room	Hotel	UP VAR ER	Approved	Approved by Planning Commission on 11/10/14	Plan Check Pending	
Commercial	2016-7521	1120 Innovation Way	N. Mathilda Ave.	Moffett Park Major Special Development Permit for the redevelopment of a former fire station site to a new 7-story, 113,550 sq. ft. hotel with 180 rooms including a 4,500 s.f. restaurant area.	5,300 sq. ft.	Fire station	180 4,500 sq. ft.	Hotel Rooms Restaurant	SDP	Comments Provided	PRC comments provided on 6/29/16. PRC comments provided on 7/5/17. PC study session 8/14/17. PRC comments provided on 11/15/17.	Building Permits active	
Commercial	2015-7459	1235 Bordeaux Dr.	Java Dr.	Major Moffett Park Special Development Permit to demolish an existing 41,832 sq. ft. one-story industrial building and construct two new hotels on the same site - 8-story, 164-room AC Hotel and 8-story, 186-room Courtyard Marriott Hotel with a detached three-and-a-half level, above grade parking structure. Miscellaneous Plan Permit #2017-7587 proposes minor architectural changes for the hotels and parking garage and associated height increase, room count distribution (reflected in above numbers), lot coverage increase to 45%, and various landscaping changes.	41,832 sq. ft.	Industrial	350 (200 + 150)	Two hotel buildings	SDP ER	Approved	Approved by Planning Commission on 11/23/15. Building Permit under review	Plan Check Pending	
Commercial	2015-8116	1313 S. Wolfe Rd.	E. Fremont Ave.	Construct a new 8,973 s.f. two-story retail auto parts store (Auto Zone) and associated parking lot and landscaping improvements on a vacant lot	Vacant		8,973 sq. ft.	Retail	SDP	Comments Provided	On hold		
Commercial	2016-7438	150 Aries Way	Altair Way	Specific Plan Amendment, rezone, environmental review to consider amending the Downtown Specific Plan (DSP) land use designation from high density residential to retail and office, as well as increase the allowable height from 85 feet to 111 feet. Including a proposal for a 104,440 s.f. seven story building with underground parking resulting in a 4.75 FAR and a request for an exception from the parking standard by providing 232 spaces and valet service where 314 spaces are required.	18,448 sq. ft. 20	Commercial Residential	104,440 sq.ft.	Office/Retail	ER GPA RZ	Comments Provided	PRC comments provided on 11/15/17 Environmental Review pending as part of 4-project DSP amendment		
Commercial	2017-7137	150 Lawrence Station Rd.	Kifer Rd.	Allow an expansion of an existing Costco gas station (from 20 existing pumps to 30 pumps), including modifications to the existing parking lot and landscaping.	20	fuel pumps in an existing gas station	30	fuel pumps (10 additional from existing)	UP	Pending Review	Deemed complete. Comments provided on 10/2/2017. TOA complete.		
Commercial	2015-7382	250 E. Java Dr.	Borregas Dr.	Major Moffett Park Special Development Permit for a new 5-story hotel with 180 guest rooms and 6,000 SF of ground floor retail.	19,874 sq. ft.	Shopping Center	180 guest rooms and 6,893 sq. ft.	Hotel Rooms Retail	SDP ER	Comments Provided	Study session scheduled for 12/11/2017.		

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12/8/2017**

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Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Commercial	2014-7659	590 W. El Camino Real	S. Mathilda	Demolition of an existing auto repair and sales facility and allow an 85-room hotel.	2,000 sq. ft.	Auto Repair	85 Room	Hotel	SDP ER	Approved	Approved by PC on 5/22/17. Appeal going to City Council on 9/26/17. Appeal withdrawn.		
Commercial	2013-7608	696 N. Mathilda Ave.	San Aleso	Combine two parcels, demolish existing structures and construct a 4,387 sq. ft. restaurant with drive thru.	1,650 sq. ft. 9,800 sq. ft.	Auto Repair Vacant blg.	4,387 s.f.	Restaurant with drive-thru	SDP	Approved	Approved by Planning Commission on 11/7/16. Submitted for Building Permits.	Plan Check Pending	
Commercial	2012-7895	696 W. El Camino Real	Hollenbeck	New one-story commercial building with 9,836 sf (replacing Bubbles Car Wash Site).	3,800 sq. ft.	Car Wash, former gas station	9,836 sq. ft.	Retail	SDP	Approved	Under Construction	Permit Issued	3/27/2017
Commercial	2015-7303	725 S. Fair Oaks Ave.	E. El Camino Real	182 room, 5-story hotel	7782 sq. ft.	Restuarant	182 5-story	Hotel rooms	ER SDP VAR	Approved	Under Construction	Permit Issued	3/15/2017
Commercial	2014-8019	750 Lakeway Drive	Lakeside Drive	Redevelopment of a 232 room hotel with a partial demolition of 32 rooms and construction of a new 7-story hotel with 111 guest rooms (79 net new rooms) including 32 structured parking spaces and associated site modifications.	232 Room	Hotel	311 Room	Hotel	SDP	Approved	Approved by Planning Commission on 12/14/15. Building Permit active	Plan Check Pending	
Commercial	2015-7624	767 N. Mathilda Ave.	Almanor	Redevelop a commercial site with a 6-story 238-room hotel with surface parking (Hilton Garden Inn)	20,709 sq. ft.	Restaurant	236 Room	Hotel	SDP ER	Approved	Building permit active	Plan Check Pending	
Commercial	2015-7399	777 Sunnyvale-Saratoga Rd.	S. Mathilda Ave.	Allow an approximately 11,600 square foot new commercial building (grocery store) on existing commercial site. The project replaces a portion (approx. 7,600 s.f.) of the Orchard Supply Hardware building and storage area.	6,800 sq. ft.	Retail	11,600 sq. ft.	Retail	SDP	Approved	Project approved by Zoning Administrator. Project appealed to Planning Commission. Appeal denied. Appealed to the City Council, Appeal denied. Project approved on 9/13/16.	Plan Check Pending	
Commercial	2016-7898	830 E. El Camino Real	Maria Ln.	Demolish an existing single story restaurant (Crazy Buffet) and construct a new 127-unit, four-story hotel with underground parking garage on a 2.56-acre parcel.	40,831 sq. ft.	Shopping Center	127 room	Hotel	SDP ER	Comments Provided	Approved by Planning Commission 4/24/17.	Plan Check Pending	
Commercial	2017-7157	840 E. El Camino Real	Maria Lane	Combine two commercial properties and construct an approximately 10,350-square foot single-story multi-tenant commercial building (retail, office and restaurant uses) with surface parking.	4,898 sq. ft. (3,150 at 840 ECR 1,748 at 850-858 ECR)	Retail	10,350 sq. ft.	Retail	ER PM SDP	Pending Review	Resubmitted on 6/1/17. PC study session on 6/12/17. Approved by PC on 8/14/17.		
Commercial	2014-7633	861 E. El Camino Real	Wolfe	Allow a 162-room hotel (Hampton Inn), including underground parking	31,784 sq. ft. (demo)	Retail	162 Room	Hotel	SDP VAR	Approved	Approved by City Council on 4/5/16. Building Permit active.	Plan Check Pending	
Commercial	2016-7978	898 E. Fremont Avenue	S. Wolfe Rd.	Demolish and reconstruct an existing gas service station and add a new 3,725 square building consisting of a 2,398 sq. ft. covenience store and 1,327 restaurant tenant and associated site improvements.	1,154 sq. ft.	gas service station	2,398 sq. ft. 1,327 sq. ft.	convenience store restaurant	ER SDP	Comments Provided	PRC comments provided on 12/14/16.		
Industrial	2016-7212	1050 Kifer Rd.	Lawrence Expwy	Redevelop a 21.7-acre site (Intuitive Surgical), including construction of two new four-story office/R&D buildings and two parking structures resulting in 755,144 square feet and 80% Floor Area Ratio (FAR). Project includes retention of an existing one-story building and a multi-use trail, and is located within the future Lawrence Station Area Plan.	142,463 sq. ft.	Office/R&D	755,144 sq. ft.	Office/R&D	UP ER	Approved	Building permit issued for first four-story building. Parking structure building permit under review. Under Construction	Under Construction	
Industrial	2017-7092	106 Lawrence Station Rd.	Lawrence Expressway	Construct a three story storage building at an existing self-storage site for a total FAR 43% in the LSAP area.	103,475 sq. ft.	Self Storage	138,046 sq. ft. (34,571 sq. ft. added)	Self Storage	UP	Approved	Approved at ZA Hearing on 4/12/17.		
Industrial	2002-0223	1081 Innovation Way	Mathilda Ave.	New 2.43M sq. ft. office campus with 70% FAR development in a MP-TOD Zoning District. (Juniper Networks)	673,704 sq. ft.	Office R&D	2,430,000 sq. ft.	Office R&D	SDP	Approved	Two buildings completed.	Under Construction	
Industrial	2015-7275	1111 Lockheed Martin Way	Enterprise Way	Develop 47-acre parcel with five, 8-story office buildings, 4 parking structures and one amenity building for a total floor area of 1,651,795 s.f. and 80% FAR. Project includes a General Plan Amendment to modify the Moffett Park Specific Plan, Rezone to MP-TOD, Special Development Permit for site and architectural review, and an Environmental Impact Report.	924,437 sq.ft.	Industrial	1,651,795 sq.ft. Five, 8-story buildings 4 1	Office Parking structures Amenity building	EIR GPA RZ SDP	Approved	Approved by City Council on 6/14/16. Building Permit phase	Under Construction	

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Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Industrial	2012-7854	1152 Bordeaux Dr.	Mathilda	Major Moffett Park Design Review Application for 1.77 million square feet of office with parking structures and amenities building.	598,144 sq. ft.	Office R&D	1,779,554 sq. ft.	Office R&D	SDP GPA RZ ER	Approved	Approved by City Council on 12/3/13.	Under Construction	
Industrial	2015-7400	1184 N. Mathilda Ave.	Hwy 237	Allow a new 248,259 sq. ft., 5-story office/ R & D building over a 3-level parking structure attached to the building (including one-level of underground basement parking. Project includes reconfiguration of existing surface parking lot.	N/A	Surface parking lot	248,259 sq. ft.	Office R&D	SDP ER	Approved	Approved by Planning Commission on 6/28/16.		
Industrial	2017-7226	1190 Bordeaux Dr.	Moffett Park Drive	To subdivide an existing 13.9-acre parcel into three (Parcel 1- 5.37 acres, Parcel 2 - 7.98 acres, Parcel 4 - 0.94 acres) and modify the property line for existing Parcel 3. Subdivision is at the Moffett Place office development.	One parcel	13.9 acres	Three parcels:	5.37 acres 7.98 acres 0.94 acres	PM	Approved	Approved by Zoning Administrator on 6/14/17.		
Industrial	2016-7830	1190 Borregas Ave.	Humboldt Ct.	Construct a new 64,354 sq.ft. 3-story office building with a new parking lot and site landscaping, resulting in 60% FAR. Requesting development reserve and green building incentives.	32,800 sq. ft.	Industrial	64,354 sq. ft.	Office	ER SDP	Comments Provided	On Hold		
Industrial	2016-7436	1212 Bordeaux Dr.	5th Ave.	Minor Moffett Park Design Review permit to demolish an existing 79,091 sq. ft. one-story industrial building and construct a new 100,091 sq. ft. two-story office building with a partial mezzanine with a total FAR of 50%.	79,091 sq. ft.	Industrial	100,091 sq. ft.	Office (2-Story)	DR	Approved	Under Construction	Finald	10/27/2017
Industrial	2017-7886	1230 Oakmead Pkwy	Lakeside Dr.	Site and building modifications to an existing office building resulting in 23,874 net new square footage (47% FAR).	142,265 s.f.	Office	166,139 s.f. (23,874 s.f. net new)		SDP	Comments Provided	PRC comments provided on 11/29/2017		
Industrial	2011-7759	1240 Crossman Ave.	E. Java Dr.	Expansion of the NetApp campus (Site 2) utilizing the green building bonus to enable 80% FAR for a total of 554,082 s.f. Two 4-story buildings (12 and 14) and a 5-level parking garage would be built. Two existing buildings (10 & 11) to remain. a total of 332,970 s.f. net new floor area.	309,906 sq. ft. (221,112 to remain 88,784 demo)	Office	554,082 sq. ft.	Office	PM SDP	Comments Provided	Comments Provided		
Industrial	2017-7316	1260 N. Mathilda Ave.	W. Java Drive	A new 60,862 sq. ft. office and manufacturing building at an existing JSR Micro site.	92,459 sq. ft.	General Industrial	153,321 (add 60,862)	General Industrial	DR	Approved	Approved by Zoning Administrator on 11/1/2017.		
Industrial	2014-7584	215 Moffett Park Drive	Borregas	Major Moffett Park Design Review to allow a new 86,400 square foot R&D building, 5,000 sq. ft. restaurant, and 3-level parking garage resulting in total of 248,460 square feet of building area on the site and 59.9% FAR with LEED Gold incentive.	157,060 sq. ft.	Office R&D	248,460 sq. ft. 5,000 sq. ft.	Office R&D Restaurant	DR ER	Approved	Building permit finalized. Project complete.	Under Construction	
Industrial	2015-7302	221 N. Mathilda Ave.	W. California Ave.	Allow redevelopment of a 4.3-acre site (former Mellow's Nursery) into a three-story office/R&D building with a four-level parking structure with partial sub-grade parking, resulting in 145, 516 square feet of floor area (80% FAR). The project includes a request for a Resource Alteration Permit for modifications to a Heritage Resource.	Mellow's Nursery	Agricultural	145,516 sq.ft.	Office	ER RAP UP Peery Park Plan Review Permit	Approved	Heritage Preservation Commission approved Alteration Permit on 12/7/16. Approved by Planning Commission on 12/12/16.	Under Construction	
Industrial	2016-7173	265 Sobrante Way	W. California Ave.	Allow a 4-story office/R&D building with a detached parking structure, resulting in 120,740 square feet and 79% floor area ratio. Project is within the Peery Park District.	45,558 sq. ft.	Industrial	120,740 s.f.	Office / R&D	ER UP	Comments Provided	PRC comments provided on 9/27/2017. PC study session on 8/28/17. PC hearing in 2018.		
Industrial	2013-7525	280 Santa Ana Ct./ 280 N. Wolfe	Arques	Allow three 6-story office buildings with a total of 777,170 sf and 30,000 sf of amenities.	258,279 sq. ft.	Industrial	777,100 sq. ft.	Office	SDP EIR TM	Approved	Under Construction Core and shell estimated for completion on 11/30/2017.	Under Construction	
Industrial	2016-7607	445 N. Mary Ave.	W. Maude Ave.	New 6-story office building, 5-level parking structure and associated site work and landscaping to an existing campus consisting of 2 4-story office buildings and one 2-level parking deck. The project will result in 100% FAR.			171,734 sq. ft.		ER UP	Comments Provided	PRC comments provided on 8/17/16. Resubmitted on 5/26/17. PRC comments provided on 7/5/17. PRC comments provided on 11/15/17.		

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Industrial	2011-7758	495 E. Java Dr.	Crossman Ave	Expansion of the NetApp campus (site 1) utilizing the green building bonus to enable 76.4% FAR and a total of 1,496,971 s.f.; previously approved buildings 5 and 6 will increase by 120,993 s.f including a fifth story. A new 4-level parking garage is also proposed.	1,169,974 sq. ft.	Office	1,496,971 sq. ft.	Office (326,997 net new sq. ft.)	PM SDP	Approved	Approved by the Planning Commission on 2/29/12. Building Permit not yet submitted.		
Industrial	2015-7256	520 Almanor Ave.	N. Mathilda Ave.	Peery Park Plan Review Permit to to construct a 207,620-sq. ft., four-story corporate/research and development (R&D) office building and a 7-level, partially underground parking structure with attached ground floor retail of up to 4,000 sq. ft. on a 4.4-acre site resulting in a total of 110% FAR. The project includes outdoor dining/recreation areas and a pedestrian/bicycle path for public use.	81,474 sq. ft.	Industrial	207,200 s.f. 4,000 s.f. 7-level, partially underground parking structure	Office building Retail	DR ER	Approved	3/6/17 PC recommended approval. CC approved on 3/28/17.		
Industrial	2011-7760	549 Baltic Way	E Caribbean	Expansion of the NetApp campus (site 3) utilizing the green building bonus to enable 60%; FAR for a total of 483,326 s.f. the site would be redeveloped with two 5-story buildings (15 &16).	285,224 sq. ft.	Office	483,326 sq. ft.	Office	PM SDP	Approved	Approved by Planning Commission on 10/22/12. No building permit submitted.		
Industrial	2011-7495	589 W. Java	N. Mathilda Ave.	Yahoo! campus expansion to add a new, 6-story 315,000 sq. ft. office building, 24,000 sq. ft. special use amenities building and one parking structure.	171,409 sq.ft.	Office	339,000 sq. ft.	Office	SDP	Approved	Approved by Planning Commission in 10/10/11. Permit extended to 10/10/18.		
Industrial	2015-7879	610 N. Mary Ave.	W. Maude Ave.	Peery Park Plan Review Permit to allow the demolition of 28 existing office/industrial bldgs totaling 768,665 sq. ft. & construction of nine three-story & three four-story office bldgs totaling 1,471,400 sq. ft.; a one-story & two, two-story amenity bldgs totaling 40,000 sq. ft.; a four-level, & three six-level above-grade parking structures; an east-west private street with public access; abandonment of Maude Ct; pedestrian and bicycle routes; & site and offsite improvements. Tentative Map to allow 28 exist lots to be merged into 7 lots.	768,665 sq. ft.	Industrial	1,471,400 sq. ft. 40,000 sq. ft.	Office Amenity Buildings	ER TM Peery Park Plan Review Permit	Approved	Approved by City Council on 6/6/17. Building permit and final map for Phase 1 under review.		
Industrial	2013-7609	615 N. Mathilda Ave.	Del Ray	Redevelop 8 parcels by combining the site into one site and construct two new 4-story office R&D buildings with a total of 330,353 s.f. (includes 13,988 s.f. amenities area) resulting in 100% FAR, and serviced by a new 5-level parking garage. The project is located in the PPSP.	109,305 s.f. (eight lot total)	Light Industrial Restaurant with drive thru R&D	316,168 sq. ft. 13,724 sq. ft.	Office Amenities Building	PPSP-PRP	Approved	Approved by Planning Commission on 12/5/16.		
Industrial	2016-7573	623 Pastoria Ave.	W. Maude Ave.	Peery Park Plan Review Permit for a new 56,817 sq. ft. three-story office building with one level of underground parking. The two existing industrial buildings totaling 23,520 sq. ft. will be demolished.	23,520 sq. ft.	Industrial	56,817 sq. ft.	Office	UP Peery Park Plan Review	Comments Provided	PC scheduled for 12/11/2017 CC scheduled for 1/23/2017		
Industrial	2015-8126	684 W. Maude Ave.	N. Pastoria Ave.	Peery Park Plan Review Permit to construct a 174,545-square foot, four-story corporate/research and development (R&D) office building and a 6-level parking structure on a 4.01-acre site resulting in a total of 100% FAR.	198,818 sq. ft.	Industrial	620,000 sq. ft.	Office R&D	ER UP TM	Complete	Approved by City Council on 4/25/17.		
Industrial	2016-7787	840 W. California Ave	N. Mathilda Ave.	Demolish 10 existing R&D office buildings totaling 623,456 sq. ft. and construct a 1,039,834 sq. ft. R&D office complex (net new: 416,378 sq. ft.) consisting of six new industrial buildings and two parking structures on a 29.4 acre site.	623,456 sq. ft.	Industrial (R&D)	1,039,834 sq. ft. (416,378 sq. ft. net new)	Industrial (R&D)	ER SDP TM	Comments Provided	Provided PRC comments on 10/12/16. Application on hold		
Industrial	2017-7802	899 Kifer Rd.	N. Wolfe Rd.	To allow a General Plan Amendment for an Industrial Intensification Designation and Rezoning from MS to MS/100% FAR.	278,689 sq. ft.	Industrial	743,457 sq. ft.	Office R&D	ER GPA RZ	Comments Provided	PRC comments provided on 10/26/2017 12/19/2017 - City Council hearing for consultant contract		
Mixed Use	2016-7882	1120 Kifer Rd.	Lawrence Expressway	Redevelop a 7.99-acre industrial property with mixed-use, including 7,400 square feet of retail and 520 apartment units (Greystar).	100,800 sq. ft.	Industrial	7,400 s.f. 520	Retail Apartments	PM SDP	Approved	Approved by Planning Commission on 12/12/16. Building permit under review.	Plan Check Pending	
Mixed Use	2015-7576	1250 Lakeside Dr.	Oakmeade Pkwy	Allow two new buildings: 1) a 6-story, 263 room hotel with an attached 3,000 sq. ft. restaurant and an attached 3-level above grade parking structure, and 2) 5-story, 250 unit apartment building over a 2-level podium parking garage. Includes an amendment to the Lakeside Specific Plan.		Vacant	263 Room 3,000 sq. ft. 250	Hotel Restaurant Apartments	ER SDP SP	Approved	Approved by City Council on 12/13/16.		

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Mixed Use	2007-0030 and 2016-7290	2502 Town Center Ln.	W. Washington Ave.	2007-0030: To allow a mixed-use project, including 292 residential units, 315,000 square feet of office use, a 200-room hotel, and 1,000,000 square feet of retail use (including : 79,094 sq. ft. cinema with 1,800 seats, existing Target (173,008 sq. ft.) and existing Macy's (177,000 sq. ft.)) in DSP Block 18 Zoning District. (Town Center) 2016-7290: Amend the Final Conditions of Approval for the Sunnyvale Town Center project, including: allowing rental housing units with a ground floor leasing office; allowing temporary parking lot and landscaping improvements at Redwood Plaza; adding allowable ground floor uses; clarifying the expiration of Special Development Permit design approvals; and updating conditions of approval to meet current City policies and standards pertaining to, but not limited to, public improvements, green building and affordable housing. 2016-7968 - Cinema plans were modified (sq. ft. increased from 60,000 sq. ft. to 79,094 sq. ft. (to include the mezzanine space not previously counted) and reduced the number of seats from 2,950 to 1,800.	350,008 sq. ft. 315,000 sq. ft.	Retail (Target & Macy's) Office (Apple & Nokia)	1,000,000 sq. ft. 315,000 sq. ft. 292 200 Room	Retail (includes existing 173,008 sq. ft. Target, 177,000 sq. ft. Macy's and 79,094 sq. ft. (1800 seat) cinema*) Office (Apple & Nokia) Apartments (for rental or ownership) Hotel * The cinema plans were modified by 2016-7968 (sq. ft. increased from 60,000 sq. ft. to 19,094 sq. ft. (to include the mezzanine space not previously counted) and decrease the number of seats from 2,950 to 1,800.	2007-0030: SDP 2016-7290: SDP 2016-7968: SDP	Approved	2007-0030: Approved by City Council on 2/6/2007. 2016-7290: Approved by Planning Commission 5/23/16.	Under Construction	
Mixed Use	2017-7379	311 S. Mathilda Ave.	W. McKinley Ave.	Redevelop commercial site (Denny's) into a five-story mixed-use building consisting of 5,000 square feet of restaurant floor area (Denny's) and 75 residential units (rental apartments) utilizing the State Density Bonus and City's Green Building Incentive.	4057 sq. ft.	Restuarant	73 5000 sq. ft.	Residential units Retail	ER SDP TM	Pending Review	TIA in progress. Secdond submittal comments provided.		
Mixed Use	2015-8110	675 Almanor Ave.	N. Mathilda Ave.	Allow a 150,651 sq. ft. four-story office/R&D building and a detached five-level and partial underground parking structure, resulting in 100% FAR and located within the Peery Park Specific Plan area. The project includes a 2,500 sq. ft. retail space on the ground floor	60,045 sq. ft.	Industrial	154,716 sq. ft.	Office R&D	ER UP	Approved	Approved by City Council 4/18/17. Modification to the parking structure reviewed at PC study session on 8/28/2017.		
Mixed Use	2015-7756	803 W. El Camino Real	Hollenbeck Ave.	49 residential units (40 apartments + 9 single family homes) 5,662 s.f. of commercial, and a 51 room expansion of the Grand Hotel	24,858 sq.ft.	Commercial	40 9 5,662 sq. ft. 51	Multi-family res units Single-family homes Commercial Hotel rooms (expansion of Grand Hotel)	ER SDP TM	Approved	Building Permit under review.	Plan Check Pending	
Mixed Use	2014-7373 (Previous 2013-7528 & 2014-7093)	871 and 895 E. Fremont Ave.	E El Camino Real	Redevelopment of a 5.49-acre site with 138 residential units (39 townhomes and 99 apartments) plus 6,934 square feet of retail/office use with surface and underground parking. Project involves Rezoning of 895 E. Fremont Ave. from C-1/ECR to R-3/ECR and preparation of an Environmental Impact Report (EIR).	2 5,600 sq. ft.	Single-family homes Medical office	39 99 6,934 sq. ft.	Townhomes Apartments Retail/Office	RZ ER SDP TM	Approved	Approved by the City Council on 12/13/16. EIR certified by the City Council on 12/13/16.		
Other	2017-7217	617 E. Evelyn Ave	S. Fair Oaks Ave.	Redevelop the Blue Bonnett Mobile Home Park (54-units) to a 62-unit townhouse development with associated site improvements (net increase of eight units).	54-unit	Mobile Home Park (Blue Bonnett Mobile Home Park)	62	Townhomes	ER SDP TM	Comments Provided	PRC comments provided on 4/19/17. Second PRC comments provided on 8/16/17.		
Public Facilities	2015-7772	460 Persian Dr.	N. Fair Oaks	Demolish a 24,014 sq. ft. one-story commercial building and construct a four-story, 66-unit affordable rental apartment building (65 affordable units and an on-site manager's residence), including a ground-level podium parking garage and associated site improvements.	24,000 sq. ft.	Commercial	65 1	Affordable housing units On-site manager residence	ER SDP	Approved	Under Construction	Under Construction	
Residential	2016-8035	1 AMD Place	E. Duane Ave.	Allow 1,076 dwelling units (136 townhomes, 651 mid-rise apartments, 289 walk up apartments) including extension of a public street, internal private streets and dedication of a 6.5 acre public park.	319,000 sq. ft.	R&D Office	136 651 289 6.5-acre	Townhomes Mid-rise apartments Walk up apartments Public park	ER RZ SDP PLR	Pending Review	Pending Review Environmental review pending		

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Residential	2016-7293	1008 E. El Camino Real	Poplar	Rezone the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real) and redevelop former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property comprising a project site of 2.1 acres into a 108-unit, 5-story mixed income (20% of units will be affordable to very low income households) rental housing complex with associated site improvements.	46 1	Mobile Homes Duplex	108	Apartments	ER RZ SDP	Approved	PC recommended approval on 6/26/17. CC approved on 7/25/17.		
Residential	2017-7453	1023 N. Fair Oaks	E. Weddell Dr.	demolish an existing approximately 7,600 s.f. restaurant and redevelop the site with 14 three-story townhomes	6,968 sq. ft.	Restaurant	14	Townhomes	ER SDP TM	Approved	Approved by PC on 11/27/2017.		
Residential	2014-7985	1050 Helen Ave.	E El Camino Real	Subdivide 2 existing lots into 7 lots plus one common lot and construct 7 two-story homes (3 duets and 1 detached)	2	Single-family units	7	Single-family units	ER SDP TM	Approved	Building permit finalized. Project complete.	Finalized	
Residential	2015-7810	1111 Karlstad Dr.	Tasman Dr.	Develop 18 three-story townhomes in the Tasman Crossing Industrial to Residential area. Project includes demolition of the existing industrial building, site improvements and a Vesting Tentative Map to subdivide the existing lot into 18 lots and 3 common lots.	14,532 sq. ft.	Industrial	22	Townhomes	ER SDP TM	Approved	Approved by Planning Commission on 4/11/16.		
Residential	2016-7439	1122 Aster Ave.	E. Evelyn Ave.	Redevelopment of a 1.66-acre site into 34 three-story townhomes. Project includes Vesting Tentative Map to subdivide the site into 34 lots and one common lot.	24,948 sq. ft.	Industrial Condos	33	Residential	ER SDP TM	Approved	Approved by Planning Commission on 11/14/16.	Under Construction	
Residential	2015-7108	1130 Prunelle Ct.	Hollenbeck Ave.	4-lot subdivision and development of 4 single-family homes including rezoning and environmental review.	1	Single-family home	4	Single-family homes	ER PM UP VAR	Approved	Under Construction	Under Construction	
Residential	2016-8065	1139 Karlstad Dr.	Tasman Dr.	To demolish an existing 100,517 sq. ft. one-story industrial building and construct a four-story, 250-unit residential apartment building above a podium parking structure. The project proposes a State affordable housing and green building density bonus and includes 20 very low-income units.	100,517 sq. ft.	Industrial	230 20	Apartments Very Low Income Apartments	ER SDP	Approved	Approved by Planning Commission on 8/14/17.		
Residential	2017-7451	1142 Dahlia	Lawrence Expwy	Develop 8.8 acre site (agricultural land aka Corn Palace): Rezone from R-1.5 to R-1.7/PD; Tentative Map to subdivide site into 78 lots (incl a 2 ac. public park lot, private street as a lot and 76 single family lots); Special Development Permit to construct 76 single family homes.	Vacant	Vacant lot	76 2-acre	single-family homes public park	ER RZ SDP TM	Comments Provided	PRC comments provided on 7/5/17.		
Residential	2017-7567	160 Persian Dr.	Borregas Ave.	Allow an 18-unit attached townhomes and associated vesting Tentative Map.	13,160 sq. ft.	Adult Business Establishment	18	Townhomes	SDP TM	Pending Review	Study session on 11/27/2017.		
Residential	2017-7108	1640 Albatross Drive	E. Homestead Rd	Allow conversion of a duplex to a child care center for up to 24 children	1	Duplex	up to 24 Children	Child care center	SDP	Comments Provided	PRC comments provided on 3/1/17. Fourth round of PRC comments provided on 11/30/17.		
Residential	2017-7615	183 Acalanes Drive	W. Washington Ave.	Architectural and site modifications to an existing affordable housing apartment complex (Eight Trees Apartments), including the addition of a new 1,385 s.f. community building (replaces a pool). Variance for parking to allow 36 spaces where 46 are required.	24 1 46	Apartments Pool Parking Spaces	24 (no change) 1,385 sq. ft. 36	Apartments Amentities Building (remove pool) Parking Spaces	VAR	Approved	Approved by the Zoning Administrator on 10/25/17.		
Residential	2017-7816	18771 E. Homestead Rd.	Lawrence Expwy	A request for a 5-lot subdivision and development of 5 new single family homes on a 0.80 acre lot.	1	Single-family home	5	Single-family home	SDP TM	Comments Provided	PRC comments provided on 11/15/2017		
Residential	2017-7219	305 Beemer Ave.	N. Mathilda Ave.	Two new 2-story single family homes exceeding 45% FAR on proposed subdivided lots.	1	single-family home	2	Single-family homes (one on each lot)	DR TM UP	Comments Provided	PRC comments provided on 5/3/17. PRC Round 2 on 7/5/17 PRC Round 3 on scheduled for 11/15/17		
Residential	2015-7886	331 Beemer Ave.	San Andreas Ct.	Subdivide one lot into two lots (flag lot configuration), and build two new single-family homes over 45% FAR. Includes demolition of existing single-family home.	1	Residential (single-family home)	2	Residential (two single-family homes)	DR PM UP	Comments Provided	Fifth round of PRC comments provided on 3/14/17.		

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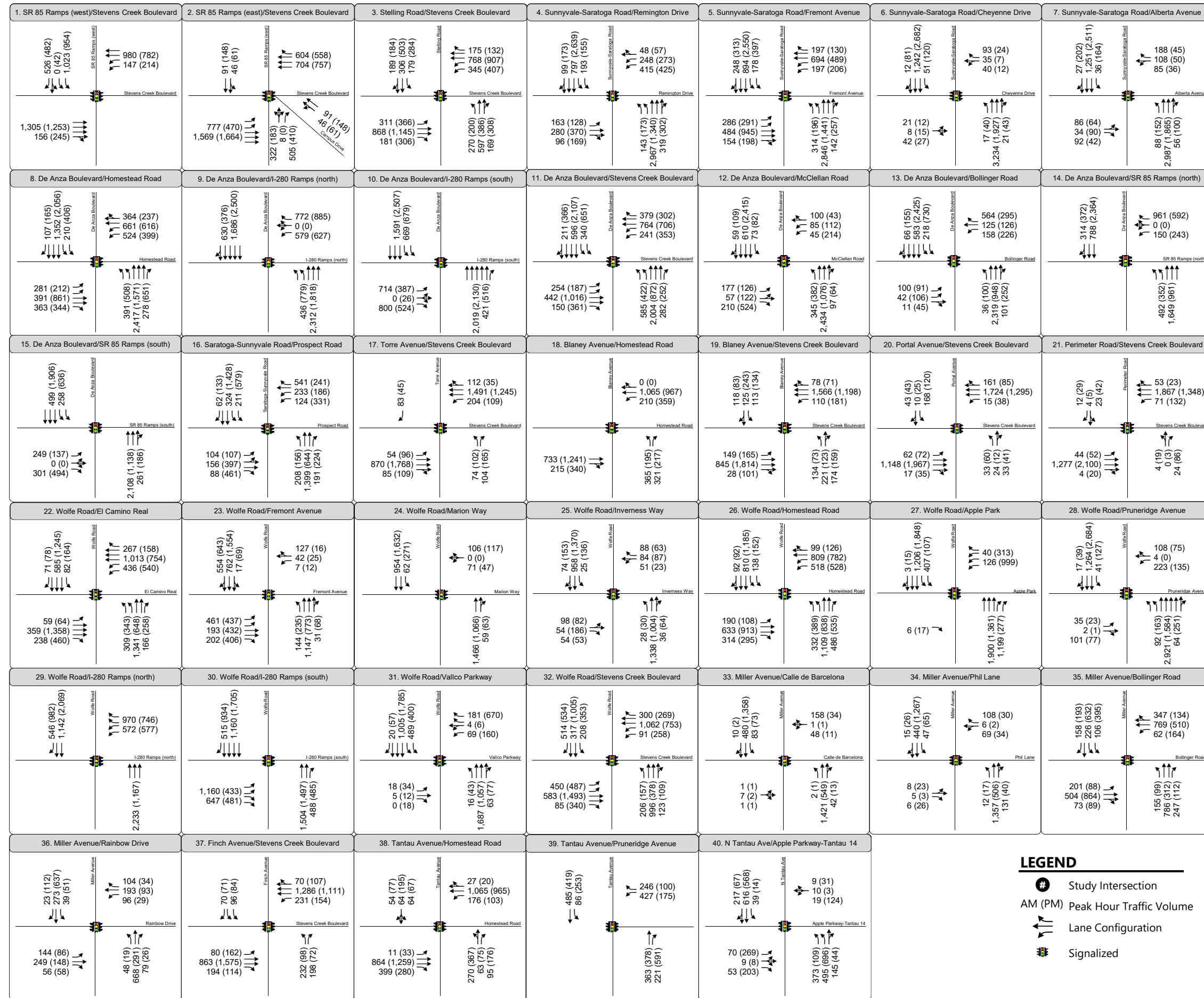
Project Type	Planning Permit File No.	Address	Cross Street	Description	Existing SF/Units	Existing Land Use	Proposed SF/Units	Proposed Use(s)	Planning Permit Type	Planning Permit Status	Project Status/Planning Notes	Building Permit Status	Building Permit Status Date
Residential	2016-7947	364 Beemer Ave.	N. Mathilda Ave.	Vesting Parcel Map to create 2 SFH lots with an easement for driveway. Also for 2 new two -story single-family homes resulting in 2,000 square feet (1600 square feet living area and 400 square feet garage for the front lot, 1620 square feet living area and 380 square feet for the back lot) and 55% floor area ratio. There is an existing home to be demolished.	1	Single-family home	2	Single-family homes	PM	Comments Provided	First round of PRC comments provided on 11/30/16. Additional Planning comments provided on 2/10/17. Second round of PRC comments provided on 6/21/17. Third round of PRC comments provided on 6/21/17.		
Residential	2014-7314	365 Beemer Ave.	N. Mathilda Ave.	Subdivide one lot into two lots and a Use Permit for one single family home.	1	Single-family home	2	Single-family homes	PM UP	Approved	Under Construction	Under Construction	
Residential	2015-7259	423 E. Maude Ave.	Morse Ave.	Development 11 townhouse units on a 0.59 acres lot. Rezone from R-3 to R-3/PD and vesting tentative map for the individual lots and common lot.	6	Apartments	11	Townhomes	SDP RZ ER TM	Approved	Under Construction	Under Construction	
Residential	2013-7132	520-550 E Weddell	N Fair Oaks	General Plan Amendment and Rezone from Industrial to Residential High Density (M-S/POA to R-4/PD) for 550 Weddell and Special Development Permit to allow redevelopment with 465 apartment units for 550 and 520 Weddell.	183,000 sq. ft.	Industrial	465	Apartments	GPA RZ SDP	Approved	Under Construction	Under Construction	
Residential	2013-8029	523 E. Homestead Rd.	Canary Dr.	Subdivide 3 lots into 7 lots and allow 7 detached single-family homes	1 2 5	Single-family Duplexes Units total	7	Single-family homes	SDP TM	Approved	Under Construction	Under Construction	
Residential	2016-8055	528 S. Mathilda Ave.	W. Olive Ave.	Demolish 8 apartments and construct a new 38-unit apartment building and associated site improvements.	8	Apartments	38	Apartments	ER SDP TM	Comments Provided	PRC comments provided at 1/18/17. Resubmitted on 7/26/17. PRC comments provided on 8/26/17.		
Residential	2013-7081	610 E. Weddell Dr.	N Fair Oaks Ave / Hwy. 101	General Plan Amendment Initiation request to study a change from Industrial to High Density Residential; Rezone from M-S/PD to R-4/PD; and Special Development Permit to allow development of 205 apartment units.	62,443 sq.ft.	Industrial	205	Apartments	GPA RZ SDP	Approved	Under Construction.	Under Construction	
Residential	2014-7900	625 E. Taylor Ave.	N. Fair Oaks	Construct 20 three-story townhome-style condominiums in the Fair Oaks Junction Sense of Place neighborhood (industrial to residential transition site) and subdivide two existing lots into one common lot and 20 condominium lots. Project includes site improvements and demolition of the existing industrial uses.	5400 sq.ft.	Commercial/Industrial	20	Townhomes	ER SDP TM	Approved	Approved by Planning Commission on 6/22/15. Building permit issued.	Under Construction	6/22/2017
Residential	2017-7632	640 Lakehaven Dr.	Lakewood Dr.	Allow seven (7) detached single family homes	0	Vacant	7	Single-family detached homes	SDP TM	Pending Review	PRC comments provided on 8/30/17.		
Residential	2015-8059	669 Old San Francisco Rd.	Gail Ave.	Rezone to R-3/PD, Special Development Permit and Vesting Tentative Map to allow a 3-story 6-unit townhome development.	2	Single-family homes	7	Townhomes	ER RZ SDP TM	Complete	Rezone approved by City Council on 4/25/17. SDP and TM denied.		
Residential	2014-7419	680 E. Taylor Ave.	N. Fair Oaks	Request to modify SDP 2013-7272 to allow the addition of 18 new townhomes and community room located at 680 E Taylor and modification to the Vesting Tentative Map (2013-7272) to allow phasing and filing of multiple maps merger of 680 E Taylor into the site.	14,436 sq.ft.	Industrial	18	Townhomes	SDP TM ER	Approved	Under Construction	Under Construction	
Residential	2013-7272	698 E. Taylor Ave.	Britton	Redevelop industrial sites with 48 townhome-style condominium units and subdivision to create 13 ground lots.	23,408 sq.ft.	Industrial	48	Townhouse-style condominiums	SDP TM	Approved	Under Construction	Under Construction	
Residential	2014-7656	701-729 E. Evelyn Ave.	S. Wolfe Rd.	Allow 204 townhome units	155,600 sq. ft. 4,000 sq. ft. 9,600 sq. ft.	R&D Industrial Warehouse	204	Townhomes	ER SDP TM	Approved	Under Construction	Under Construction	

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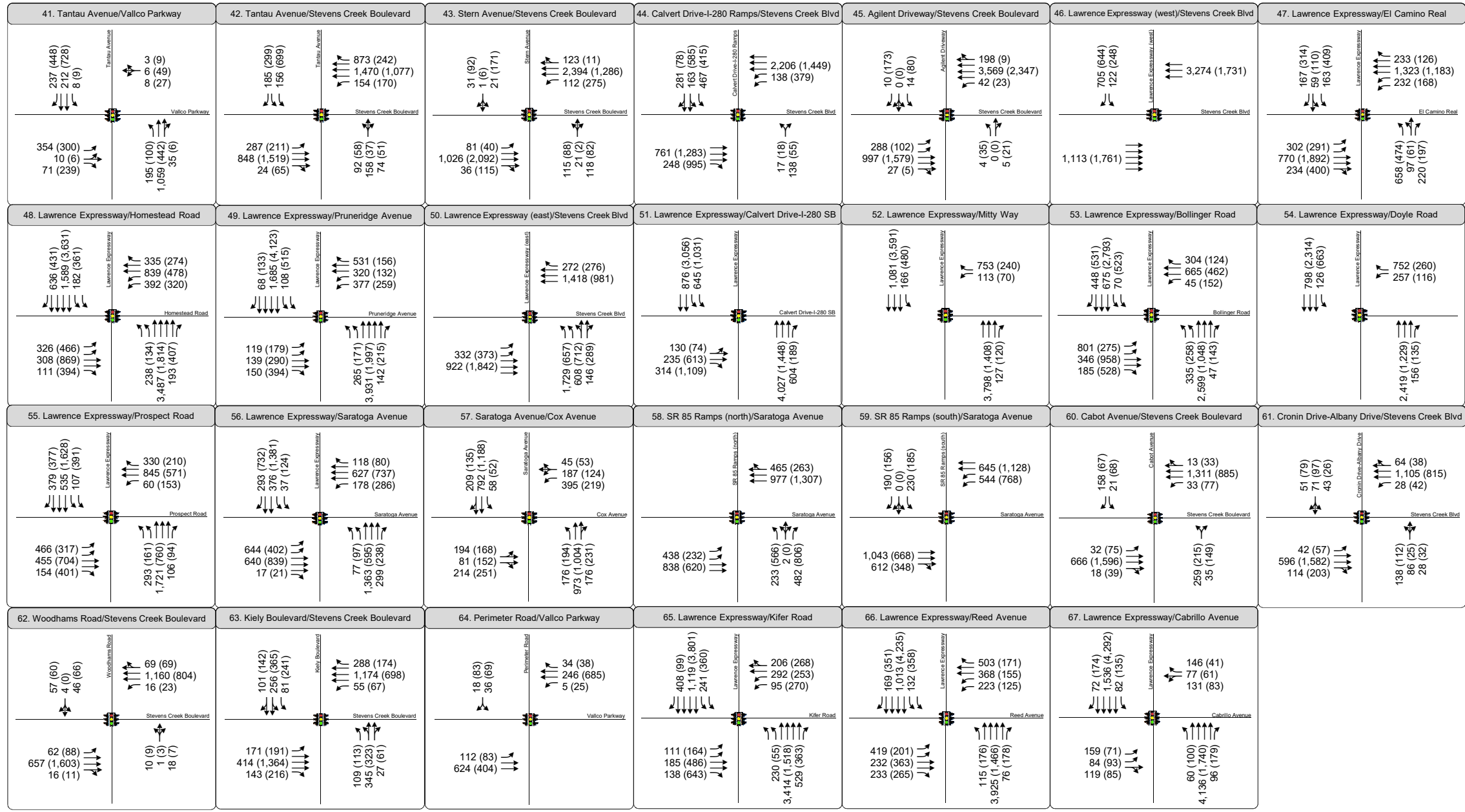
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Residential	2015-7736	711 E. Evelyn Ave.	S. Wolfe Rd.	Allow a mod. to the prev. appr. SDP (2014-7656) for a 204-townhome unit development to add a 0.37-acre parcel and 11 add'l units at 711 E. Evelyn Ave, incl. extending the prev.aprvl. Extended the previously approved variance for concierge trash service to the modified area. VTM to allow a mod. to the prev.-appr. VTM (2014-7656) to incl. the 711 E. Evelyn Ave parcel and add an add'l lot, two common area parcels, and 11 condo units; and reconfigure the location of six prev.aprvl. lots and 27 condo units. The modified overall project would total 11.41 acres and 215 townhome units.	2470 sq.ft.	Auto Repair	11	Townhomes	SDP TM	Approved	Under Construction	Under Construction	
Residential	2016-7962	728, 740, 750, 760 and 814 San Aleso Ave.	N. Mathilda Ave.	Redevelop industrial property into 118 multi-family units, including 96 townhome condominiums and 22 duets) within the Peery Park Specific Plan.	14,050 sq. ft. 18,018 sq. ft. 18,335 sq. ft. 18,325 sq. ft. 36,000 sq. ft.	Auto Body Shop (728 San Aleso) Office (740 San Aleso) Office (750 San Aleso) Office (760 San Aleso) Office (814 San Aleso)			ER SDP TM	Comments Provided	PRC comments provided on 12/14/16. Resubmitted on 2/9/17. PRC comments provided on 3/15/17. PC study session on 3/27/17. Resubmitted on 8/2/17. PRC comments provided on 8/16/17. Resubmitted on 9/26/2017. PRC comments provided on 10/18/17. PC scheduled for 12/11/2017.		
Residential	2015-7264	755 E. Evelyn Ave.	S Wolfe Rd.	42 townhomes (3-story) and vesting tentative map for 42 residential lots and one common lot. Variance to allow the project to impair solar access to 38% of carport roofs on the adjacent apartment property to the east on the afternoon of the Winter Solstice when up to 10% is allowed.	32,168 sq.ft.	Industrial	42	Townhomes	SDP ER TM VAR	Approved	Under Construction	Under Construction	
Residential	2017-7248	838 Azure St.	S. Mathilda Ave.	Develop four new single family homes. Two single family homes are proposed to be demolished as part of the application.	2	Single-family homes	4	Single-family homes	TM SDP	Comments Provided	PC scheduled for 12/11/2017		
Residential	2014-7770	845 Maria Lane	S Wolfe Rd	5-unit Townhouse Development	1	Single-family home	5	Townhomes	RZ TM SDP	Approved	Approved by Planning Commission on 6/8/15. Building permit active.	Under Construction	
Residential	2014-7417	915 De Guigne Dr.	Duane	450 townhouse units and demolition of the existing maufacturing site. Also see GPA and RZ under 2014-7416	261,726 sq.ft.	Industrial	450	Condos/Townhomes	SDP TM ER	Approved	Under Construction	Under Construction	

Appendix I:
Background Without Project and
Background with Project Intersection
Turning Movement Volumes



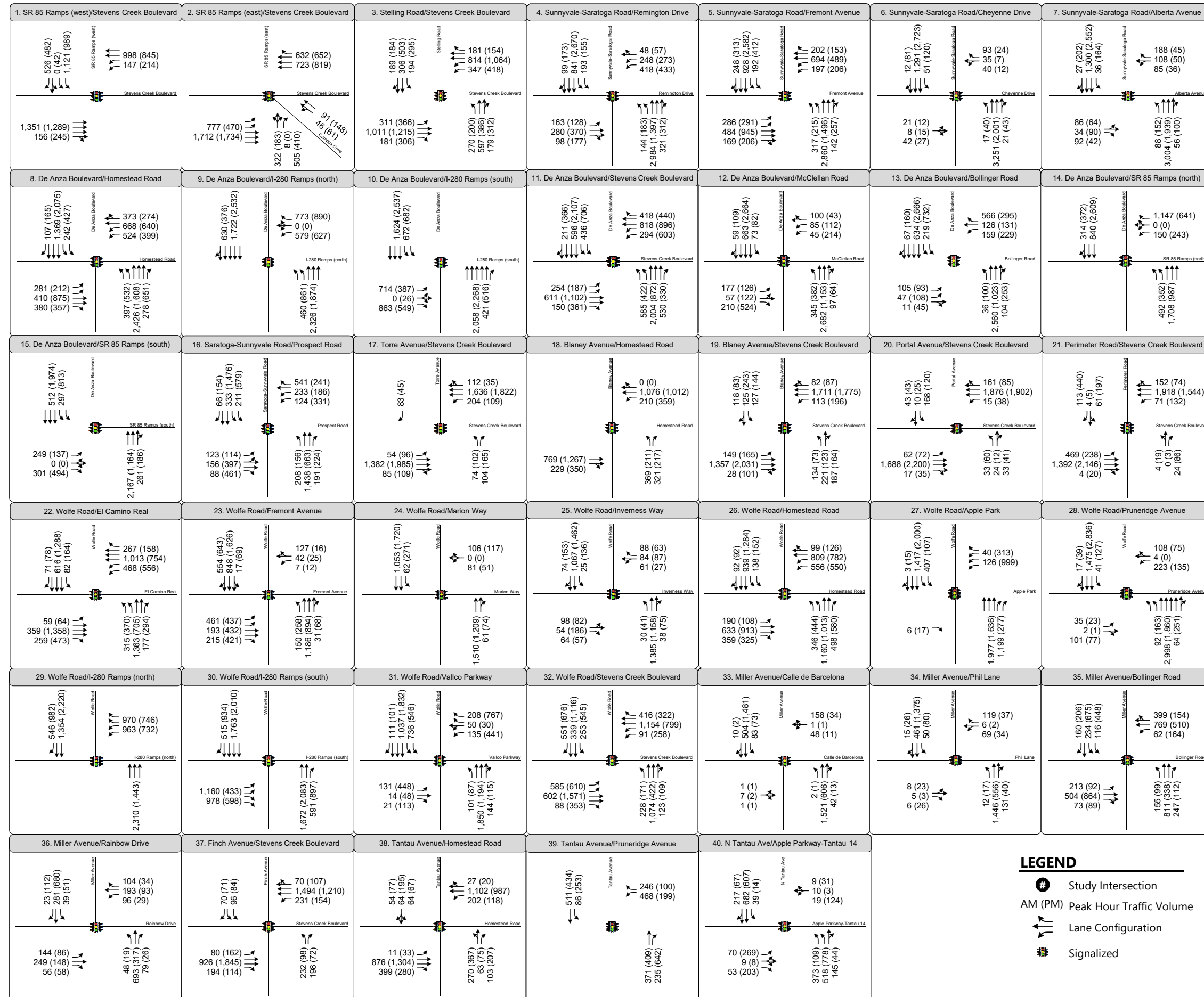
LEGEND

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



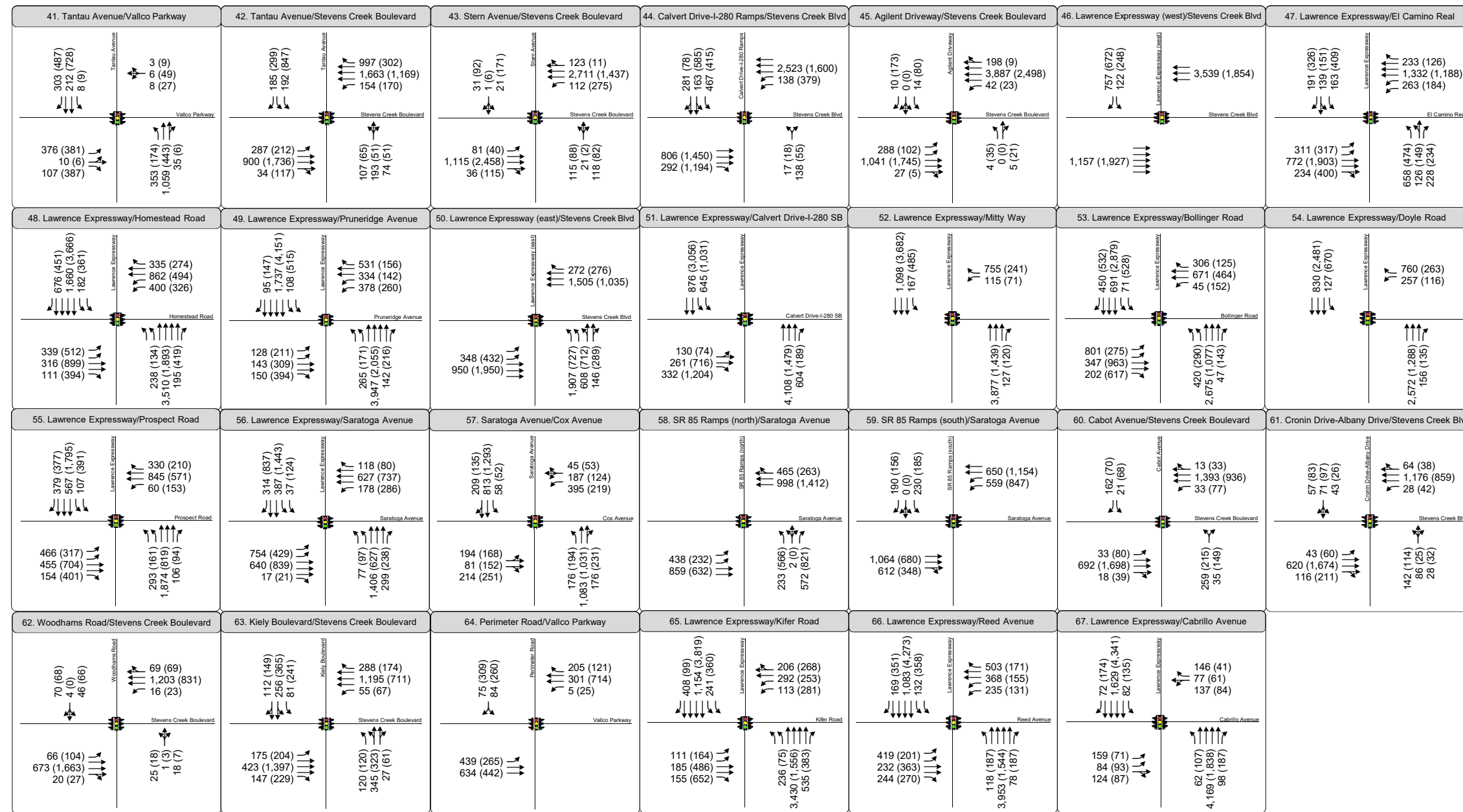
LEGEND

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



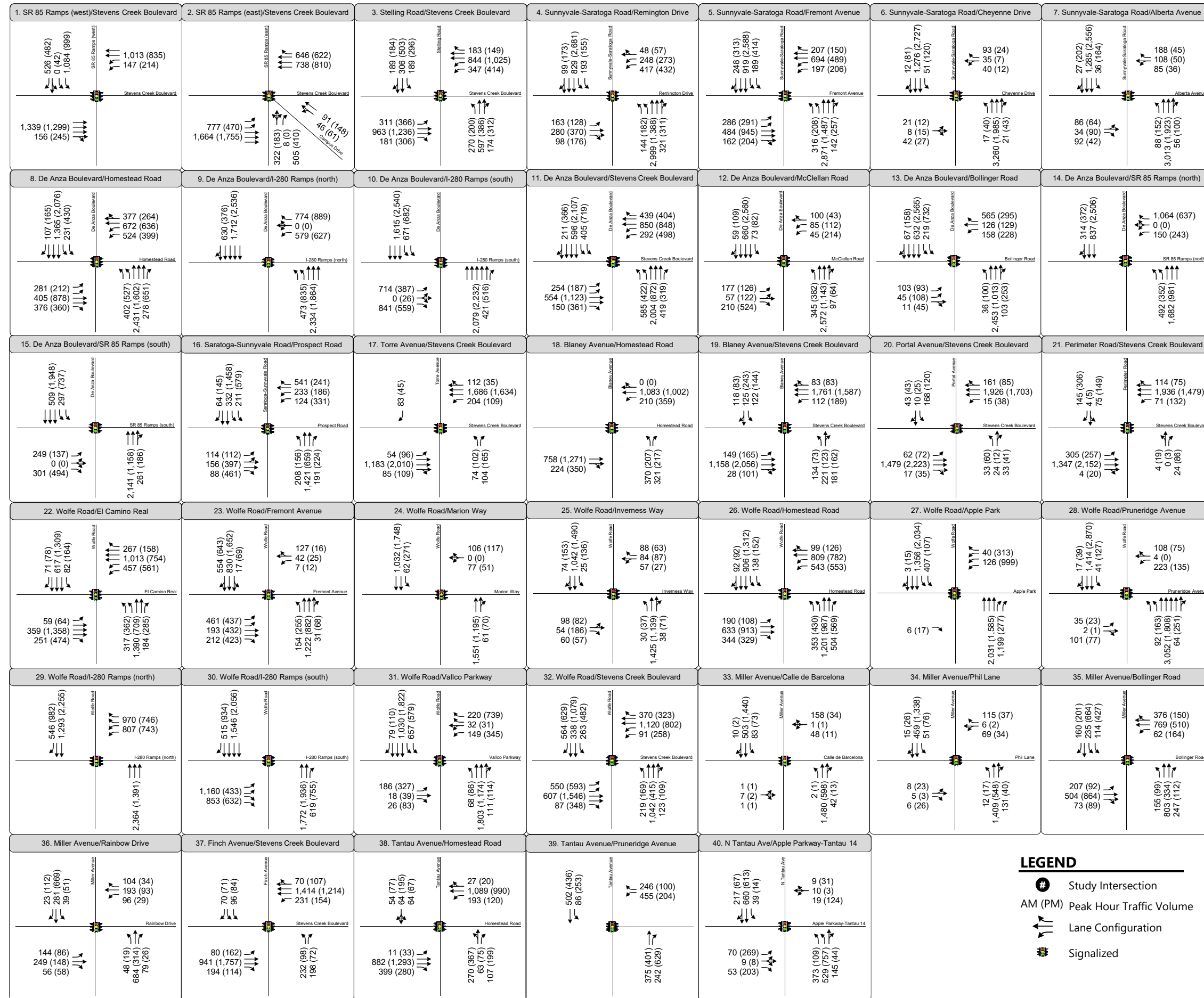
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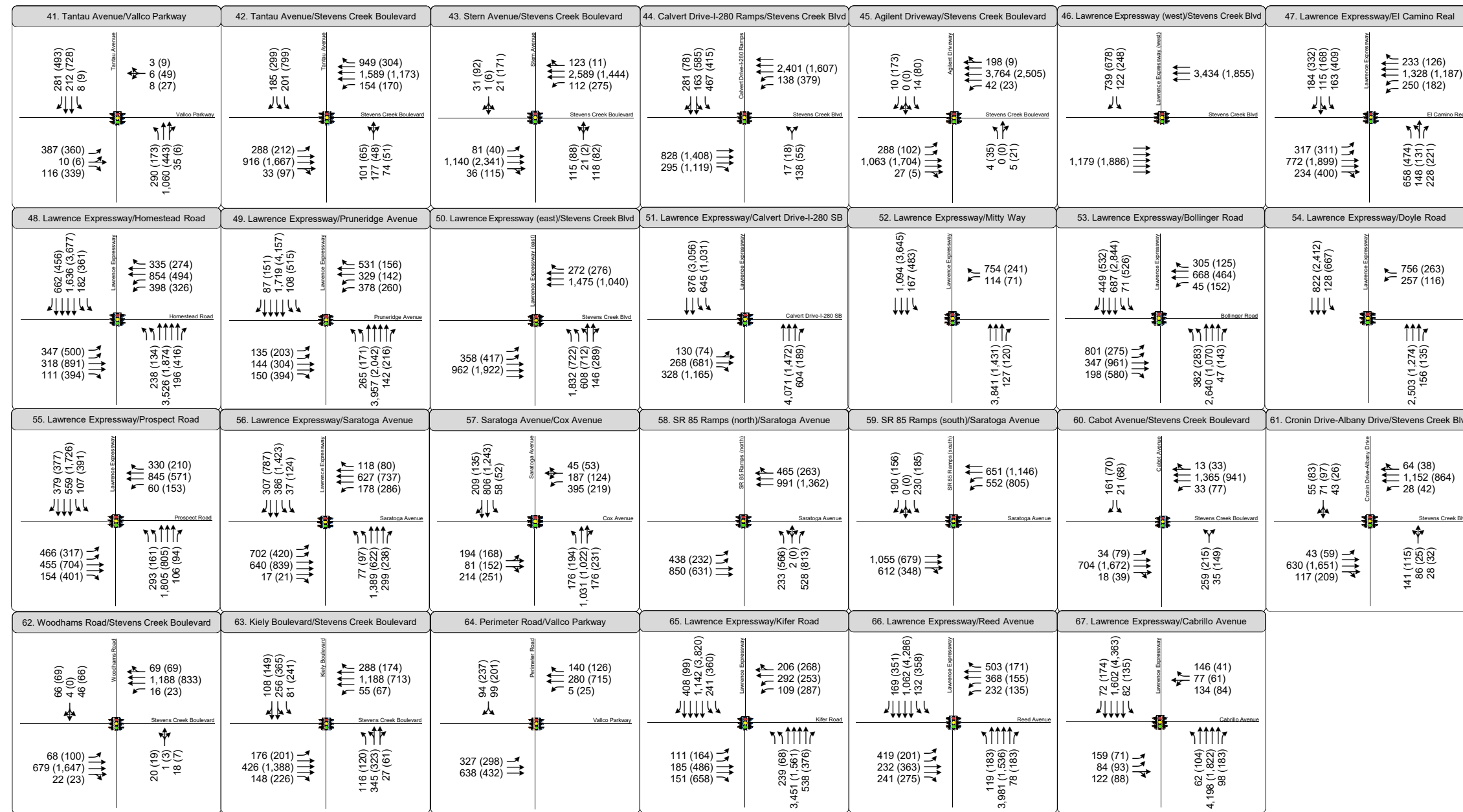
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized



LEGEND

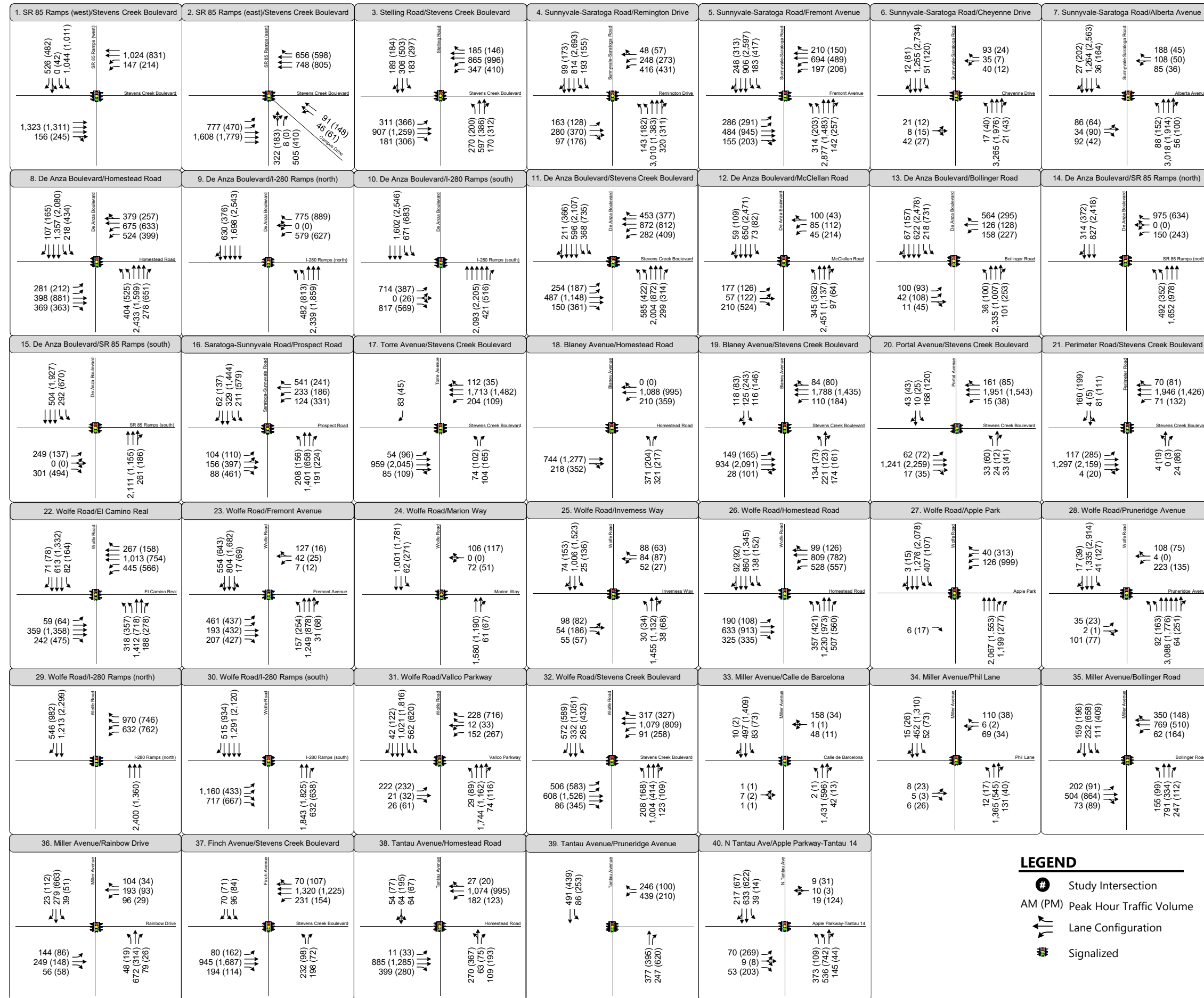
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

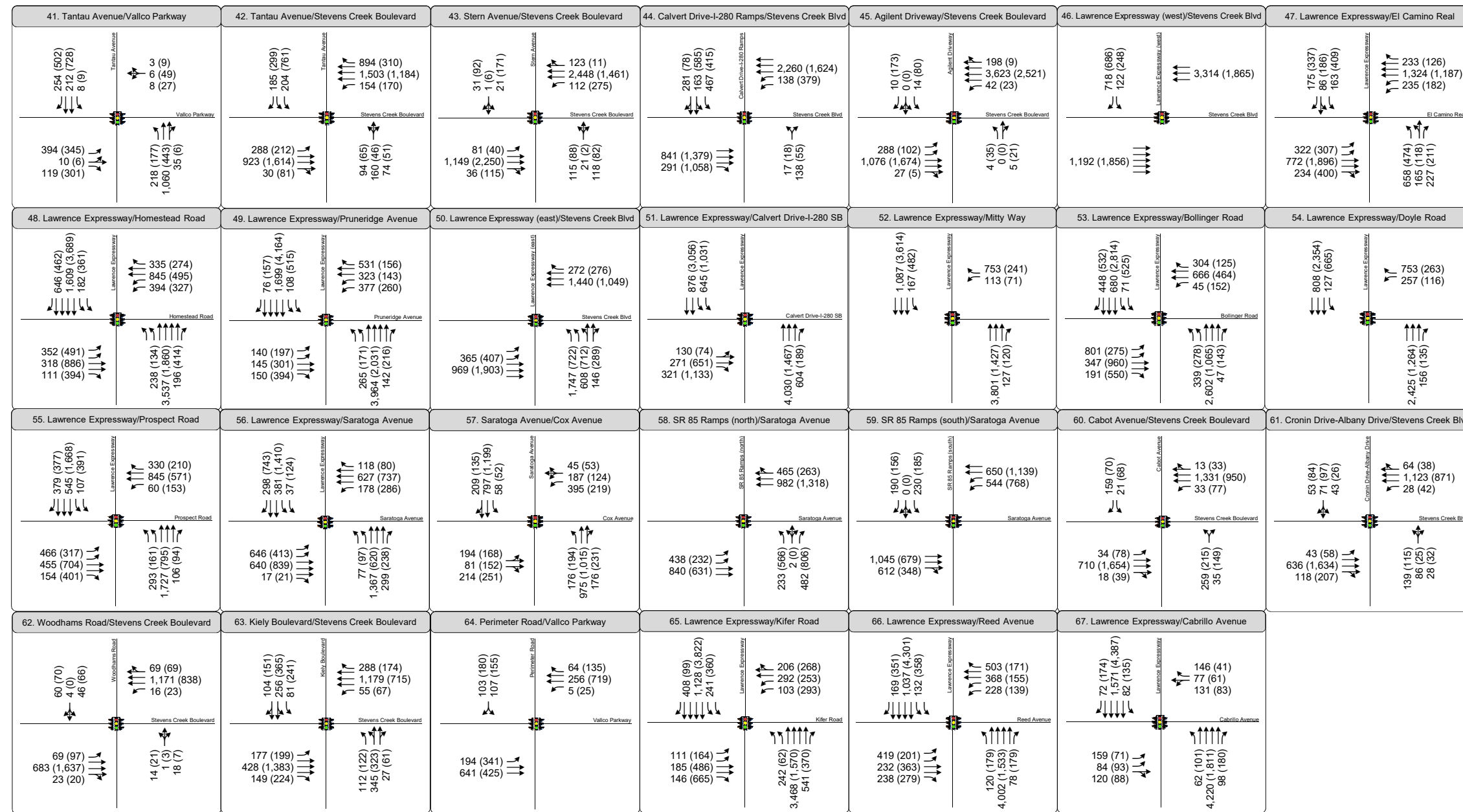




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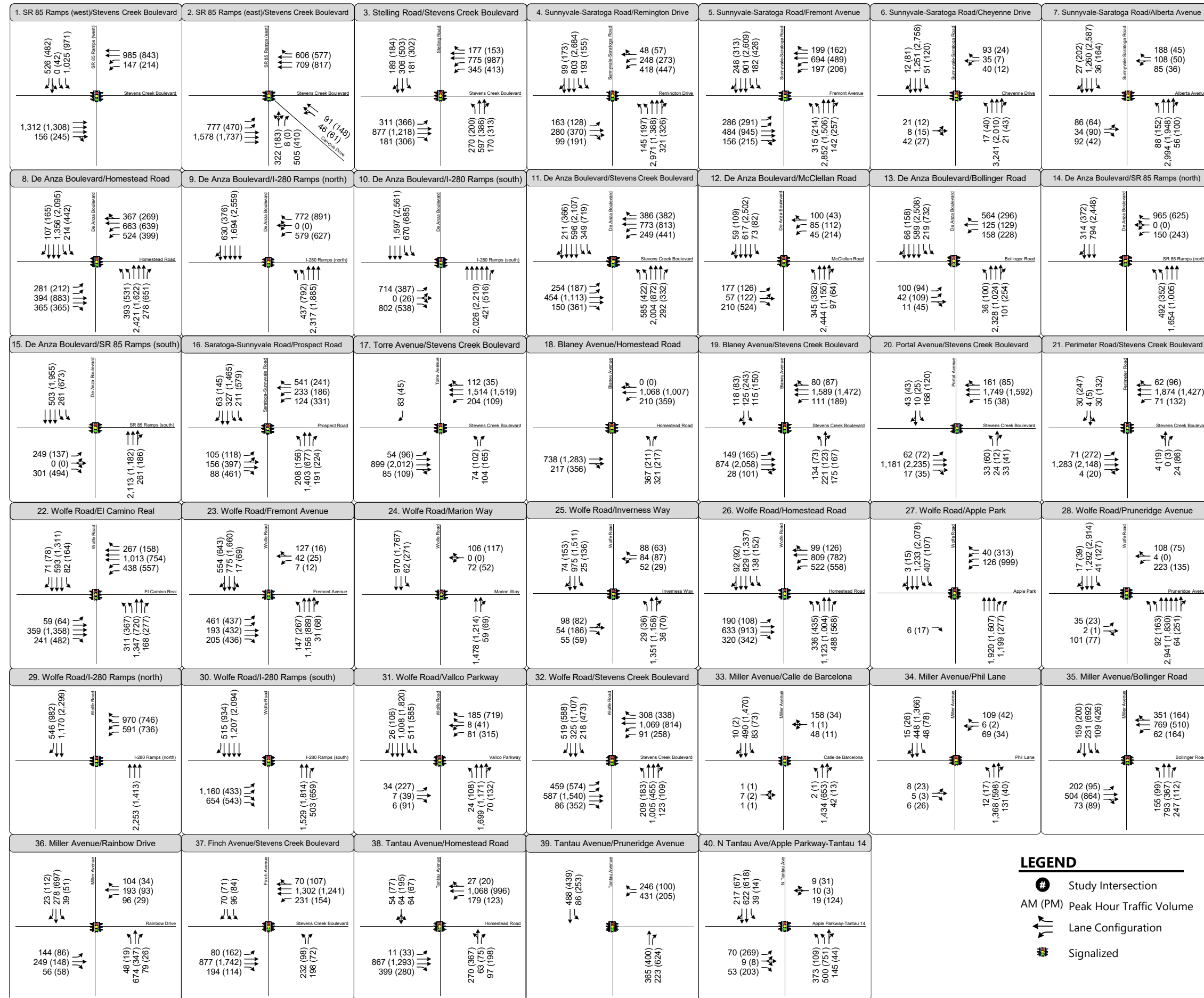
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

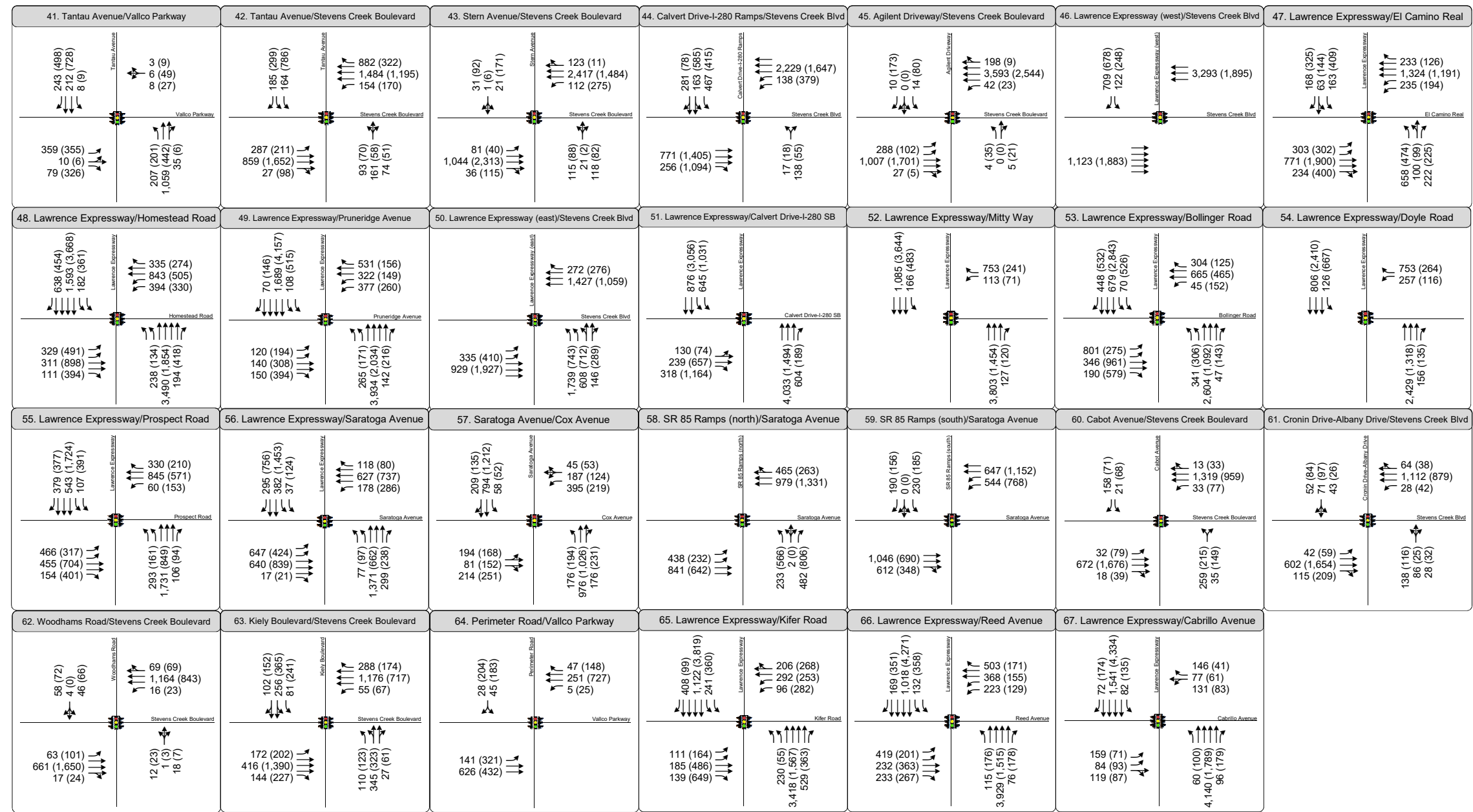




LEGEND

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

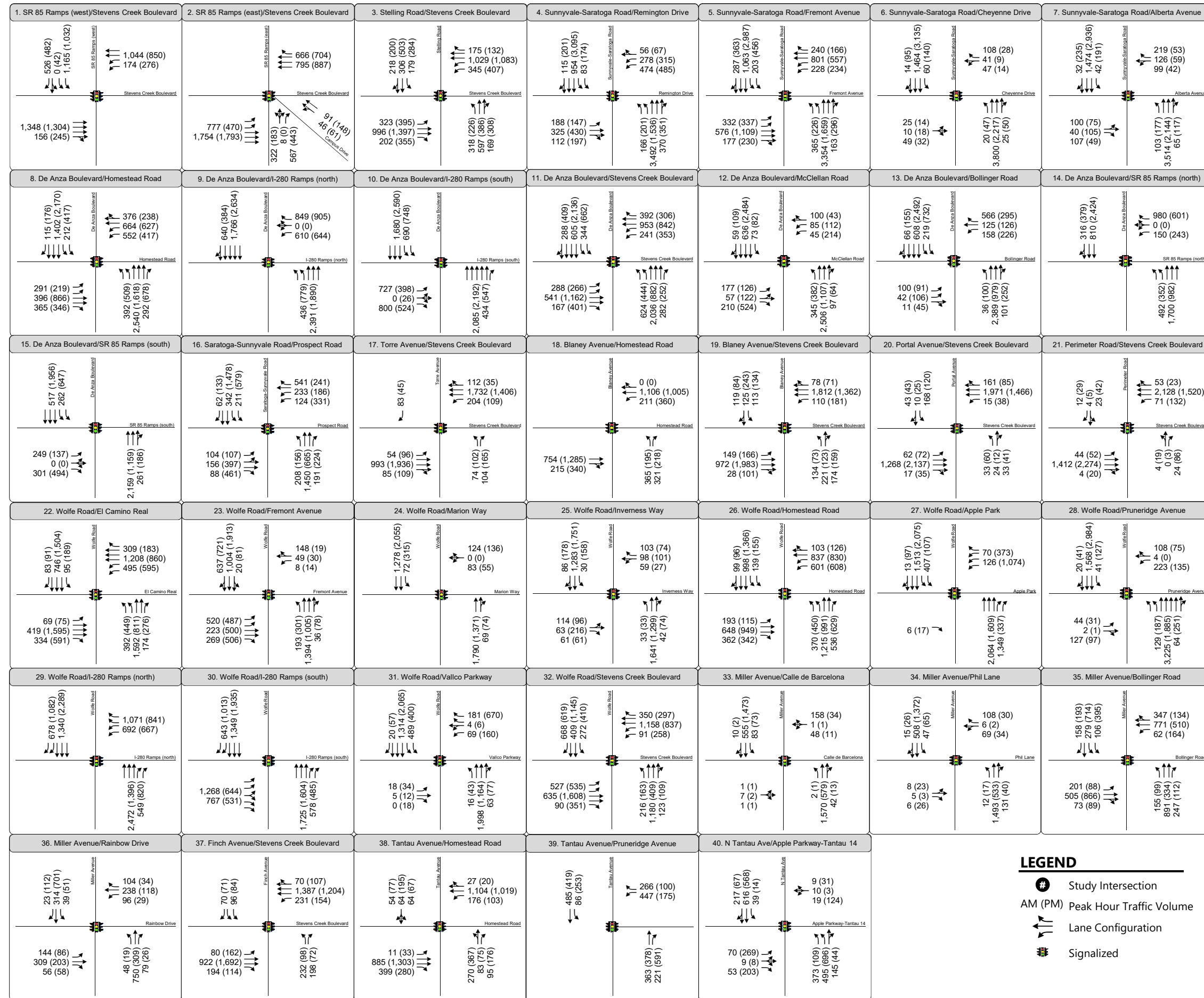




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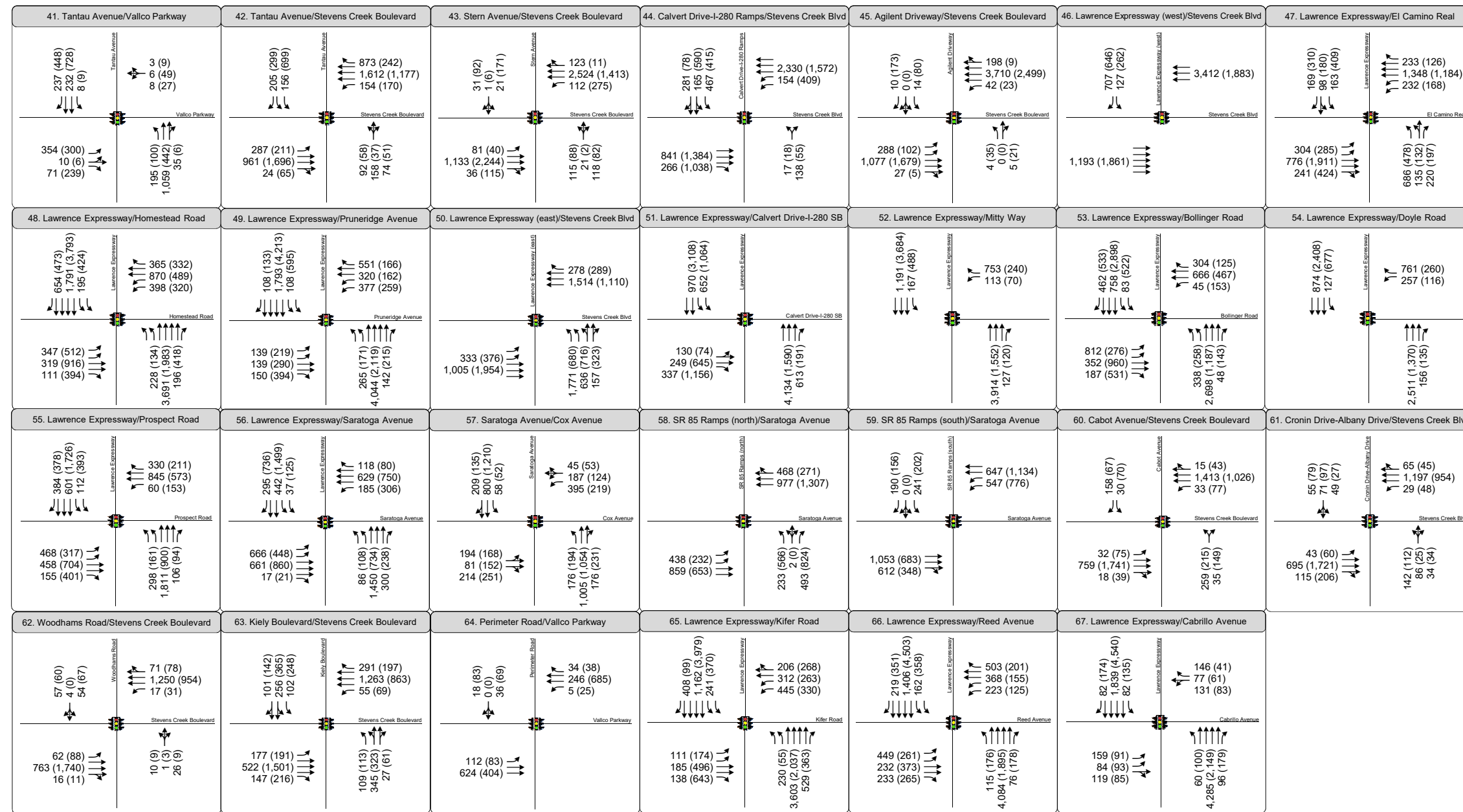
- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

Appendix J:
**Cumulative Without Project and Cumulative
with Project Intersection Turning Movement
Volumes**



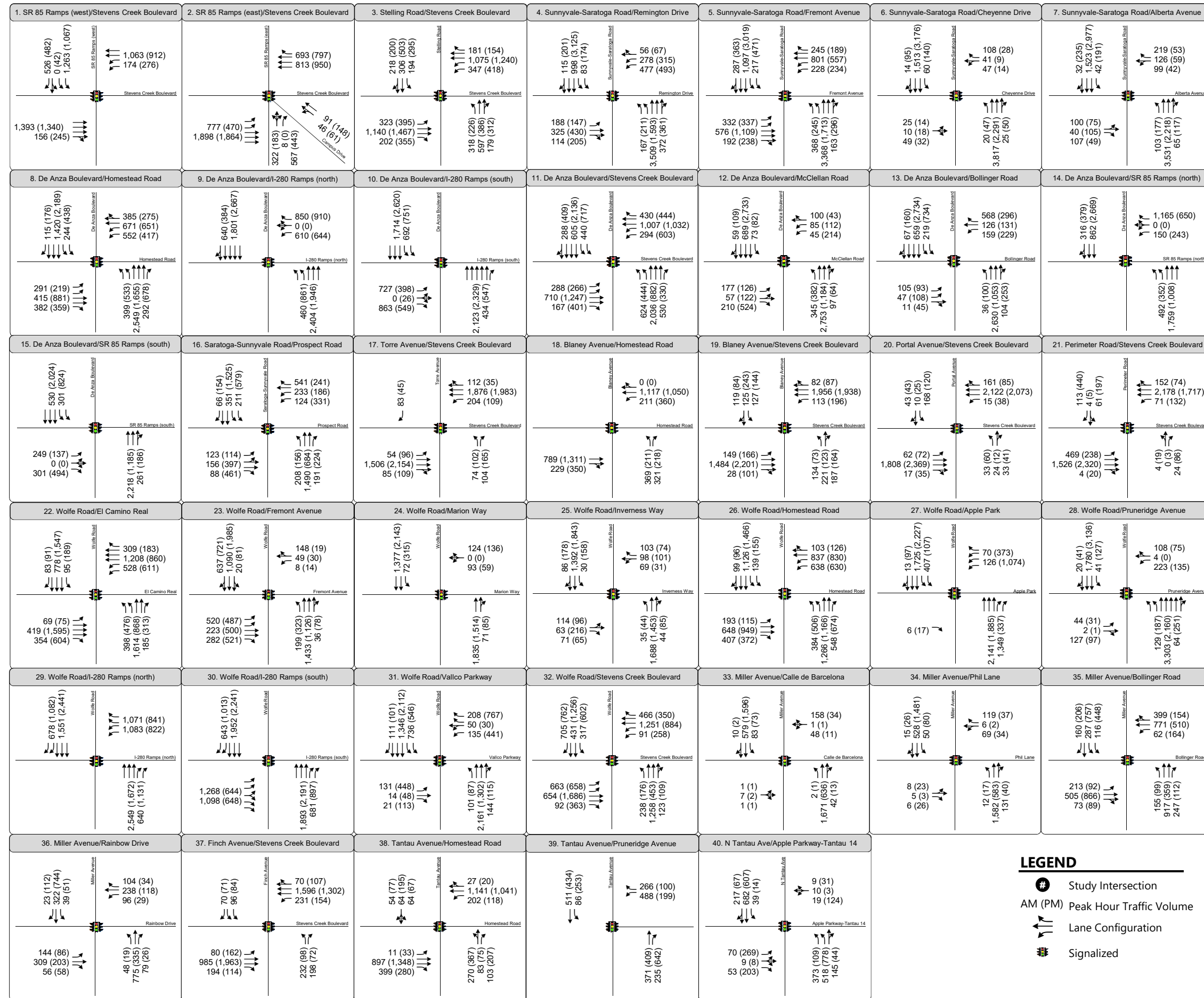
LEGEND

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



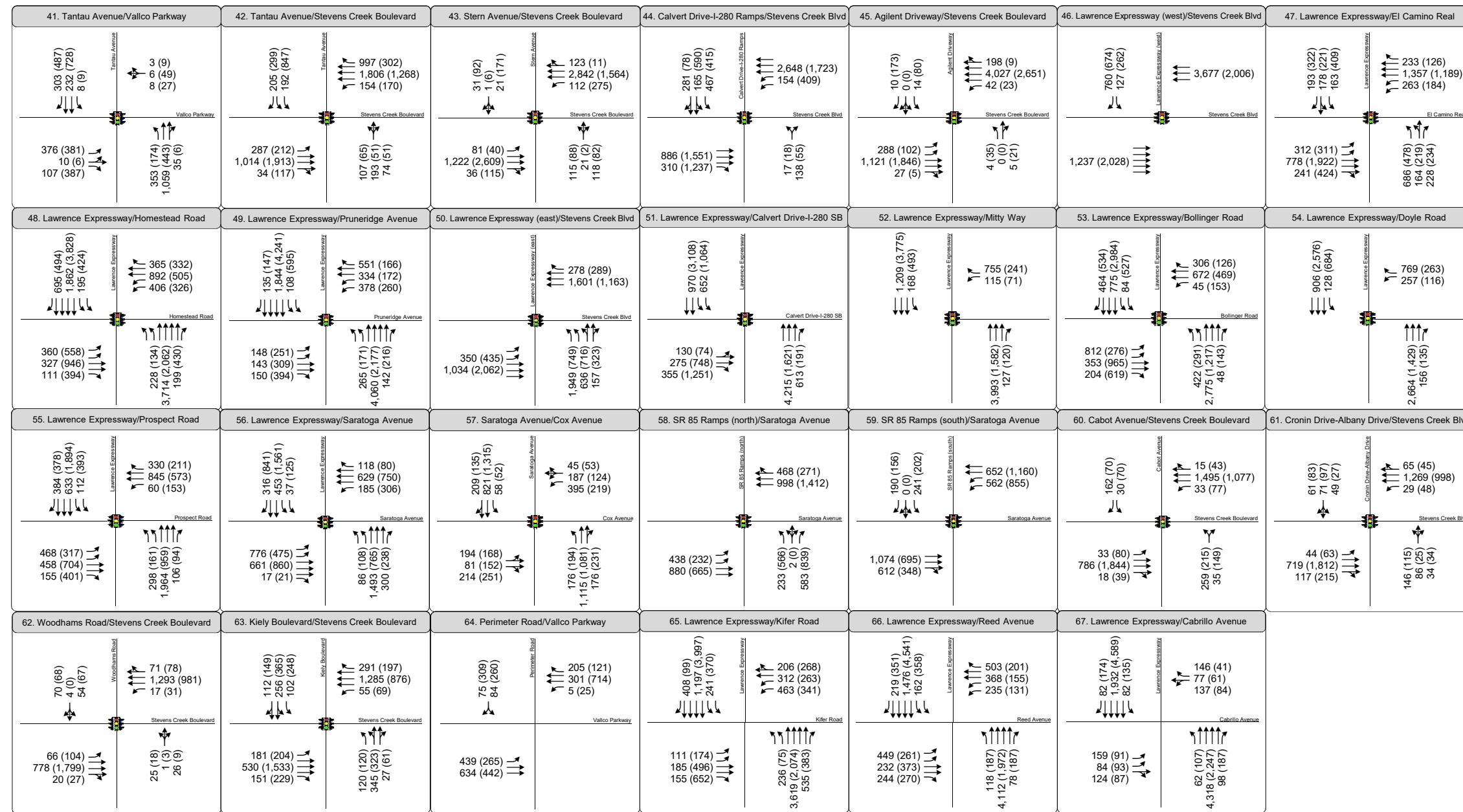
LEGEND

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



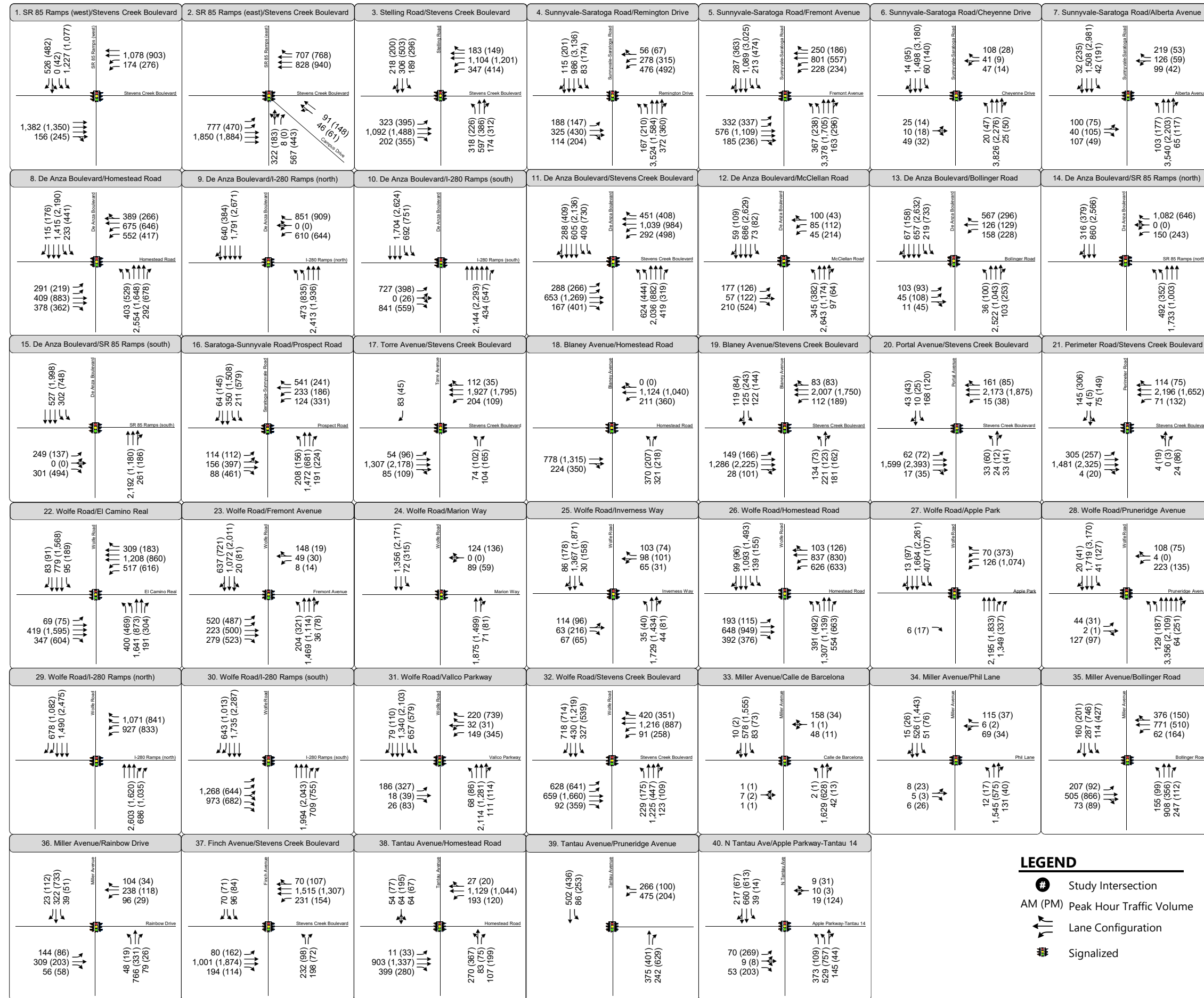
LEGEND

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



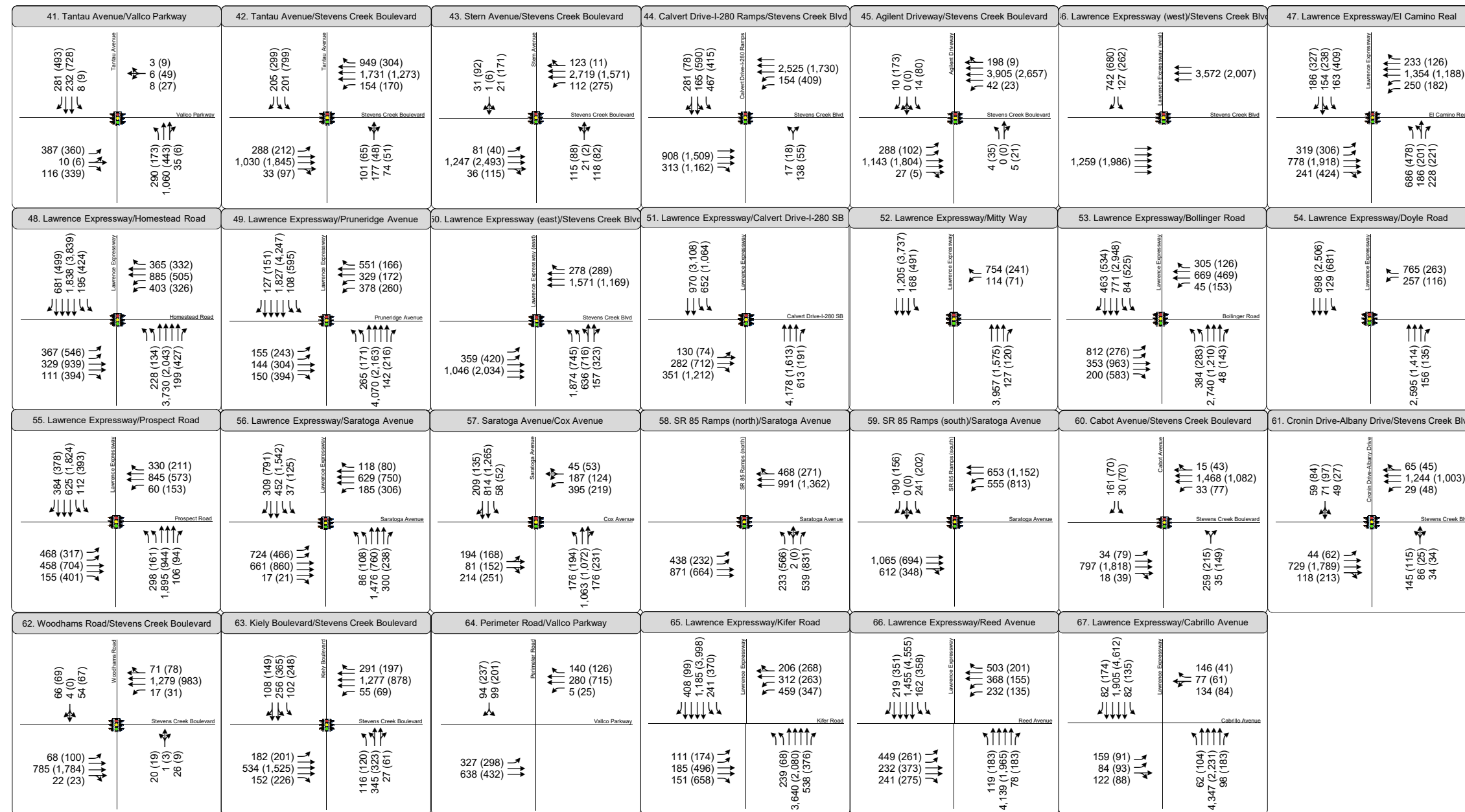
LEGEND

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



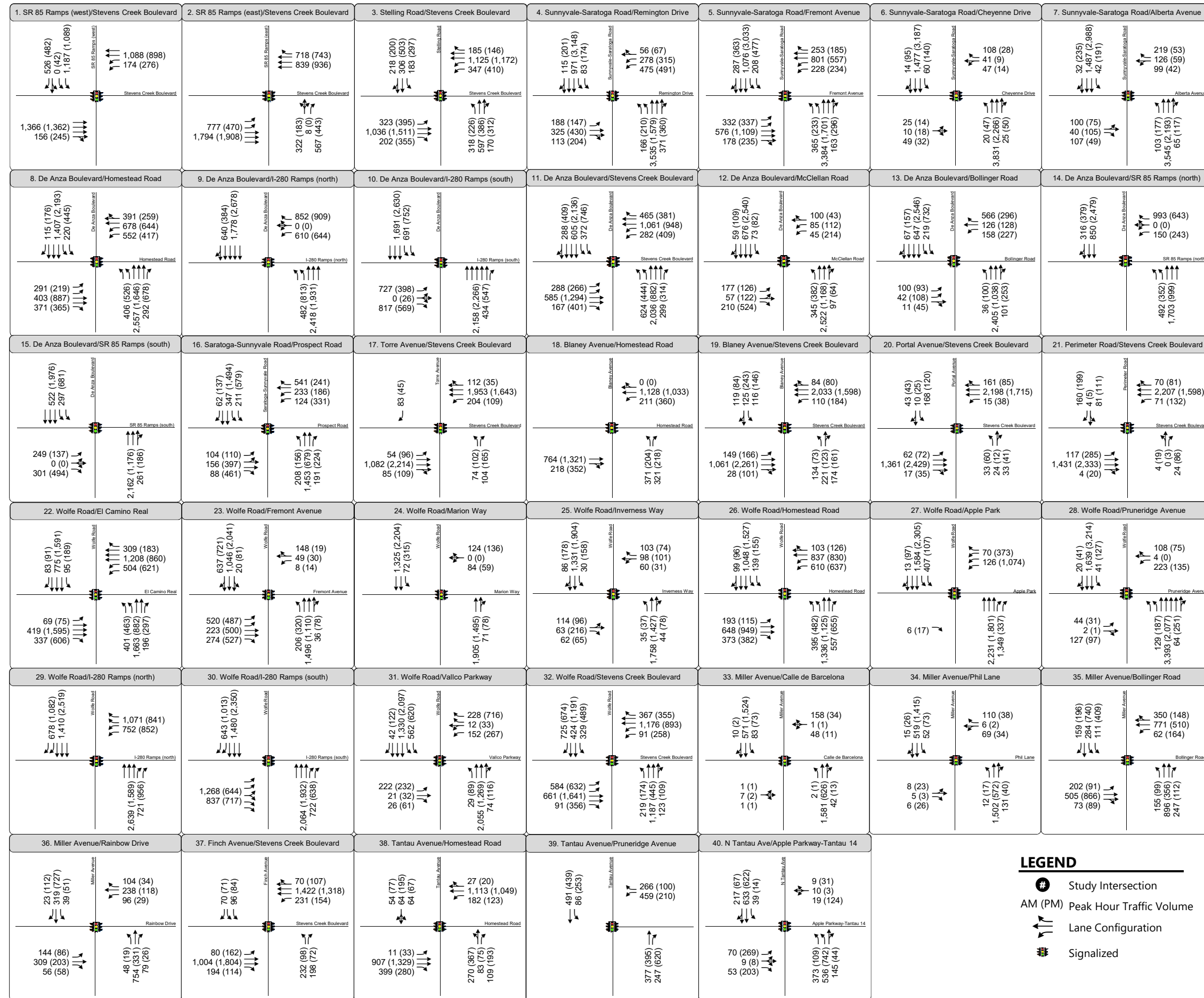
LEGEND

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



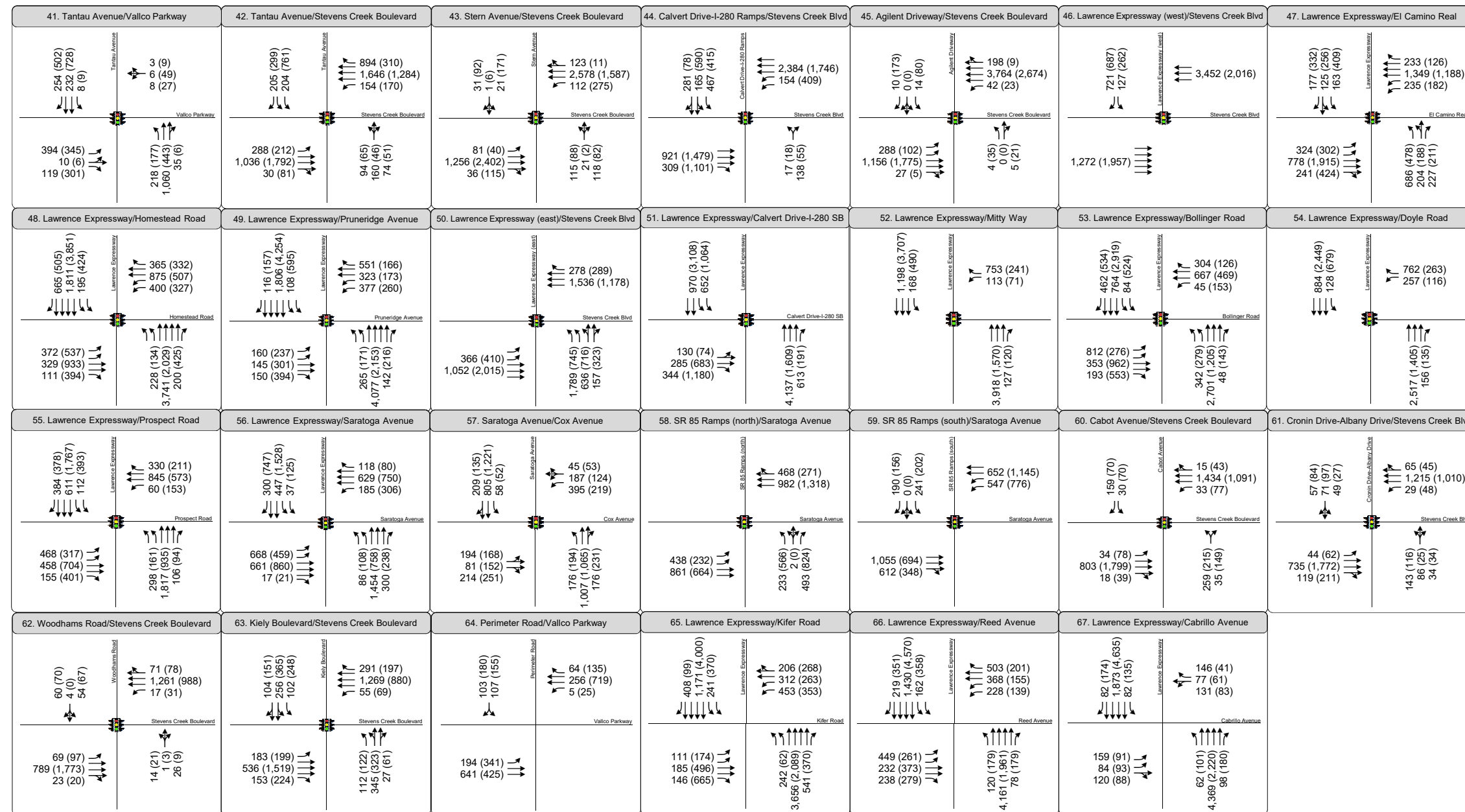
LEGEND

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



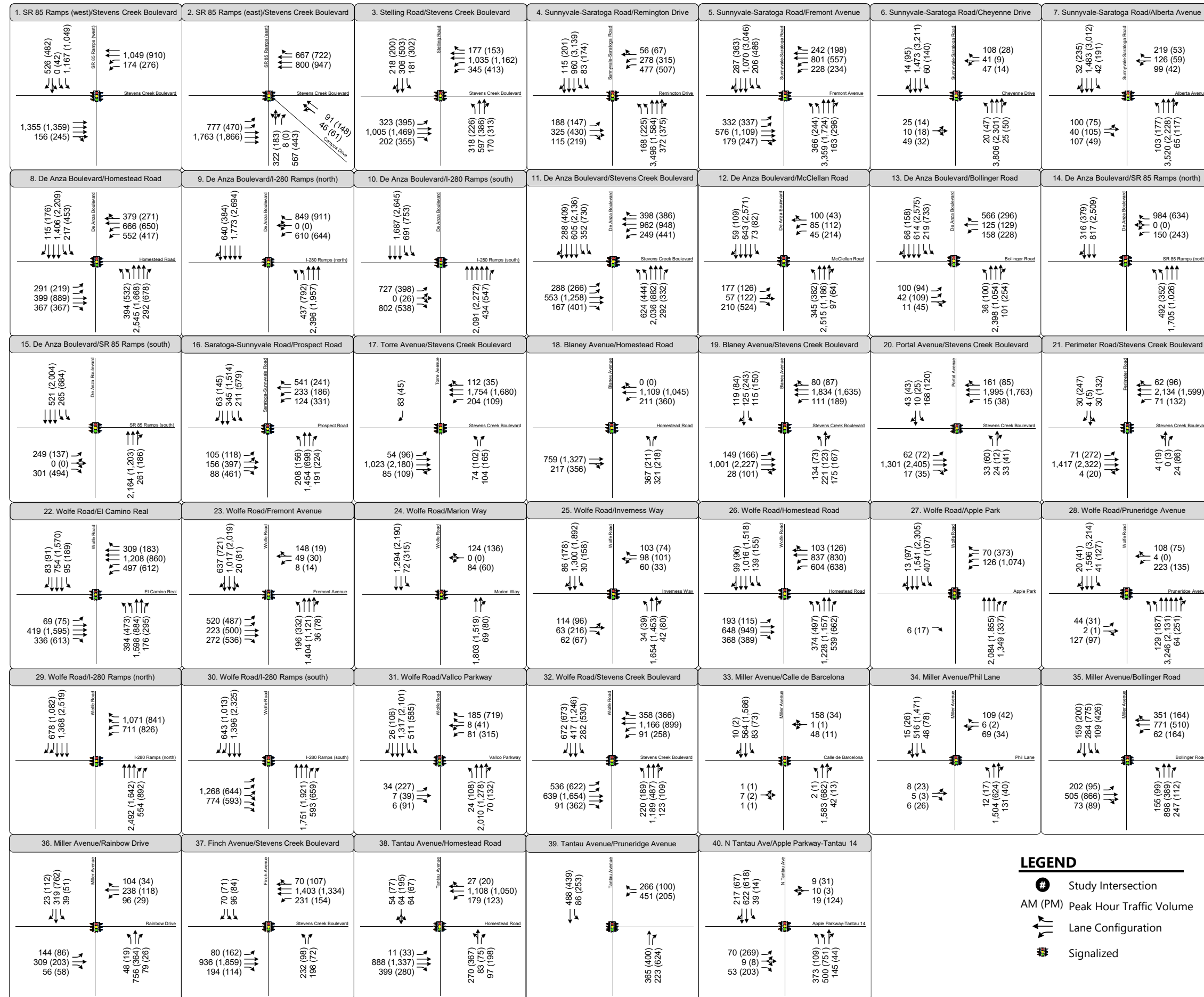
LEGEND

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



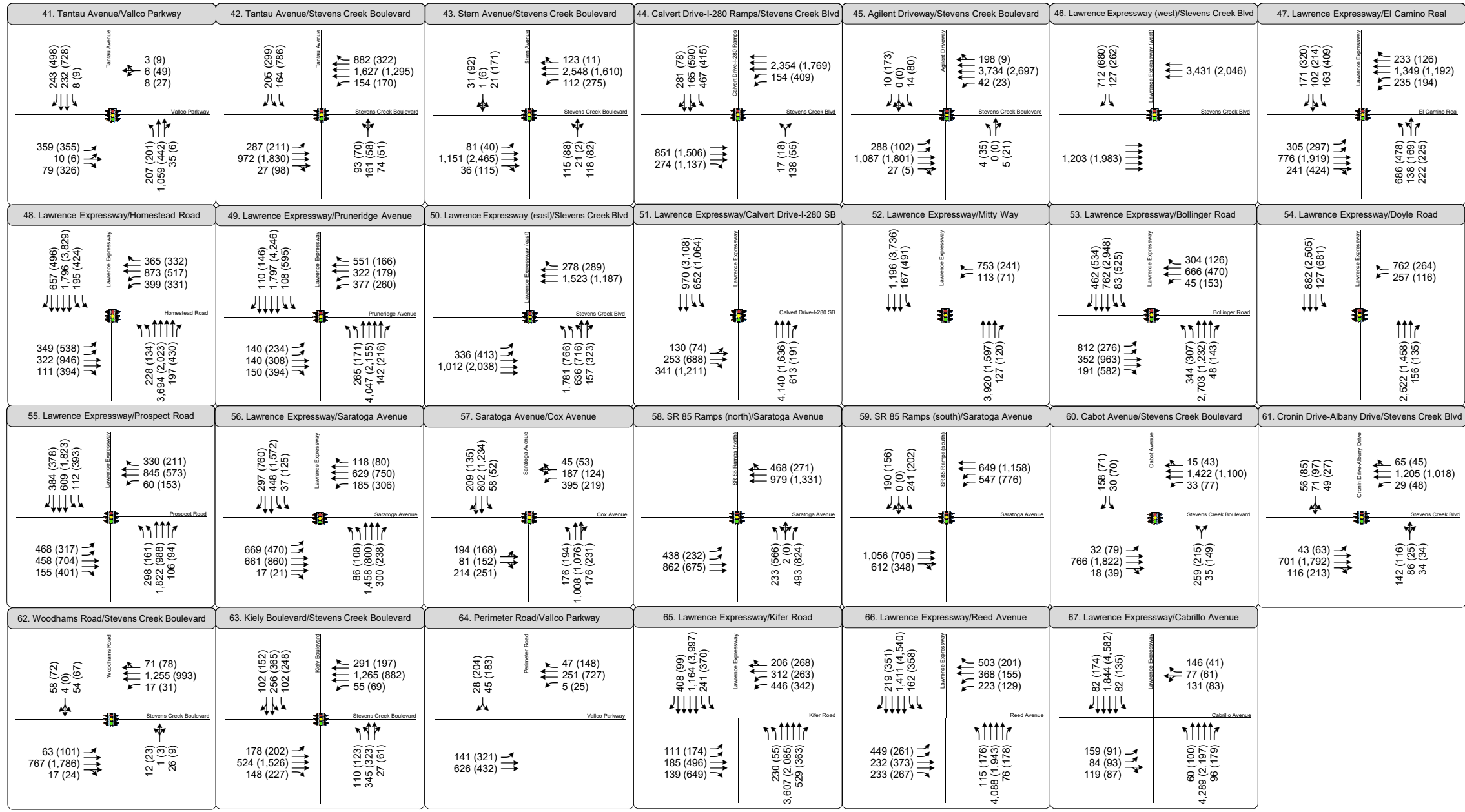
LEGEND

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



LEGEND

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



LEGEND

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

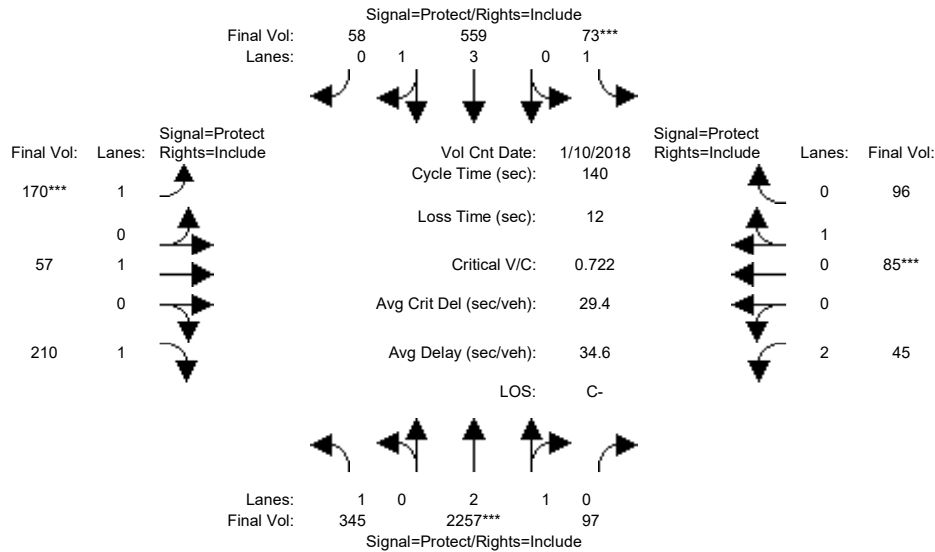
Appendix K: Mitigated Study Intersection LOS Calculations

987167.4

Vallco Special Area Specific Plan
SJ17-1776

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

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:	>>	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	248	0	0	53	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	345	2257	97	73	559	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	2257	97	73	559	58	170	57	210	45	85	96						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	345	2257	97	73	559	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	2257	97	73	559	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	5369	231	1750	6794	705	1750	1900	1750	3150	845	955

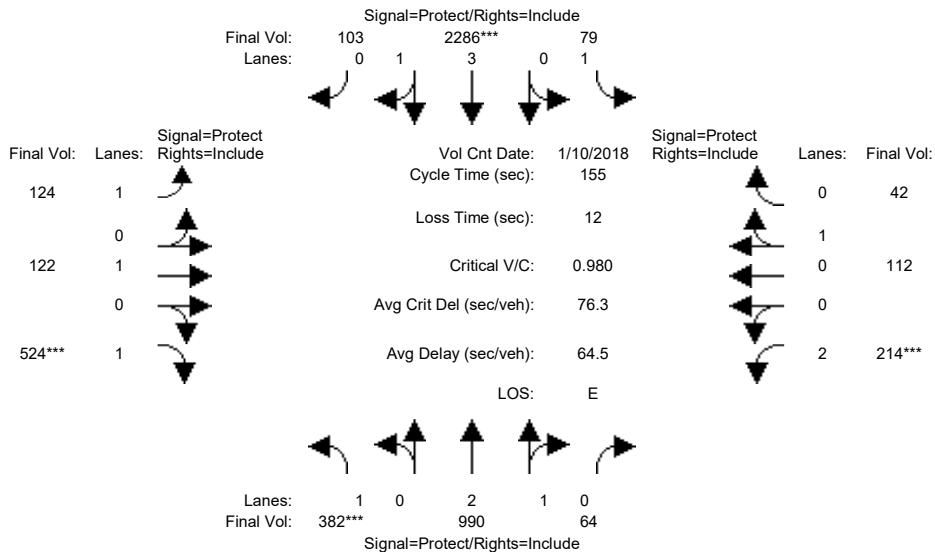
Capacity Analysis Module:												
Vol/Sat:	0.20	0.42	0.42	0.04	0.08	0.08	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	63.2	81.6	81.6	8.1	26.4	26.4	18.8	24.0	24.0	14.3	19.5	19.5
Volume/Cap:	0.44	0.72	0.72	0.72	0.44	0.44	0.72	0.17	0.70	0.14	0.72	0.72
Delay/Veh:	26.6	21.9	21.9	87.2	50.4	50.4	68.5	49.8	61.7	57.4	67.5	67.5
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:	26.6	21.9	21.9	87.2	50.4	50.4	68.5	49.8	61.7	57.4	67.5	67.5
LOS by Move:	C	C+	C+	F	D	D	E	D	E	E+	E	E
HCM2k95thQ:	19	39	39	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 PP + Mit

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	7	10	10	7	10	10
Y+R:	4.0	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	77	0	0	249	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	990	64	79	2286	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	990	64	79	2286	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	990	64	79	2286	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	990	64	79	2286	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	5260	340	1750	7176	323	1750	1900	1750	3150	1309	491

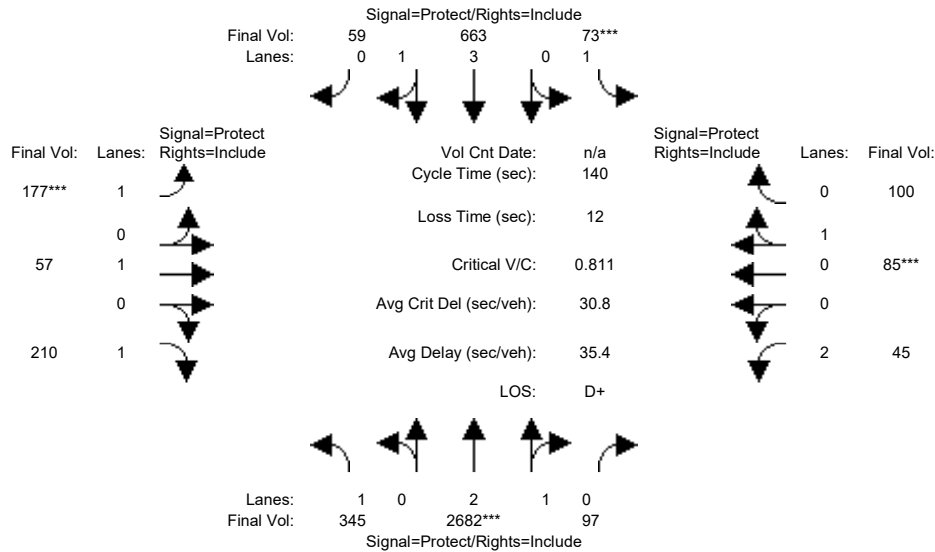
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.32	0.32	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			***			***		***	***		
Green Time:	34.5	68.5	68.5	16.4	50.4	50.4	26.3	47.4	47.4	10.7	31.8	31.8
Volume/Cap:	0.98	0.43	0.43	0.43	0.98	0.98	0.42	0.21	0.98	0.98	0.42	0.42
Delay/Veh:	100.0	29.9	29.9	66.4	65.6	65.6	58.4	40.1	87.1	127.0	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:	100.0	29.9	29.9	66.4	65.6	65.6	58.4	40.1	87.1	127.0	54.3	54.3
LOS by Move:	F	C	C	E	E	E	E+	D	F	F	D-	D-
HCM2k95thQ:	36	20	20	7	48	48	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 PP + 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:												
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	598	0	0	142	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2682	97	73	663	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	2682	97	73	663	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2682	97	73	663	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	2682	97	73	663	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	3.66	0.34	1.00	1.00	1.00	2.00	0.46	0.54
Final Sat.:	1750	5404	195	1750	6886	613	1750	1900	1750	3150	827	973

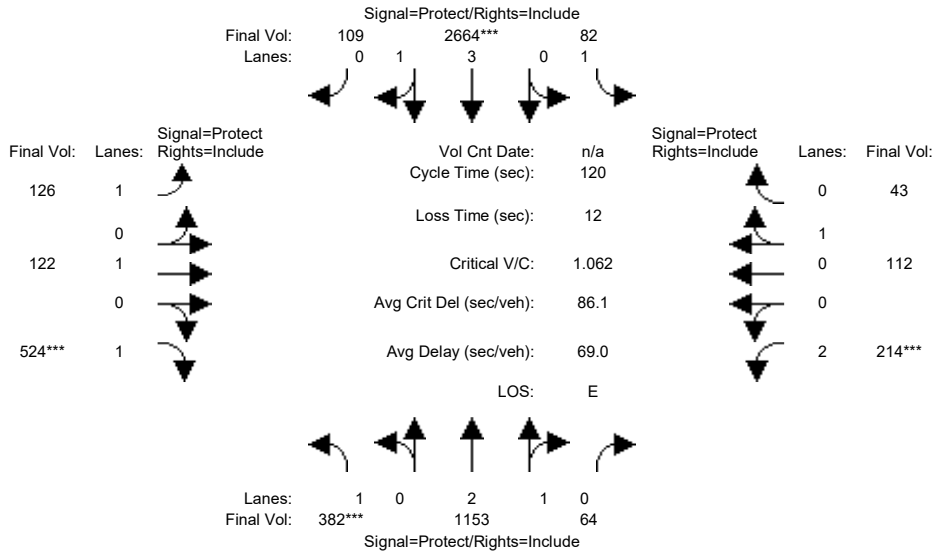
Capacity Analysis Module:												
Vol/Sat:	0.20	0.50	0.50	0.04	0.10	0.10	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	62.4	85.6	85.6	7.2	30.5	30.5	17.4	22.1	22.1	13.1	17.7	17.7
Volume/Cap:	0.44	0.81	0.81	0.81	0.44	0.44	0.81	0.19	0.76	0.15	0.81	0.81
Delay/Veh:	27.2	22.5	22.5	106.4	47.6	47.6	79.7	51.5	68.2	58.6	78.8	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:	27.2	22.5	22.5	106.4	47.6	47.6	79.7	51.5	68.2	58.6	78.8	78.8
LOS by Move:	C	C+	C+	F	D	D	E-	D-	E	E+	E-	E-
HCM2k95thQ:	19	46	46	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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM PP + 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	214	0	0	561	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1153	64	82	2664	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	1153	64	82	2664	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1153	64	82	2664	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	1153	64	82	2664	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	5305	294	1750	7205	295	1750	1900	1750	3150	1301	499

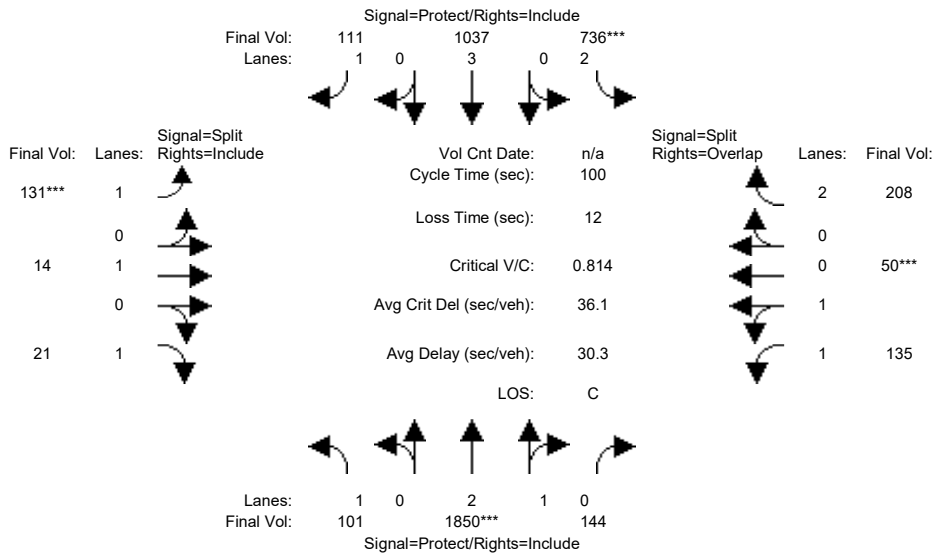
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.37	0.37	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			***			***		***	***		
Green Time:	24.7	52.4	52.4	14.1	41.8	41.8	18.9	33.8	33.8	7.7	22.6	22.6
Volume/Cap:	1.06	0.50	0.50	0.40	1.06	1.06	0.46	0.23	1.06	1.06	0.46	0.46
Delay/Veh:	112.3	24.5	24.5	50.3	75.8	75.8	47.1	33.3	100.9	136.8	44.2	44.2
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:	112.3	24.5	24.5	50.3	75.8	75.8	47.1	33.3	100.9	136.8	44.2	44.2
LOS by Move:	F	C	C	D	E-	E-	D	C-	F	F	D	D
HCM2k95thQ:	33	19	19	6	49	49	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 PP + Mit

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:	85	269	82	280	113	91	113	9	21	68	46	27
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	101	1850	144	736	1037	111	131	14	21	135	50	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:	101	1850	144	736	1037	111	131	14	21	135	50	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1850	144	736	1037	111	131	14	21	135	50	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:	101	1850	144	736	1037	111	131	14	21	135	50	208

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	1.47	0.53	2.00
Final Sat.:	1750	5195	404	3150	5700	1750	1750	1900	1750	2590	959	3150

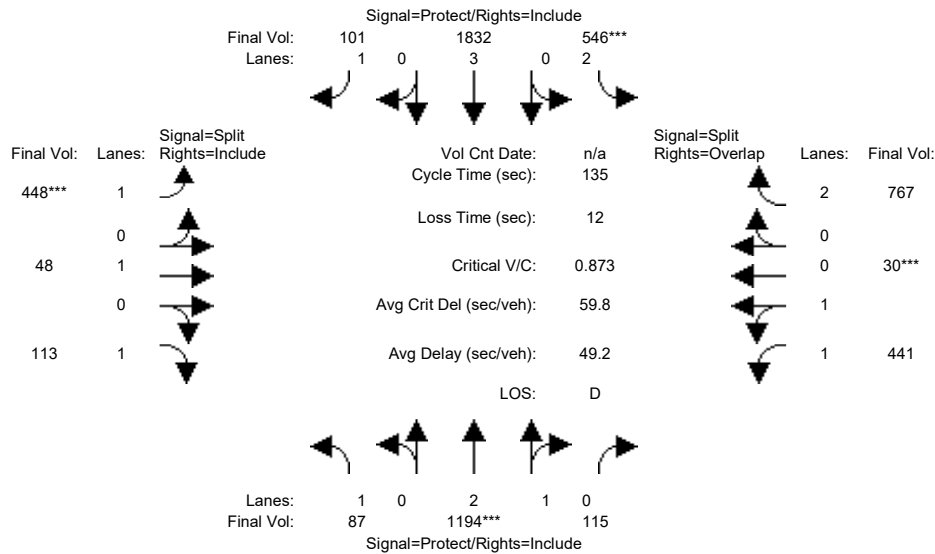
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.23	0.18	0.06	0.07	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.9	41.1	41.1	26.9	49.1	49.1	10.0	10.0	10.0	10.0	10.0	36.9
Volume/Cap:	0.31	0.87	0.87	0.87	0.37	0.13	0.75	0.07	0.12	0.52	0.52	0.18
Delay/Veh:	35.4	30.8	30.8	44.3	15.9	13.9	60.1	41.0	41.3	44.1	44.1	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:	35.4	30.8	30.8	44.3	15.9	13.9	60.1	41.0	41.3	44.1	44.1	21.4
LOS by Move:	D+	C	C	D	B	B	E	D	D	D	D	C+
HCM2k95thQ:	6	37	37	25	12	4	12	1	1	6	6	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 PP + 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:	44	237	39	178	170	44	414	36	95	284	24	98
PasserByVol:	0	83	8	116	140	0	0	0	0	7	0	209
Initial Fut:	87	1194	115	546	1832	101	448	48	113	441	30	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1194	115	546	1832	101	448	48	113	441	30	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1194	115	546	1832	101	448	48	113	441	30	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	1194	115	546	1832	101	448	48	113	441	30	767

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	1.87	0.13	2.00
Final Sat.:	1750	5107	492	3150	5700	1750	1750	1900	1750	3324	226	3150

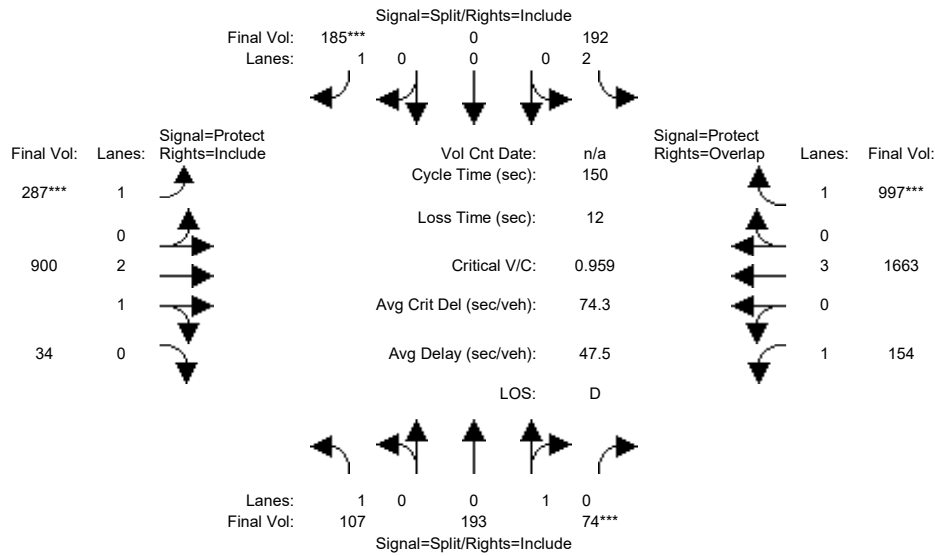
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.17	0.32	0.06	0.26	0.03	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	8.7	36.1	36.1	26.8	54.2	54.2	39.6	39.6	39.6	20.5	20.5	47.3
Volume/Cap:	0.77	0.87	0.87	0.87	0.80	0.14	0.87	0.09	0.22	0.87	0.87	0.69
Delay/Veh:	88.7	53.2	53.2	65.4	37.8	25.8	60.6	34.7	36.3	70.6	70.6	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:	88.7	53.2	53.2	65.4	37.8	25.8	60.6	34.7	36.3	70.6	70.6	39.6
LOS by Move:	F	D-	D-	E	D+	C	E	C-	D+	E	E	D
HCM2k95thQ:	8	31	31	25	38	6	37	3	7	19	19	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 AM PP + Mit

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:	15	35	0	39	0	0	0	136	10	0	280	129
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	107	193	74	192	0	185	287	900	34	154	1663	997
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	193	74	192	0	185	287	900	34	154	1663	997
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	193	74	192	0	185	287	900	34	154	1663	997
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	193	74	192	0	185	287	900	34	154	1663	997

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	0.72	0.28	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	1301	499	3150	0	1750	1750	5396	204	1750	5700	1750

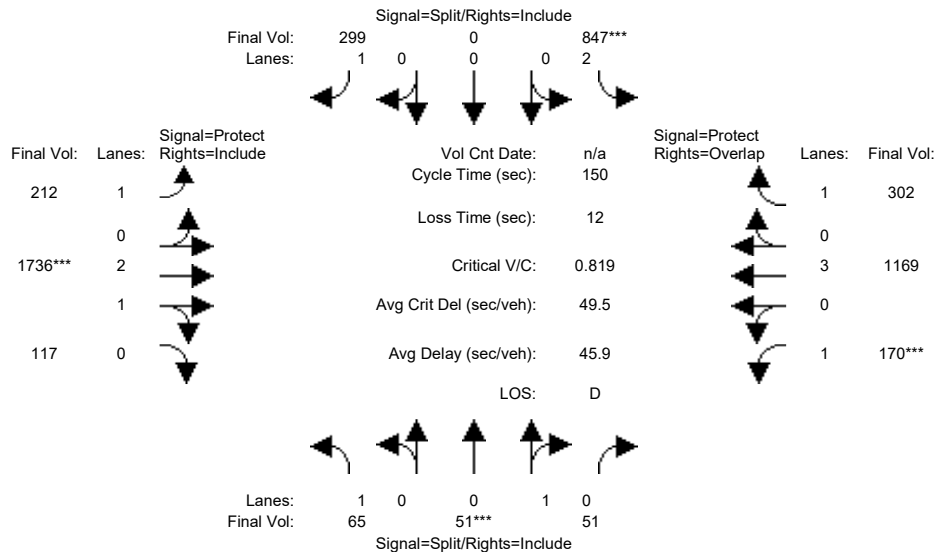
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.06	0.00	0.11	0.16	0.17	0.17	0.09	0.29	0.57
Crit Moves:	***			****			****			****		
Green Time:	22.1	22.1	22.1	16.5	0.0	16.5	24.4	65.0	65.0	34.3	74.9	91.5
Volume/Cap:	0.42	1.01	1.01	0.55	0.00	0.96	1.01	0.38	0.38	0.38	0.58	0.93
Delay/Veh:	59.2	121	121.0	65.2	0.0	119.1	117.9	29.0	29.0	49.5	26.8	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	121	121.0	65.2	0.0	119.1	117.9	29.0	29.0	49.5	26.8	40.9
LOS by Move:	E+	F	F	E	A	F	F	C	C	D	C	D
HCM2k95thQ:	10	31	31	10	0	20	29	17	17	11	29	66

Note: Queue reported is 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 PP + 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:	7	14	0	153	0	0	1	323	52	0	204	65
PasserByVol:	2	8	0	236	0	59	36	99	2	3	110	128
Initial Fut:	65	51	51	847	0	299	212	1736	117	170	1169	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:	65	51	51	847	0	299	212	1736	117	170	1169	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	51	51	847	0	299	212	1736	117	170	1169	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:	65	51	51	847	0	299	212	1736	117	170	1169	302

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	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1750	900	900	3150	0	1750	1750	5246	354	1750	5700	1750

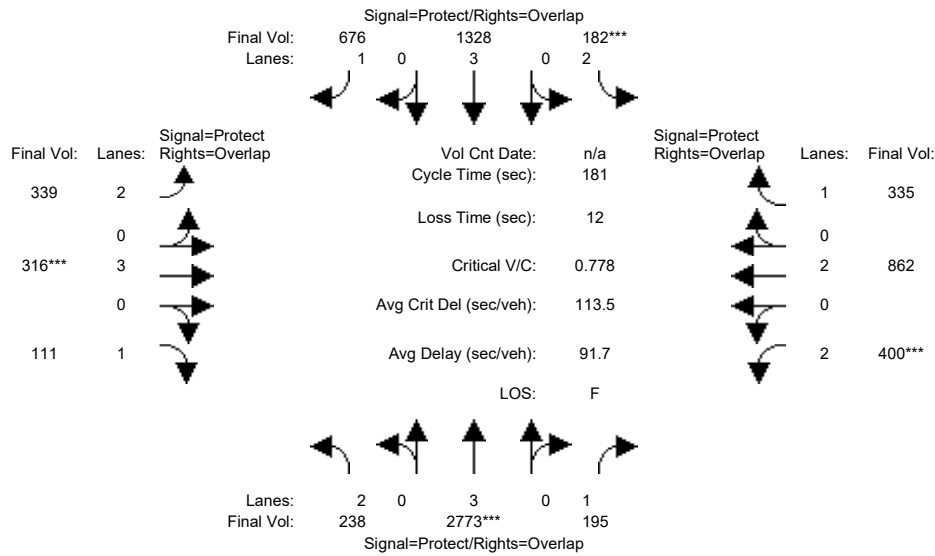
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.27	0.00	0.17	0.12	0.33	0.33	0.10	0.21	0.17
Crit Moves:	****			****			****			****		
Green Time:	10.4	10.4	10.4	49.2	0.0	49.2	29.1	60.6	60.6	17.8	49.3	98.5
Volume/Cap:	0.54	0.82	0.82	0.82	0.00	0.52	0.62	0.82	0.82	0.82	0.62	0.26
Delay/Veh:	72.2	102	102.0	51.6	0.0	41.7	59.0	42.3	42.3	86.5	43.2	10.8
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:	72.2	102	102.0	51.6	0.0	41.7	59.0	42.3	42.3	86.5	43.2	10.8
LOS by Move:	E	F	F	D-	A	D	E+	D	D	F	D	B+
HCM2k95thQ:	6	10	10	37	0	21	17	42	42	16	26	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 PP + 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
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	546	7	35	275	76	96	27	0	17	45	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3510	195	182	1660	676	339	316	111	400	862	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	2773	195	182	1328	676	339	316	111	400	862	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2773	195	182	1328	676	339	316	111	400	862	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	2773	195	182	1328	676	339	316	111	400	862	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

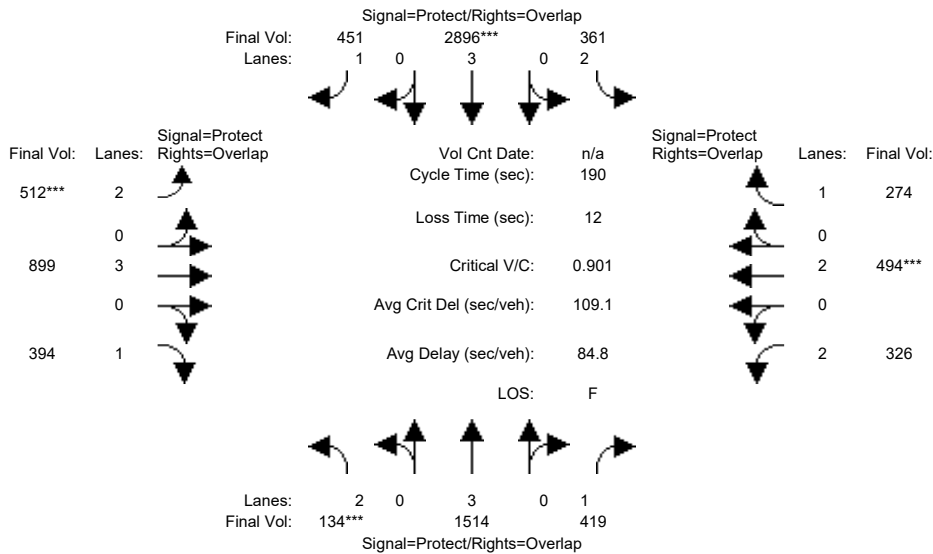
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.39	0.11	0.06	0.06	0.13	0.23	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.46	0.60	0.82	0.23	0.19	1.29	1.09	0.57
Delay/Veh:	111.2	104	36.1	82.2	48.8	43.3	89.7	56.0	44.3	235.5	133	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	104	36.1	82.2	48.8	43.3	89.7	56.0	44.3	235.5	133	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	81	17	12	36	56	20	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 PP + 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
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	361	25	84	604	108	86	79	0	16	63	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1893	419	361	3666	451	512	899	394	326	494	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	1514	419	361	2896	451	512	899	394	326	494	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1514	419	361	2896	451	512	899	394	326	494	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	1514	419	361	2896	451	512	899	394	326	494	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

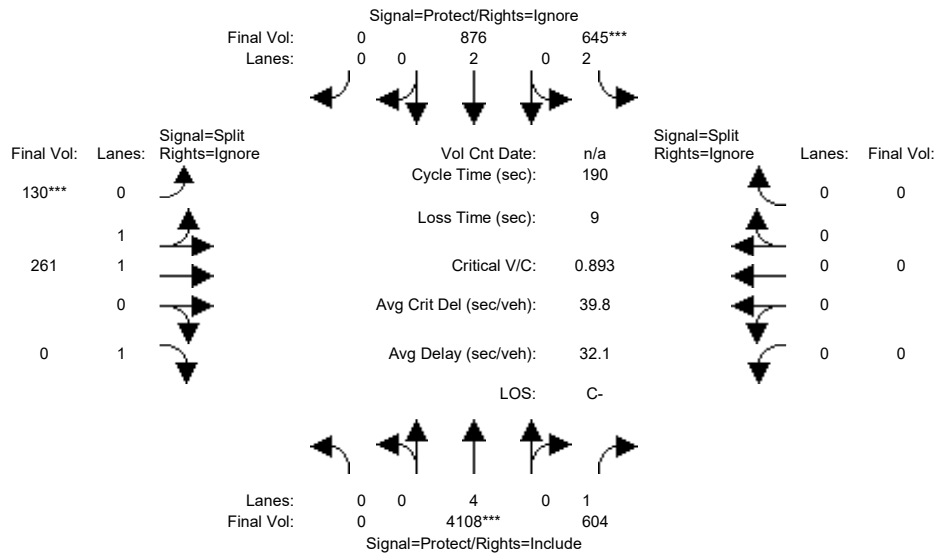
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.24	0.11	0.51	0.26	0.16	0.16	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.57	0.42	0.93	1.02	0.41	1.26	0.67	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.9	42.3	116.2	98.5	37.0	216.4	65.6	58.9	109.4	66.1	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	42.3	116.2	98.5	37.0	216.4	65.6	58.9	109.4	66.1	48.0
LOS by Move:	F	E+	D	F	F	D+	F	E	E+	F	E	D
HCM2k95thQ:	9	41	36	27	94	38	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 PP + 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	403	82	67	107	0	0	26	69	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4108	604	645	876	0	130	261	332	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	4108	604	645	876	0	130	261	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4108	604	645	876	0	130	261	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	4108	604	645	876	0	130	261	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	0.68	1.32	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	1230	2469	1750	0	0	0

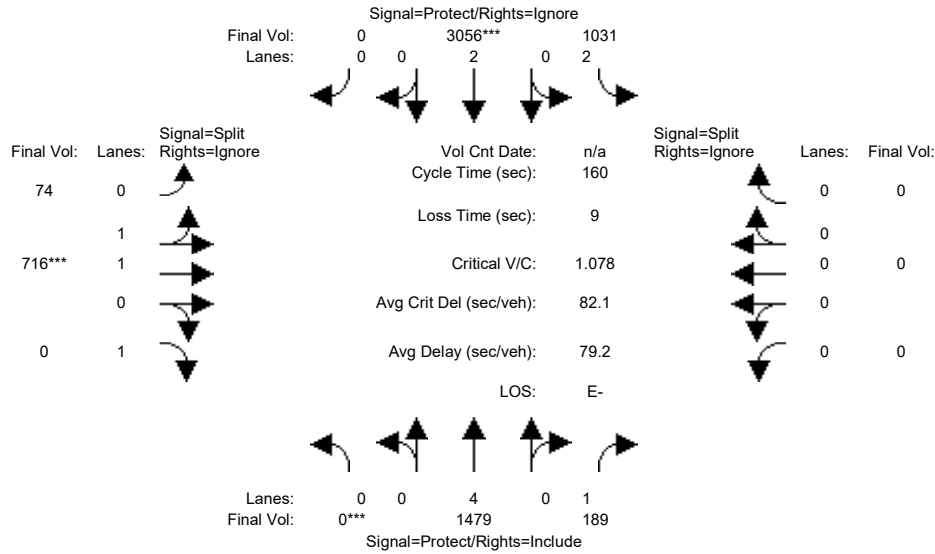
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.35	0.20	0.23	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.4	35.8	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.89	0.57	1.09	0.29	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	13.3	140.1	0.1	0.0	79.0	79.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	13.3	140.1	0.1	0.0	79.0	79.0	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	60	22	48	1	0	19	19	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 PP + 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	251	32	171	315	0	0	103	221	0	0	0
PasserByVol:	0	110	0	115	253	0	0	214	149	0	0	0
Initial Fut:	0	1479	189	1031	3056	0	74	716	1204	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	1479	189	1031	3056	0	74	716	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1479	189	1031	3056	0	74	716	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	1479	189	1031	3056	0	74	716	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	347	3353	1750	0	0	0

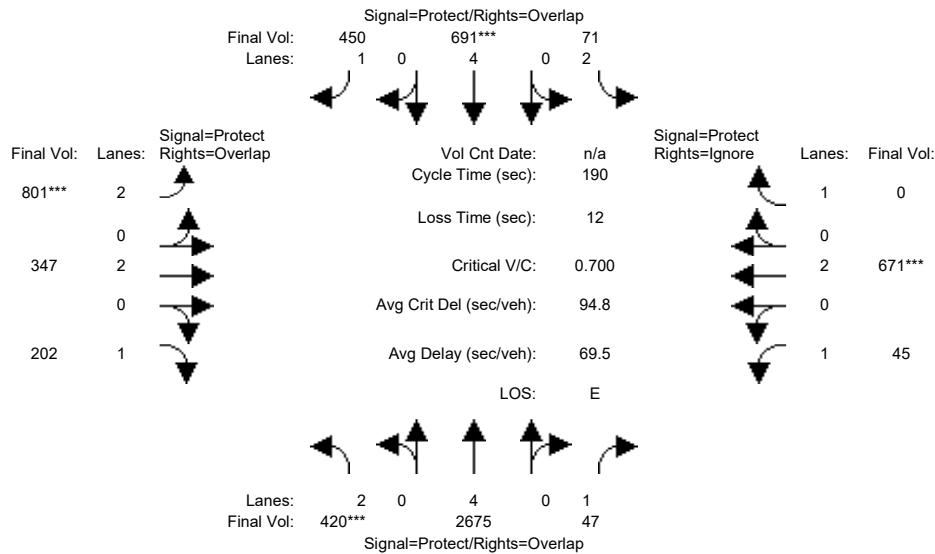
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.11	0.33	0.80	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.26	1.17	1.17	0.00	0.84	0.84	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.9	28.0	147.1	86.9	0.0	63.6	63.6	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	63.6	63.6	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 PP + 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
Movement:												
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:	115	455	0	1	166	10	25	1	21	0	6	2
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	420	2675	47	71	691	450	801	347	202	45	671	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	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:	420	2675	47	71	691	450	801	347	202	45	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	2675	47	71	691	450	801	347	202	45	671	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:	420	2675	47	71	691	450	801	347	202	45	671	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

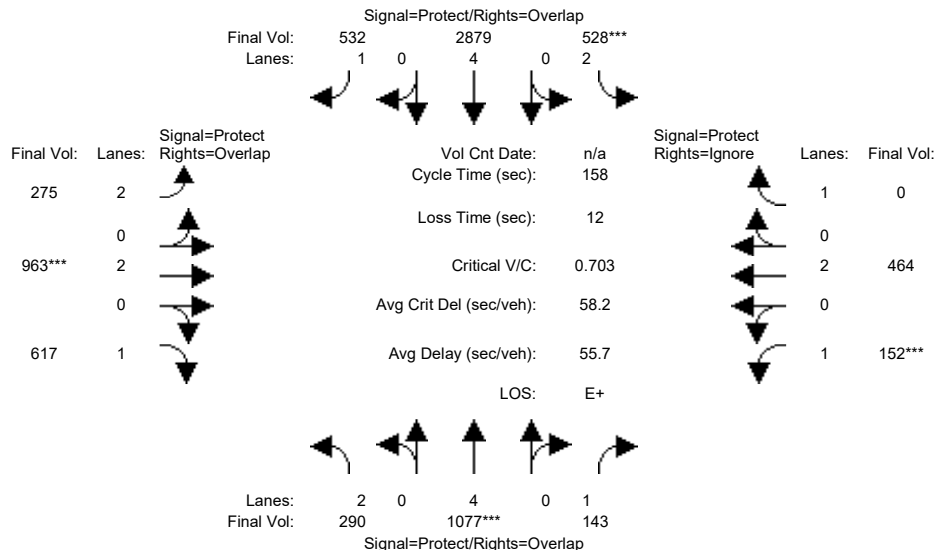
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.03	0.02	0.09	0.26	0.25	0.09	0.12	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.25	0.95	0.06	0.30	0.27	0.42	0.94	0.21	0.22	0.43	0.81	0.00
Delay/Veh:	220.2	60.4	26.9	83.1	49.1	27.3	84.4	33.7	22.9	88.3	75.8	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:	220.2	60.4	26.9	83.1	49.1	27.3	84.4	33.7	22.9	88.3	75.8	0.0
LOS by Move:	F	E	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	35	59	2	5	15	33	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 PP + 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:	42	272	0	5	500	27	9	5	114	0	2	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	290	1077	143	528	2879	532	275	963	617	152	464	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:	290	1077	143	528	2879	532	275	963	617	152	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1077	143	528	2879	532	275	963	617	152	464	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	1077	143	528	2879	532	275	963	617	152	464	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

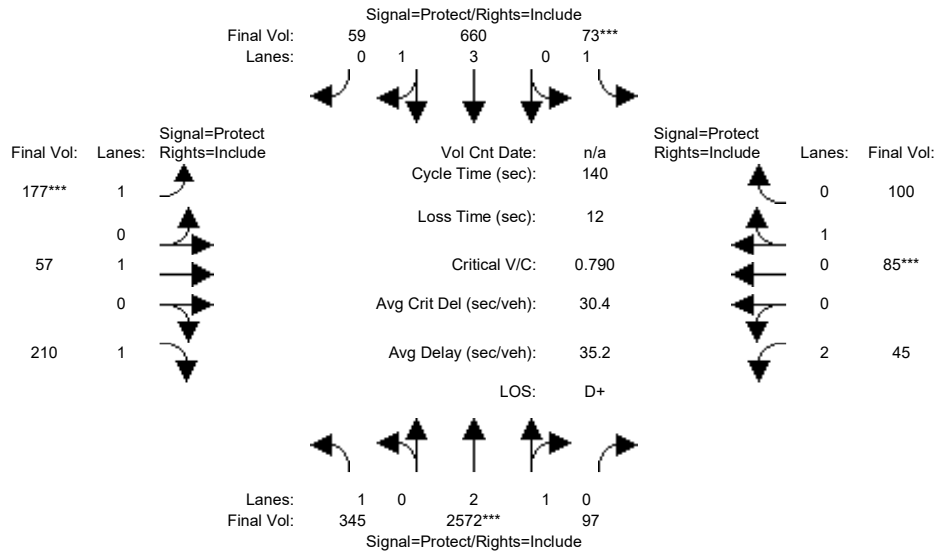
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.17	0.38	0.30	0.09	0.25	0.35	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.9	55.0	72.0	29.0	64.1	82.3	18.3	45.0	64.9	17.0	43.7	0.0
Volume/Cap:	0.73	0.41	0.18	0.91	0.93	0.58	0.75	0.89	0.86	0.81	0.44	0.00
Delay/Veh:	73.1	37.1	21.2	82.3	57.5	34.0	76.3	63.4	52.4	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:	73.1	37.1	21.2	82.3	57.5	34.0	76.3	63.4	52.4	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	55	36	15	40	49	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 AM GP w/ Max Residential + 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:												
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	488	0	0	139	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2572	97	73	660	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	2572	97	73	660	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2572	97	73	660	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	2572	97	73	660	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	3.66	0.34	1.00	1.00	1.00	2.00	0.46	0.54
Final Sat.:	1750	5396	204	1750	6884	615	1750	1900	1750	3150	827	973

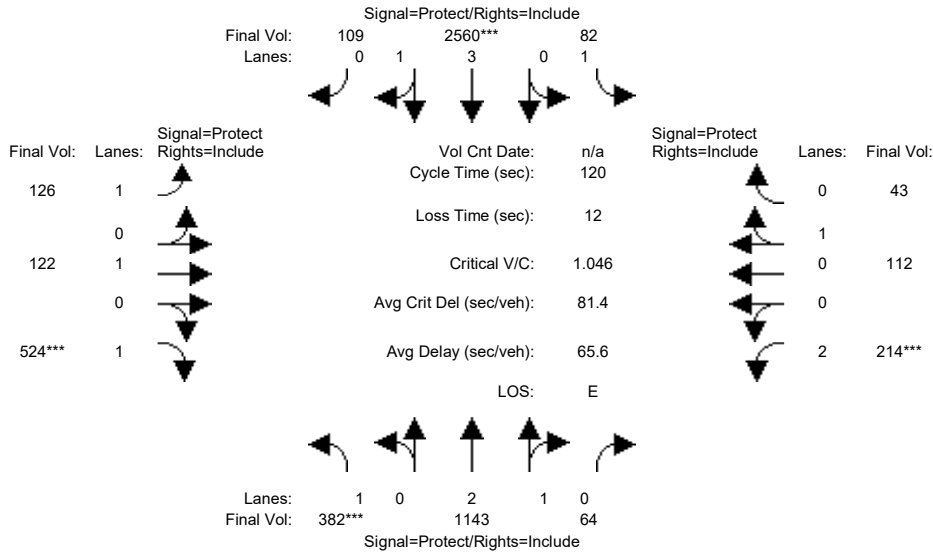
Capacity Analysis Module:												
Vol/Sat:	0.20	0.48	0.48	0.04	0.10	0.10	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	61.8	84.5	84.5	7.4	30.1	30.1	17.9	22.7	22.7	13.5	18.2	18.2
Volume/Cap:	0.45	0.79	0.79	0.79	0.45	0.45	0.79	0.19	0.74	0.15	0.79	0.79
Delay/Veh:	27.6	22.4	22.4	101.0	47.9	47.9	76.3	51.0	65.9	58.2	75.4	75.4
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:	27.6	22.4	22.4	101.0	47.9	47.9	76.3	51.0	65.9	58.2	75.4	75.4
LOS by Move:	C	C+	C+	F	D	D	E-	D	E	E+	E-	E-
HCM2k95thQ:	19	44	44	7	12	12	18	4	20	2	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 GP w/ Max Residential + 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	204	0	0	457	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1143	64	82	2560	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	1143	64	82	2560	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1143	64	82	2560	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	1143	64	82	2560	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	5303	297	1750	7193	306	1750	1900	1750	3150	1301	499

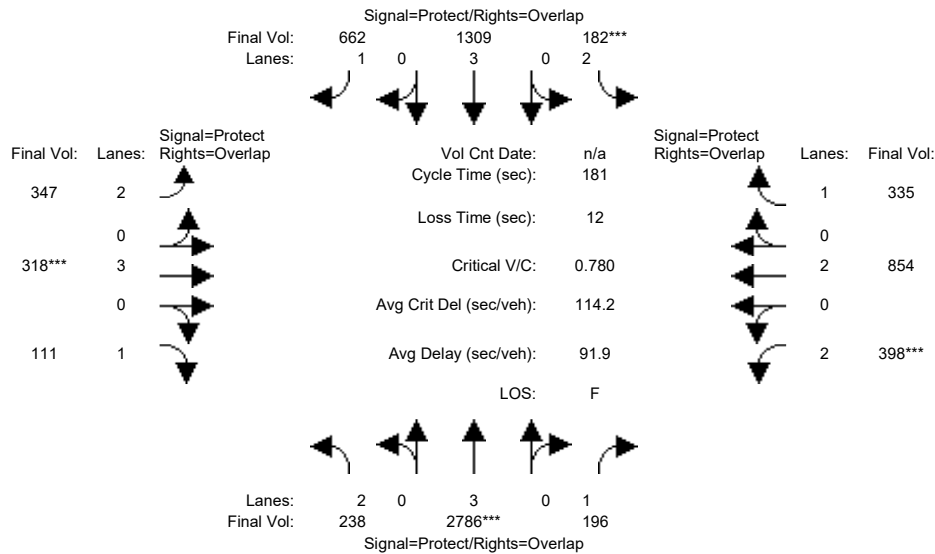
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.36	0.36	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			***			***		***	***		
Green Time:	25.0	51.8	51.8	14.0	40.8	40.8	19.2	34.3	34.3	7.8	22.9	22.9
Volume/Cap:	1.05	0.50	0.50	0.40	1.05	1.05	0.45	0.22	1.05	1.05	0.45	0.45
Delay/Veh:	107.1	24.8	24.8	50.4	71.0	71.0	46.8	32.9	95.6	131.7	43.9	43.9
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:	107.1	24.8	24.8	50.4	71.0	71.0	46.8	32.9	95.6	131.7	43.9	43.9
LOS by Move:	F	C	C	D	E	E	D	C-	F	F	D	D
HCM2k95thQ:	32	19	19	6	47	47	10	7	47	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 GP w/ Max Residential + 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
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	562	8	35	251	62	104	29	0	15	37	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3526	196	182	1636	662	347	318	111	398	854	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	2786	196	182	1309	662	347	318	111	398	854	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2786	196	182	1309	662	347	318	111	398	854	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	2786	196	182	1309	662	347	318	111	398	854	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

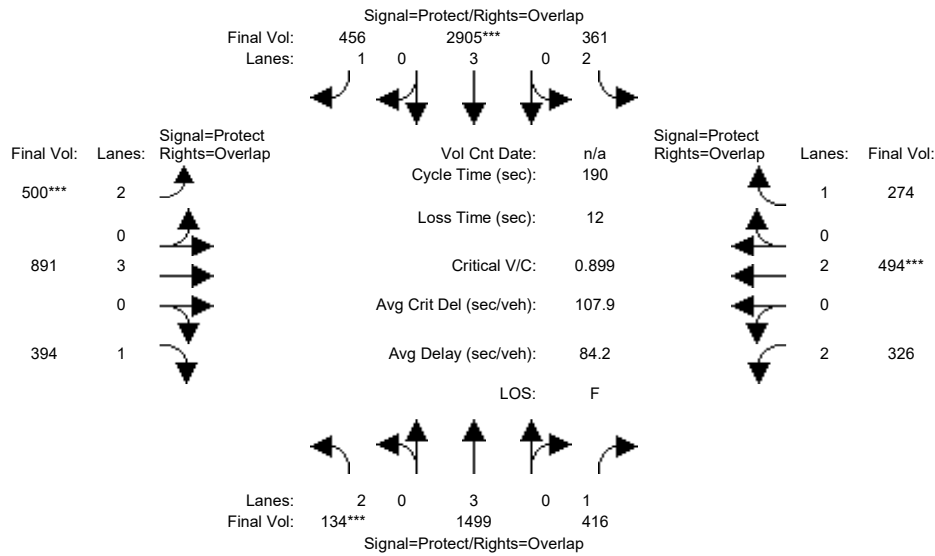
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.38	0.11	0.06	0.06	0.13	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.45	0.59	0.84	0.23	0.19	1.28	1.08	0.57
Delay/Veh:	111.2	106	36.2	82.2	48.6	42.6	91.8	56.0	44.3	232.9	129	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	106	36.2	82.2	48.6	42.6	91.8	56.0	44.3	232.9	129	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	50	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 GP w/ Max Residential + Mit

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	342	22	84	615	113	74	71	0	16	63	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1874	416	361	3677	456	500	891	394	326	494	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	1499	416	361	2905	456	500	891	394	326	494	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1499	416	361	2905	456	500	891	394	326	494	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	1499	416	361	2905	456	500	891	394	326	494	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

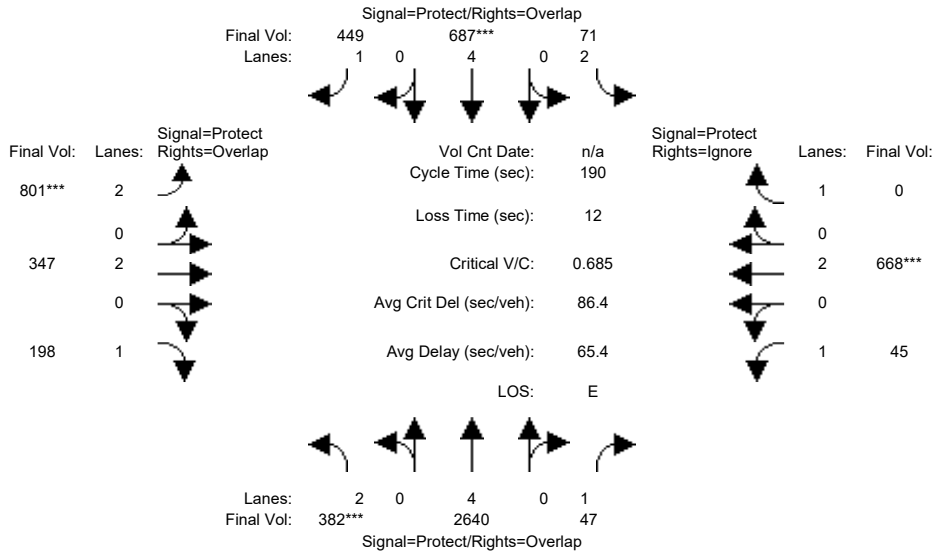
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.24	0.11	0.51	0.26	0.16	0.16	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.57	0.41	0.93	1.02	0.41	1.23	0.66	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.7	42.2	116.2	99.4	37.1	204.4	65.5	58.9	109.4	66.1	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	57.7	42.2	116.2	99.4	37.1	204.4	65.5	58.9	109.4	66.1	48.0
LOS by Move:	F	E+	D	F	F	D+	F	E	E+	F	E	D
HCM2k95thQ:	9	41	36	27	95	38	39	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 GP w/ Max Residential + 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	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:	77	420	0	1	162	9	25	1	17	0	3	1
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	382	2640	47	71	687	449	801	347	198	45	668	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:	382	2640	47	71	687	449	801	347	198	45	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2640	47	71	687	449	801	347	198	45	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	382	2640	47	71	687	449	801	347	198	45	668	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

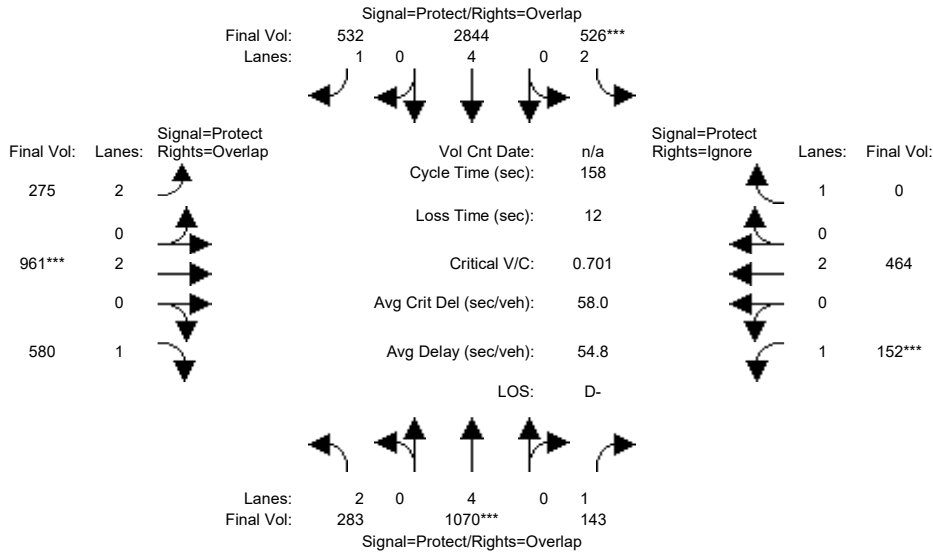
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.03	0.02	0.09	0.26	0.25	0.09	0.11	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.14	0.93	0.06	0.30	0.27	0.42	0.94	0.21	0.21	0.43	0.81	0.00
Delay/Veh:	176.7	58.8	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:	176.7	58.8	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:	29	57	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 GP w/ Max Residential + 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:	35	265	0	3	465	27	9	3	77	0	2	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	283	1070	143	526	2844	532	275	961	580	152	464	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:	283	1070	143	526	2844	532	275	961	580	152	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1070	143	526	2844	532	275	961	580	152	464	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:	283	1070	143	526	2844	532	275	961	580	152	464	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

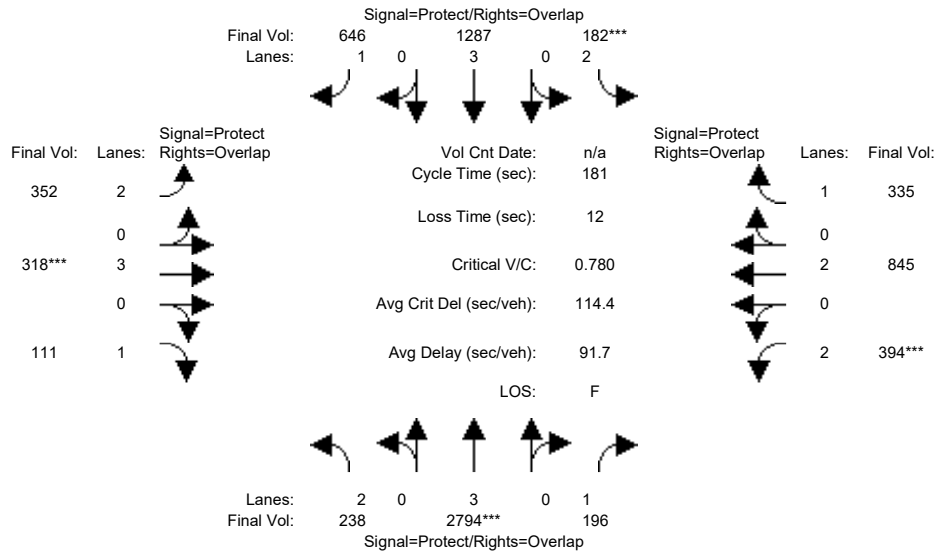
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.17	0.37	0.30	0.09	0.25	0.33	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.9	55.0	72.0	29.0	64.1	82.3	18.3	45.0	64.9	17.0	43.7	0.0
Volume/Cap:	0.71	0.40	0.18	0.91	0.92	0.58	0.75	0.89	0.81	0.81	0.44	0.00
Delay/Veh:	72.2	37.0	21.2	81.7	56.3	34.0	76.3	63.2	47.7	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:	72.2	37.0	21.2	81.7	56.3	34.0	76.3	63.2	47.7	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	39	45	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 AM Retail and Residential + 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
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	573	8	35	224	46	109	29	0	11	28	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3537	196	182	1609	646	352	318	111	394	845	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	2794	196	182	1287	646	352	318	111	394	845	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2794	196	182	1287	646	352	318	111	394	845	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	2794	196	182	1287	646	352	318	111	394	845	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

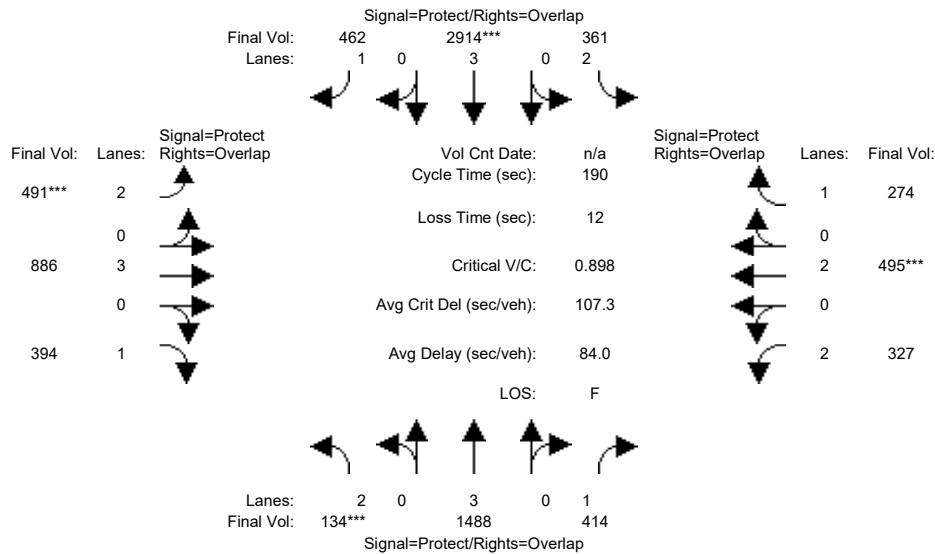
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.37	0.11	0.06	0.06	0.13	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.44	0.58	0.85	0.23	0.19	1.27	1.07	0.57
Delay/Veh:	111.2	107	36.2	82.2	48.4	41.9	93.3	56.0	44.3	227.6	125	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	48.4	41.9	93.3	56.0	44.3	227.6	125	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2k95thQ:	14	82	17	12	35	53	22	9	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 PM Retail and Residential + Mit

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	328	20	84	627	119	65	66	0	17	64	58
PasserByVol:	8	36	29	27	141	14	36	51	32	22	40	15
Initial Fut:	134	1860	414	361	3689	462	491	886	394	327	495	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	1488	414	361	2914	462	491	886	394	327	495	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1488	414	361	2914	462	491	886	394	327	495	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	1488	414	361	2914	462	491	886	394	327	495	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

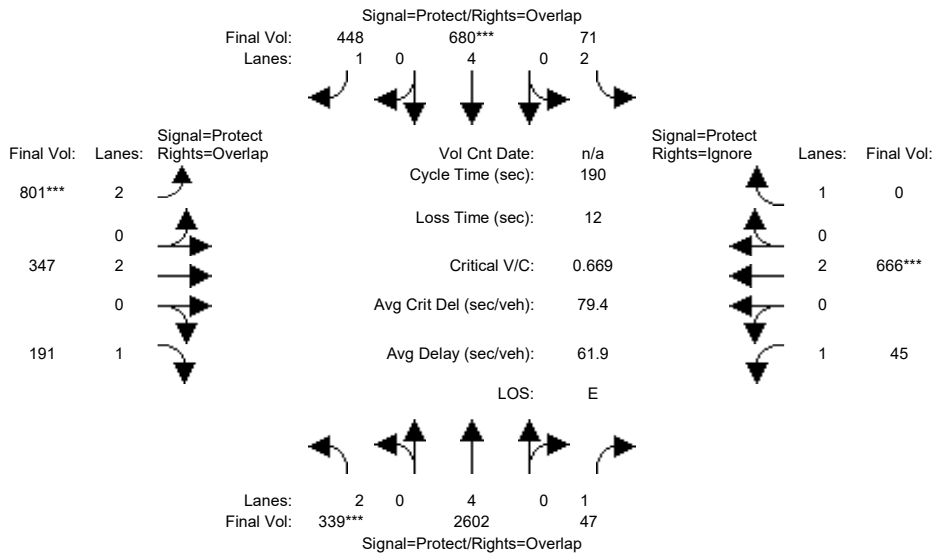
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.24	0.11	0.51	0.26	0.16	0.16	0.23	0.10	0.13	0.16
Crit Moves:	***				****		****				****	
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.49	0.56	0.41	0.93	1.02	0.42	1.21	0.66	0.70	0.92	0.59	0.46
Delay/Veh:	87.7	57.5	42.1	116.2	100	37.3	195.6	65.4	58.9	109.9	66.1	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	57.5	42.1	116.2	100	37.3	195.6	65.4	58.9	109.9	66.1	48.0
LOS by Move:	F	E+	D	F	F	D+	F	E	E+	F	E	D
HCM2k95thQ:	9	41	35	27	95	39	37	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 Retail and Residential + Mit

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:	34	382	0	1	155	8	25	1	10	0	1	0
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	339	2602	47	71	680	448	801	347	191	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:	339	2602	47	71	680	448	801	347	191	45	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	2602	47	71	680	448	801	347	191	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:	339	2602	47	71	680	448	801	347	191	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	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

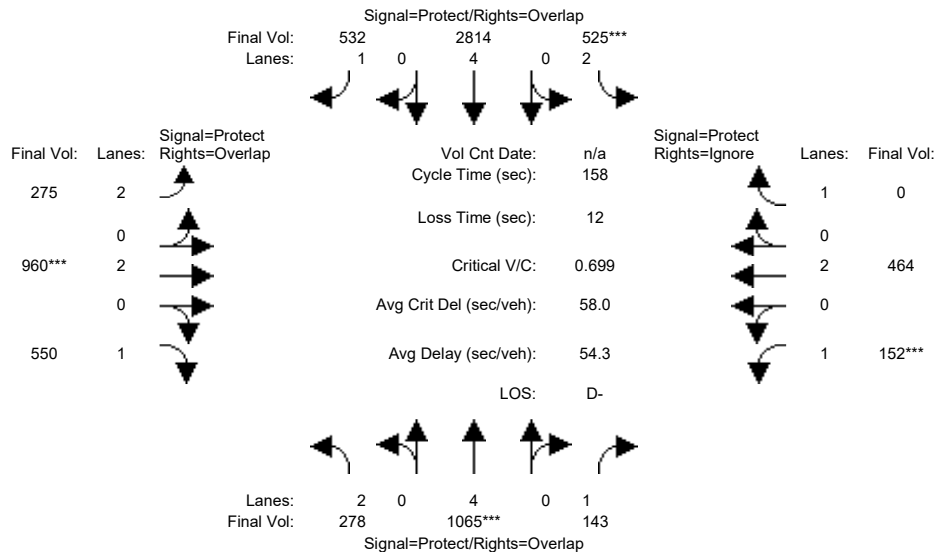
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.03	0.02	0.09	0.26	0.25	0.09	0.11	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.01	0.92	0.06	0.30	0.26	0.42	0.94	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	136.1	57.4	26.9	83.1	49.0	27.3	84.4	33.7	22.8	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:	136.1	57.4	26.9	83.1	49.0	27.3	84.4	33.7	22.8	88.3	75.4	0.0
LOS by Move:	F	E+	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	24	56	2	5	14	32	48	11	11	6	33	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 Retail and Residential + 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	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:	30	260	0	2	435	27	9	2	47	0	2	1
PasserByVol:	0	85	0	70	279	37	3	2	3	1	7	15
Initial Fut:	278	1065	143	525	2814	532	275	960	550	152	464	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:	278	1065	143	525	2814	532	275	960	550	152	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1065	143	525	2814	532	275	960	550	152	464	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:	278	1065	143	525	2814	532	275	960	550	152	464	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

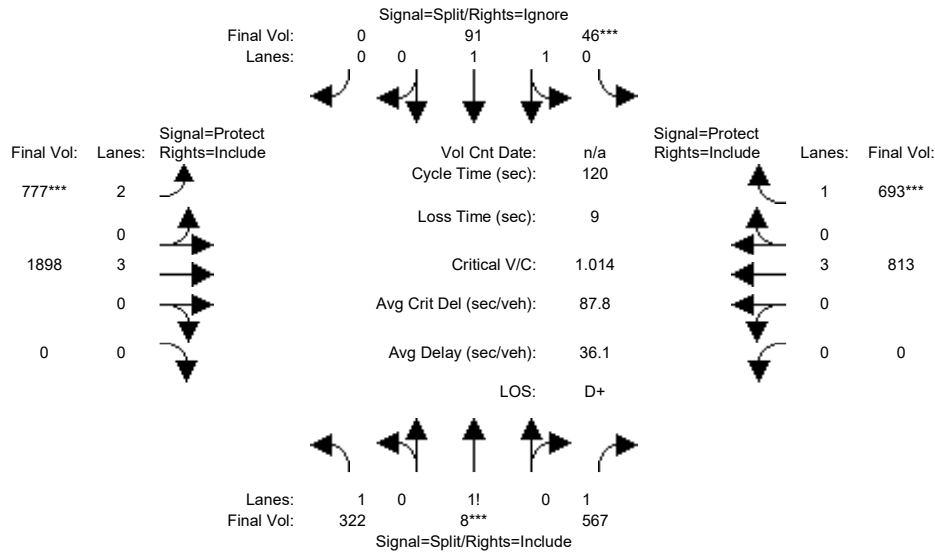
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.17	0.37	0.30	0.09	0.25	0.31	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.9	55.0	72.0	29.0	64.1	82.3	18.3	45.0	64.9	17.0	43.7	0.0
Volume/Cap:	0.70	0.40	0.18	0.91	0.91	0.58	0.75	0.89	0.76	0.81	0.44	0.00
Delay/Veh:	71.6	37.0	21.2	81.4	55.4	34.0	76.3	63.1	44.9	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:	71.6	37.0	21.2	81.4	55.4	34.0	76.3	63.1	44.9	91.0	47.4	0.0
LOS by Move:	E	D+	C+	F	E+	C-	E-	E	D	F	D	A
HCM2k95thQ:	14	15	6	27	53	36	15	39	41	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 PP + 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	354	0	0	123	112
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1898	0	0	813	693
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	1898	0	0	813	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1898	0	0	813	693
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	1898	0	0	813	693

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

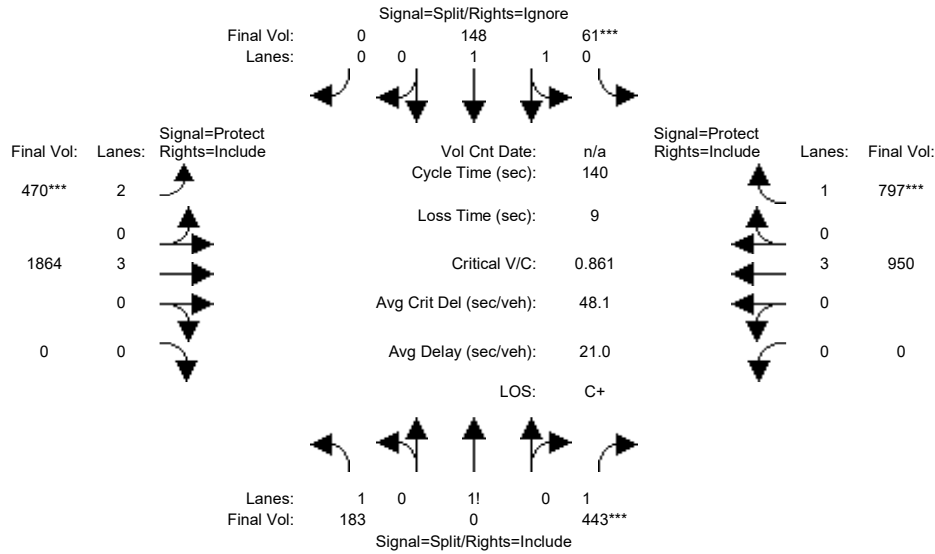
Capacity Analysis Module:	SR-85 Ramps (East)						Stevens Creek Boulevard					
Vol/Sat:	0.14	0.26	0.20	0.04	0.04	0.00	0.25	0.33	0.00	0.00	0.14	0.40
Crit Moves:	****			****			****			****		
Green Time:	29.0	29.0	29.0	10.0	10.0	0.0	27.6	72.0	0.0	0.0	44.4	44.4
Volume/Cap:	0.56	1.07	0.82	0.44	0.44	0.00	1.07	0.55	0.00	0.00	0.39	1.07
Delay/Veh:	40.4	97.3	48.4	53.4	53.4	0.0	91.0	0.2	0.0	0.0	17.0	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:	40.4	97.3	48.4	53.4	53.4	0.0	91.0	0.2	0.0	0.0	17.0	78.9
LOS by Move:	D	F	D	D-	D-	A	F	A	A	A	B	E-
HCM2k95thQ:	16	43	27	6	6	0	38	2	0	0	9	54

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 PP + 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	252	0	0	245	224
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1864	0	0	950	797
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	1864	0	0	950	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1864	0	0	950	797
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	1864	0	0	950	797

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

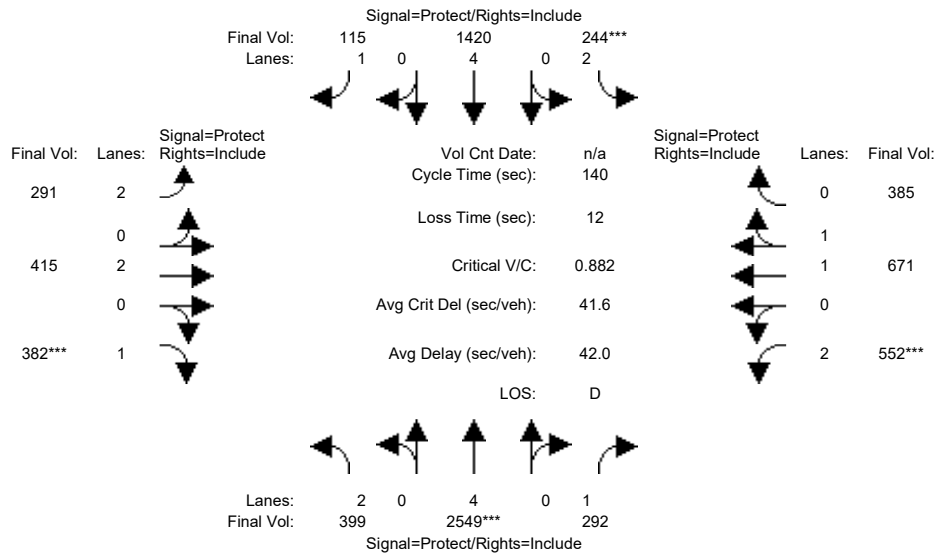
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.14	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.17	0.46
Crit Moves:			****	****			****					****
Green Time:	23.4	0.0	23.4	10.0	10.0	0.0	24.1	97.6	0.0	0.0	73.5	73.5
Volume/Cap:	0.48	0.00	0.87	0.79	0.79	0.00	0.87	0.47	0.00	0.00	0.32	0.87
Delay/Veh:	53.1	0.0	67.6	78.8	78.8	0.0	62.4	0.1	0.0	0.0	5.0	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	67.6	78.8	78.8	0.0	62.4	0.1	0.0	0.0	5.0	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	1	0	0	4	31

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:	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:	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:	9	674	55	46	212	16	26	56	20	41	53	47
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	399	2549	292	244	1420	115	291	415	382	552	671	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:	399	2549	292	244	1420	115	291	415	382	552	671	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2549	292	244	1420	115	291	415	382	552	671	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:	399	2549	292	244	1420	115	291	415	382	552	671	385

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	2350	1348

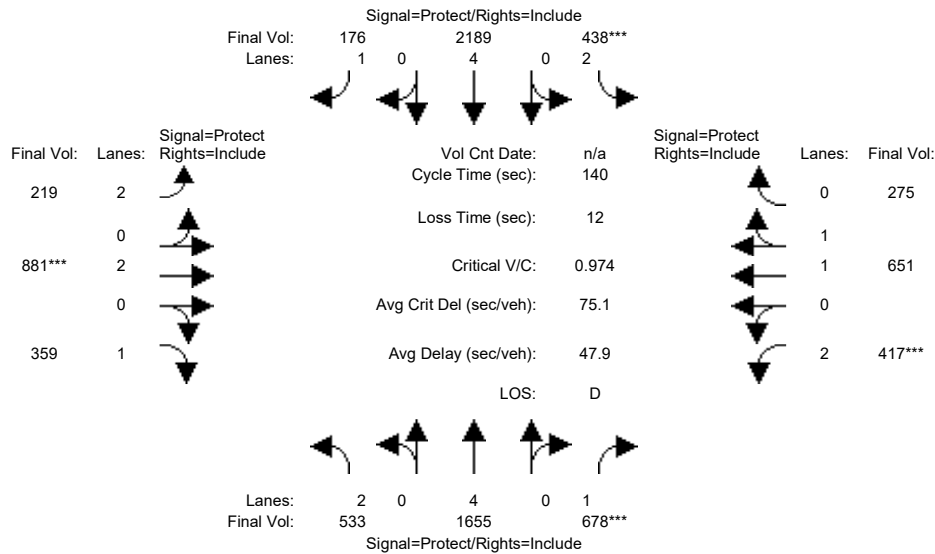
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.17	0.08	0.19	0.07	0.09	0.11	0.22	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	26.5	53.2	53.2	12.3	39.1	39.1	15.3	34.6	34.6	27.8	47.2	47.2
Volume/Cap:	0.67	0.88	0.44	0.88	0.67	0.24	0.85	0.44	0.88	0.88	0.85	0.85
Delay/Veh:	47.5	27.4	19.5	85.4	34.1	29.2	78.7	44.8	69.4	68.3	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:	47.5	27.4	19.5	85.4	34.1	29.2	78.7	44.8	69.4	68.3	48.6	48.6
LOS by Move:	D	C	B-	F	C-	C	E-	D	E	E	D	D
HCM2k95thQ:	18	42	13	13	21	6	15	12	31	26	35	35

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:	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	431	42	78	727	38	28	67	16	59	74	75
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	533	1655	678	438	2189	176	219	881	359	417	651	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1655	678	438	2189	176	219	881	359	417	651	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1655	678	438	2189	176	219	881	359	417	651	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1655	678	438	2189	176	219	881	359	417	651	275

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	2600	1098

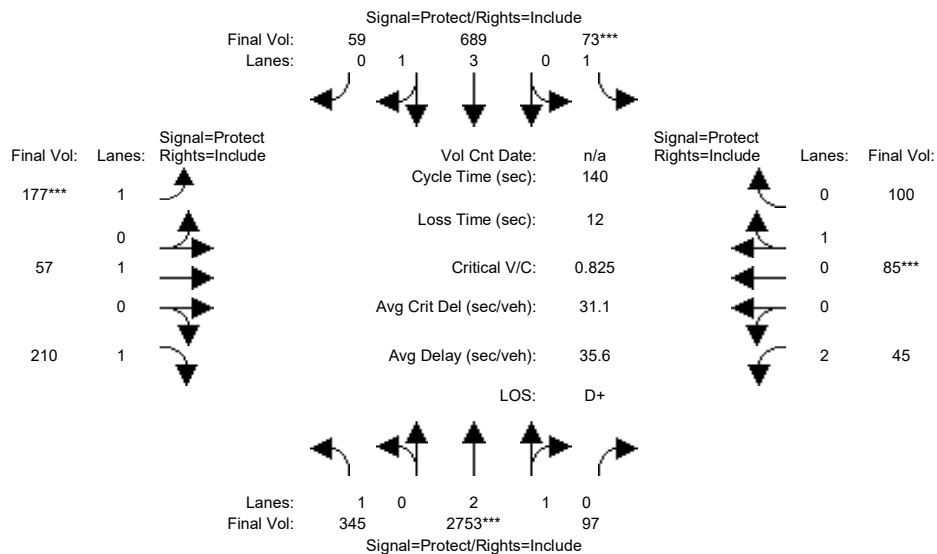
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.39	0.14	0.29	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:			****	****			****			****		
Green Time:	28.0	55.7	55.7	20.0	47.7	47.7	11.4	33.3	33.3	19.0	41.0	41.0
Volume/Cap:	0.85	0.55	0.97	0.97	0.85	0.30	0.86	0.97	0.86	0.97	0.86	0.86
Delay/Veh:	55.2	18.4	50.9	88.7	30.8	22.5	87.0	76.6	67.7	96.9	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:	55.2	18.4	50.9	88.7	30.8	22.5	87.0	76.6	67.7	96.9	53.6	53.6
LOS by Move:	E+	B-	D	F	C	C+	F	E-	E	F	D-	D-
HCM2k95thQ:	27	18	56	22	33	8	12	36	29	23	33	33

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

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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	669	0	0	168	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2753	97	73	689	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	2753	97	73	689	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2753	97	73	689	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	2753	97	73	689	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	5409	191	1750	6907	591	1750	1900	1750	3150	827	973

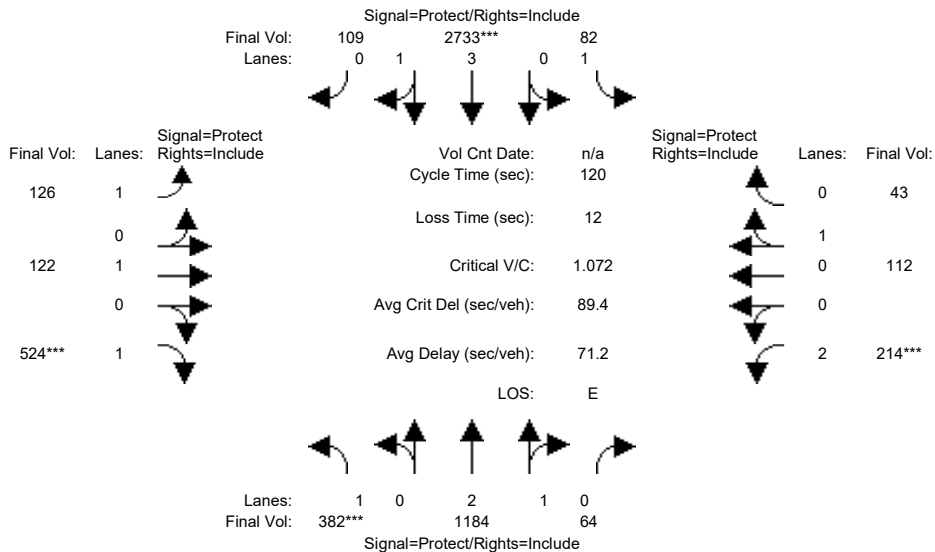
Capacity Analysis Module:												
Vol/Sat:	0.20	0.51	0.51	0.04	0.10	0.10	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	62.0	86.3	86.3	7.1	31.4	31.4	17.2	21.7	21.7	12.9	17.4	17.4
Volume/Cap:	0.44	0.83	0.83	0.83	0.44	0.44	0.83	0.19	0.77	0.15	0.83	0.83
Delay/Veh:	27.5	22.7	22.7	110.2	47.0	47.0	82.2	51.9	69.9	58.8	81.3	81.3
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:	27.5	22.7	22.7	110.2	47.0	47.0	82.2	51.9	69.9	58.8	81.3	81.3
LOS by Move:	C	C+	C+	F	D	D	F	D-	E	E+	F	F
HCM2k95thQ:	19	48	48	7	13	13	19	4	20	2	19	19

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM PP + 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	245	0	0	630	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1184	64	82	2733	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	1184	64	82	2733	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1184	64	82	2733	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	1184	64	82	2733	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	5312	287	1750	7212	288	1750	1900	1750	3150	1301	499

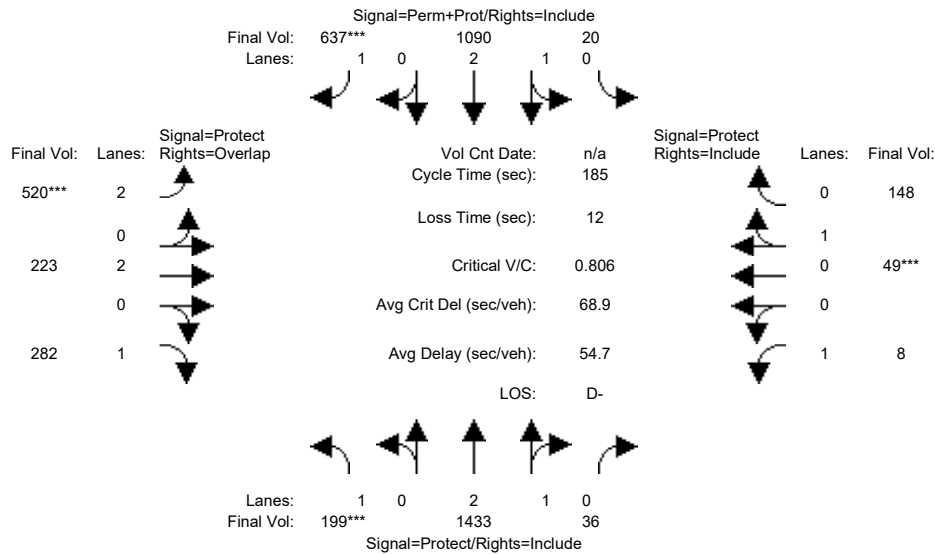
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.38	0.38	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			***			***		***	***		
Green Time:	24.4	53.0	53.0	13.9	42.4	42.4	18.7	33.5	33.5	7.6	22.4	22.4
Volume/Cap:	1.07	0.50	0.50	0.41	1.07	1.07	0.46	0.23	1.07	1.07	0.46	0.46
Delay/Veh:	115.9	24.2	24.2	50.6	79.2	79.2	47.3	33.5	104.5	140.2	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:	115.9	24.2	24.2	50.6	79.2	79.2	47.3	33.5	104.5	140.2	44.4	44.4
LOS by Move:	F	C	C	D	E-	E-	D	C-	F	F	D	D
HCM2k95thQ:	34	19	19	6	50	50	10	7	49	17	11	11

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

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 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM PP + 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
Movement:												
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:	26	158	0	0	135	64	109	0	32	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	199	1433	36	20	1090	637	520	223	282	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:	199	1433	36	20	1090	637	520	223	282	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1433	36	20	1090	637	520	223	282	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:	199	1433	36	20	1090	637	520	223	282	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	2.92	0.08	0.06	2.94	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5463	137	101	5499	1750	3150	3800	1750	1750	448	1352

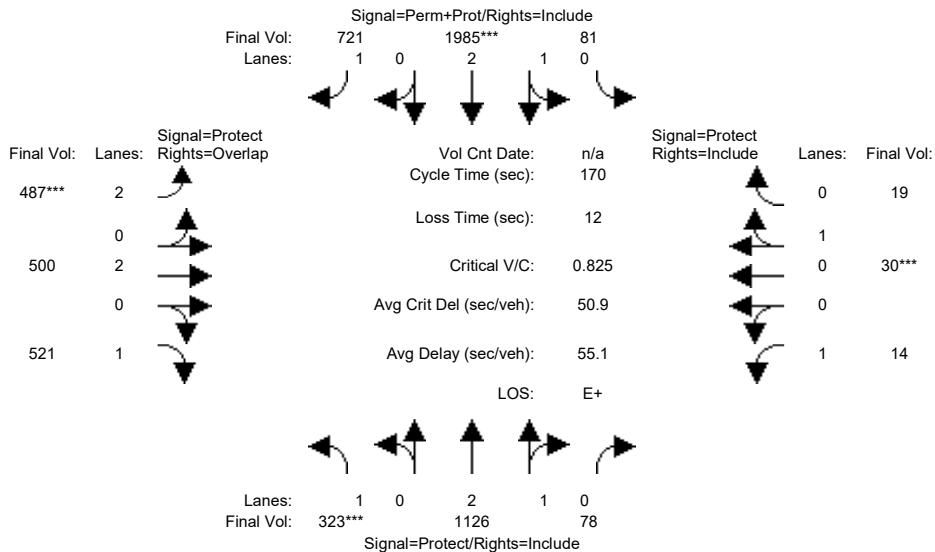
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.00	0.20	0.36	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***					***	***			***		
Green Time:	26.1	62.5	62.5	50.3	83.6	83.6	37.9	37.9	64.0	25.1	25.1	25.1
Volume/Cap:	0.81	0.78	0.78	0.73	0.44	0.81	0.81	0.29	0.47	0.03	0.81	0.81
Delay/Veh:	92.3	55.6	55.6	61.4	33.9	48.7	75.5	60.7	46.5	67.6	93.0	93.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	55.6	55.6	61.4	33.9	48.7	75.5	60.7	46.5	67.6	93.0	93.0
LOS by Move:	F	E+	E+	E	C-	D	E-	E	D	E	F	F
HCM2k95thQ:	21	40	40	32	24	52	28	10	22	1	23	23

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 #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:	42	193	0	0	198	103	57	0	34	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	323	1126	78	81	1985	721	487	500	521	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:	323	1126	78	81	1985	721	487	500	521	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	1126	78	81	1985	721	487	500	521	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:	323	1126	78	81	1985	721	487	500	521	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	5237	363	220	5380	1750	3150	3800	1750	1750	1102	698

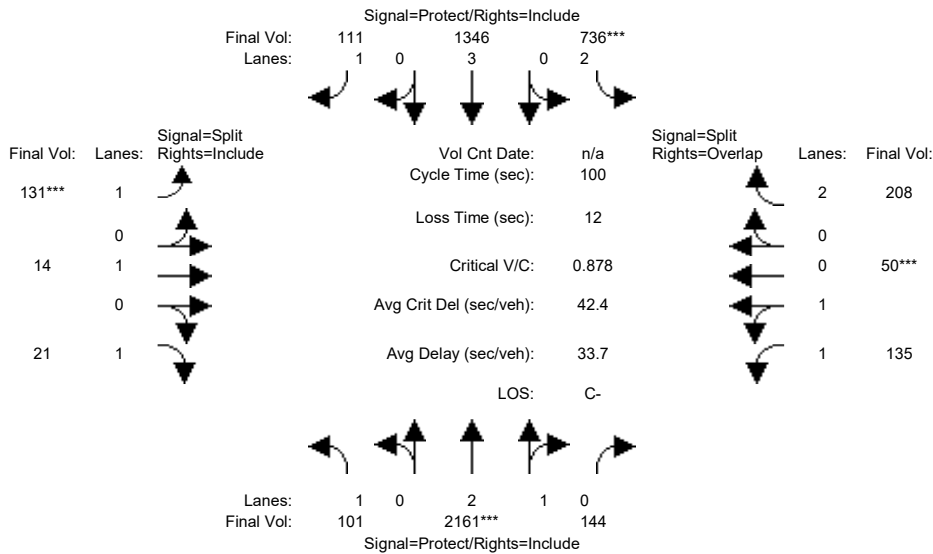
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.22	0.00	0.37	0.41	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***				****		****				****	
Green Time:	36.2	43.1	43.1	76.9	80.8	80.8	31.0	31.2	67.4	9.8	10.0	10.0
Volume/Cap:	0.87	0.85	0.85	0.82	0.78	0.87	0.85	0.72	0.75	0.14	0.46	0.46
Delay/Veh:	83.4	65.4	65.4	42.5	38.6	49.3	78.6	68.8	48.7	76.8	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:	83.4	65.4	65.4	42.5	38.6	49.3	78.6	68.8	48.7	76.8	80.6	80.6
LOS by Move:	F	E	E	D	D+	D	E-	E	D	E-	F	F
HCM2k95thQ:	30	34	34	47	45	53	24	20	39	2	6	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 PP + 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:	85	280	82	280	122	91	113	9	21	68	46	27
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	101	2161	144	736	1346	111	131	14	21	135	50	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:	101	2161	144	736	1346	111	131	14	21	135	50	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2161	144	736	1346	111	131	14	21	135	50	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:	101	2161	144	736	1346	111	131	14	21	135	50	208

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	1.47	0.53	2.00
Final Sat.:	1750	5250	350	3150	5700	1750	1750	1900	1750	2590	959	3150

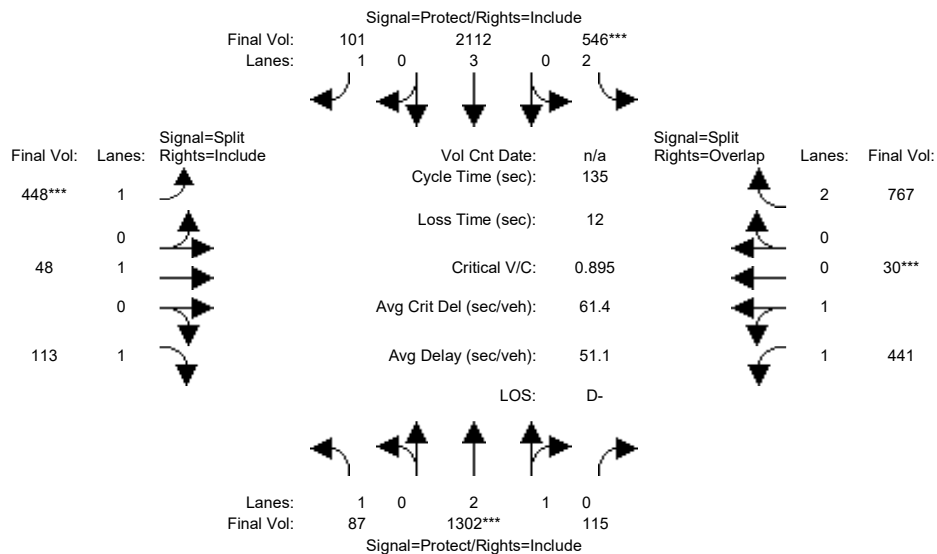
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.23	0.24	0.06	0.07	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.5	43.4	43.4	24.6	52.5	52.5	10.0	10.0	10.0	10.0	10.0	34.6
Volume/Cap:	0.37	0.95	0.95	0.95	0.45	0.12	0.75	0.07	0.12	0.52	0.52	0.19
Delay/Veh:	38.7	36.3	36.3	57.9	14.9	12.1	60.1	41.0	41.3	44.1	44.1	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:	38.7	36.3	36.3	57.9	14.9	12.1	60.1	41.0	41.3	44.1	44.1	23.0
LOS by Move:	D+	D+	D+	E+	B	B	E	D	D	D	D	C+
HCM2k95thQ:	7	46	46	28	16	4	12	1	1	6	6	5

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 PM PP + 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:	44	245	39	178	175	44	414	36	95	284	24	98
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	87	1302	115	546	2112	101	448	48	113	441	30	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1302	115	546	2112	101	448	48	113	441	30	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1302	115	546	2112	101	448	48	113	441	30	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	1302	115	546	2112	101	448	48	113	441	30	767

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	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.87	0.13	2.00
Final Sat.:	1750	5145	454	3150	5700	1750	1750	1900	1750	3324	226	3150

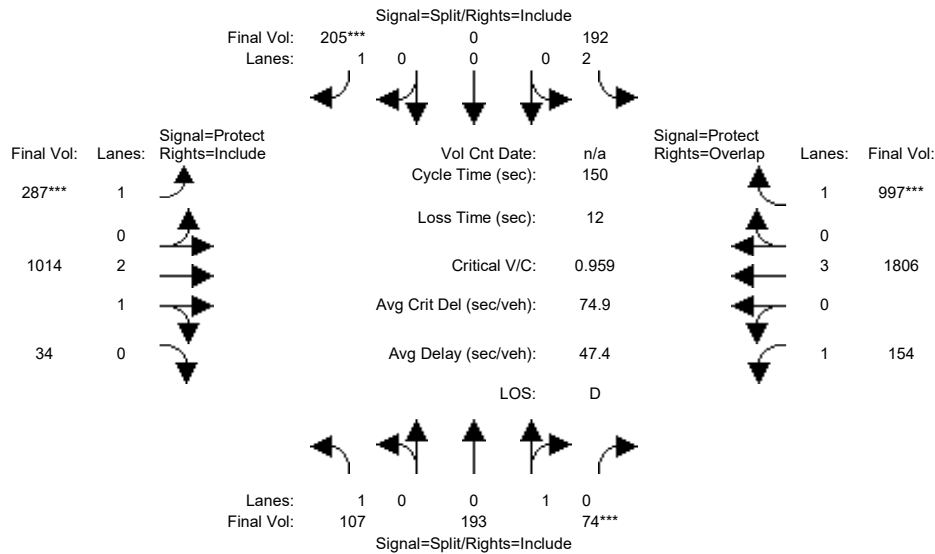
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.17	0.37	0.06	0.26	0.03	0.06	0.13	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.9	38.2	38.2	26.2	56.4	56.4	38.6	38.6	38.6	20.0	20.0	46.2
Volume/Cap:	0.85	0.89	0.89	0.89	0.89	0.14	0.89	0.09	0.23	0.89	0.89	0.71
Delay/Veh:	108.2	53.5	53.5	68.7	40.7	24.3	64.5	35.4	37.0	74.0	74.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.2	53.5	53.5	68.7	40.7	24.3	64.5	35.4	37.0	74.0	74.0	40.9
LOS by Move:	F	D-	D-	E	D	C	E	D+	D+	E	E	D
HCM2k95thQ:	8	34	34	26	46	5	38	3	8	20	20	28

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 PP + 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:	15	35	0	39	0	0	0	183	10	0	380	129
PasserByVol:	0	26	4	61	0	47	77	114	1	0	184	470
Initial Fut:	107	193	74	192	0	205	287	1014	34	154	1806	997
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	193	74	192	0	205	287	1014	34	154	1806	997
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	193	74	192	0	205	287	1014	34	154	1806	997
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	193	74	192	0	205	287	1014	34	154	1806	997

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	0.72	0.28	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	1301	499	3150	0	1750	1750	5418	182	1750	5700	1750

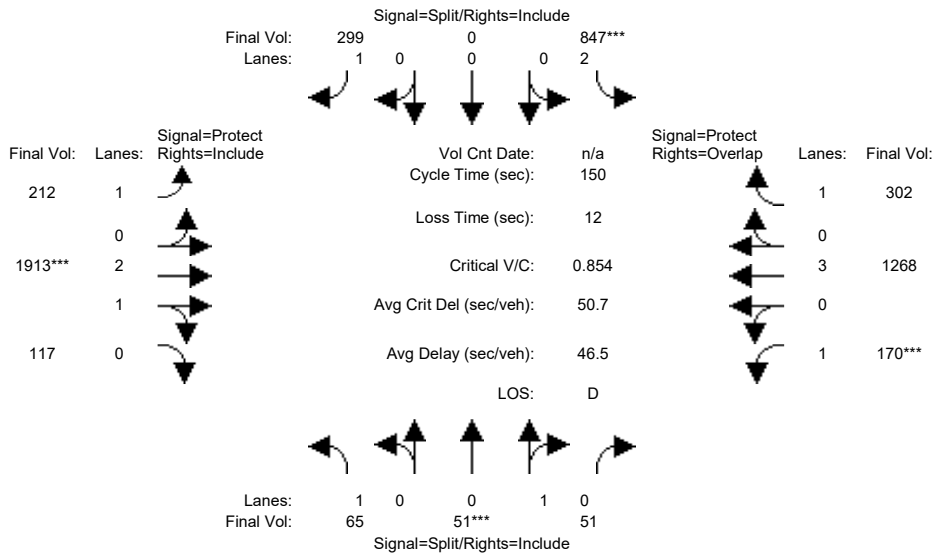
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.06	0.00	0.12	0.16	0.19	0.19	0.09	0.32	0.57
Crit Moves:	***			****			****			****		
Green Time:	21.8	21.8	21.8	18.3	0.0	18.3	24.1	66.6	66.6	31.3	73.8	92.2
Volume/Cap:	0.42	1.02	1.02	0.50	0.00	0.96	1.02	0.42	0.42	0.42	0.64	0.93
Delay/Veh:	59.5	126	125.6	62.6	0.0	115.2	122.4	28.6	28.6	52.3	28.8	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	126	125.6	62.6	0.0	115.2	122.4	28.6	28.6	52.3	28.8	39.3
LOS by Move:	E+	F	F	E	A	F	F	C	C	D-	C	D
HCM2k95thQ:	10	31	31	10	0	22	30	19	19	12	32	65

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 PM PP + 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:	7	14	0	153	0	0	1	437	52	0	277	65
PasserByVol:	2	8	0	236	0	59	36	162	2	3	136	128
Initial Fut:	65	51	51	847	0	299	212	1913	117	170	1268	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:	65	51	51	847	0	299	212	1913	117	170	1268	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	51	51	847	0	299	212	1913	117	170	1268	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:	65	51	51	847	0	299	212	1913	117	170	1268	302

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	2.82	0.18	1.00	3.00	1.00
Final Sat.:	1750	900	900	3150	0	1750	1750	5277	323	1750	5700	1750

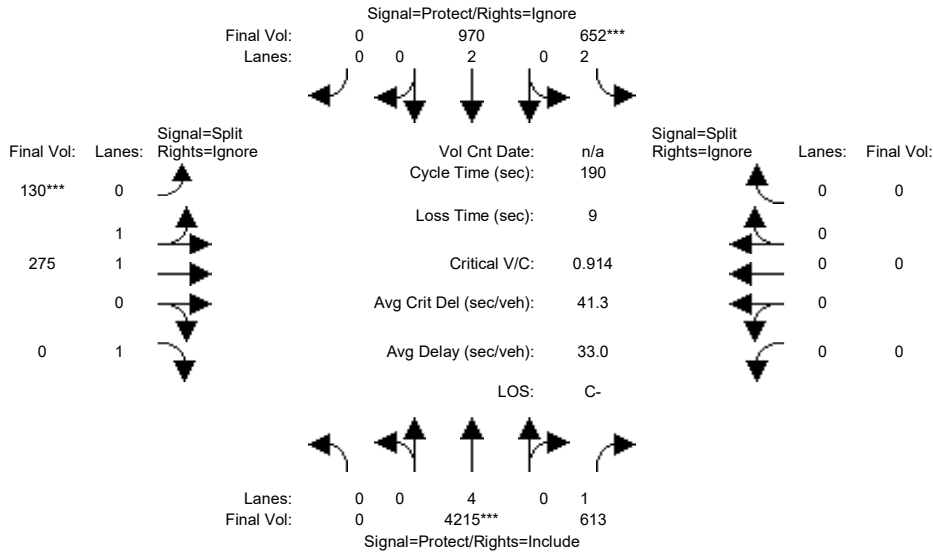
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.27	0.00	0.17	0.12	0.36	0.36	0.10	0.22	0.17
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	47.2	0.0	47.2	28.5	63.7	63.7	17.1	52.3	99.5
Volume/Cap:	0.56	0.85	0.85	0.85	0.00	0.54	0.64	0.85	0.85	0.85	0.64	0.26
Delay/Veh:	73.7	110	109.7	55.4	0.0	43.6	60.1	42.2	42.2	93.5	41.6	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:	73.7	110	109.7	55.4	0.0	43.6	60.1	42.2	42.2	93.5	41.6	10.4
LOS by Move:	E	F	F	E+	A	D	E	D	D	F	D	B+
HCM2k95thQ:	6	11	11	38	0	21	17	46	46	16	28	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 PP + 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	457	86	73	139	0	0	39	91	0	0	0
PasserByVol:	0	412	10	17	93	0	0	39	29	0	0	0
Initial Fut:	0	4215	613	652	970	0	130	275	355	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	4215	613	652	970	0	130	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4215	613	652	970	0	130	275	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	4215	613	652	970	0	130	275	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	1187	2511	1750	0	0	0

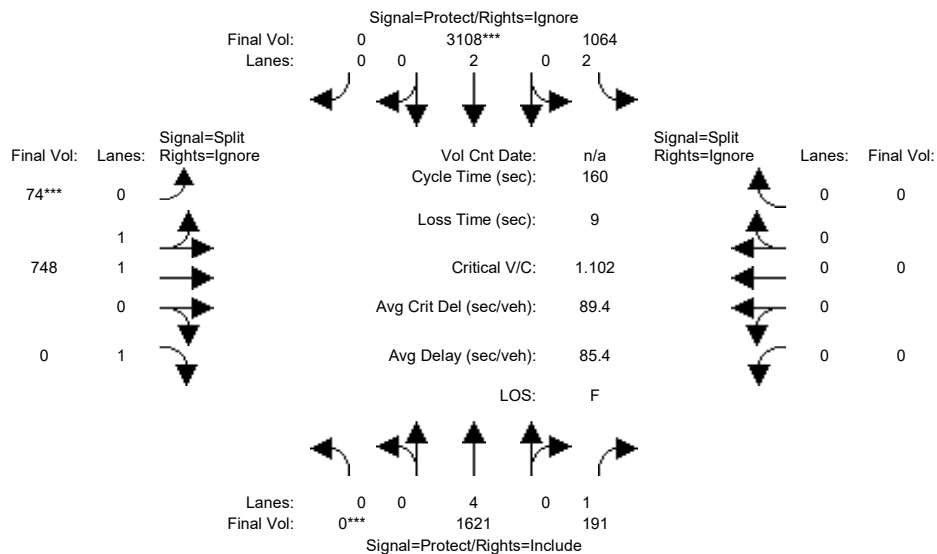
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.35	0.21	0.26	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.4	35.8	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.91	0.58	1.10	0.32	0.00	0.70	0.70	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	13.4	144.2	0.1	0.0	79.9	79.9	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	21.7	13.4	144.2	0.1	0.0	79.9	79.9	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	65	23	49	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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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM PP + 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	327	34	195	355	0	0	135	267	0	0	0
PasserByVol:	0	176	0	124	265	0	0	214	150	0	0	0
Initial Fut:	0	1621	191	1064	3108	0	74	748	1251	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	1621	191	1064	3108	0	74	748	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1621	191	1064	3108	0	74	748	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	1621	191	1064	3108	0	74	748	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	333	3367	1750	0	0	0

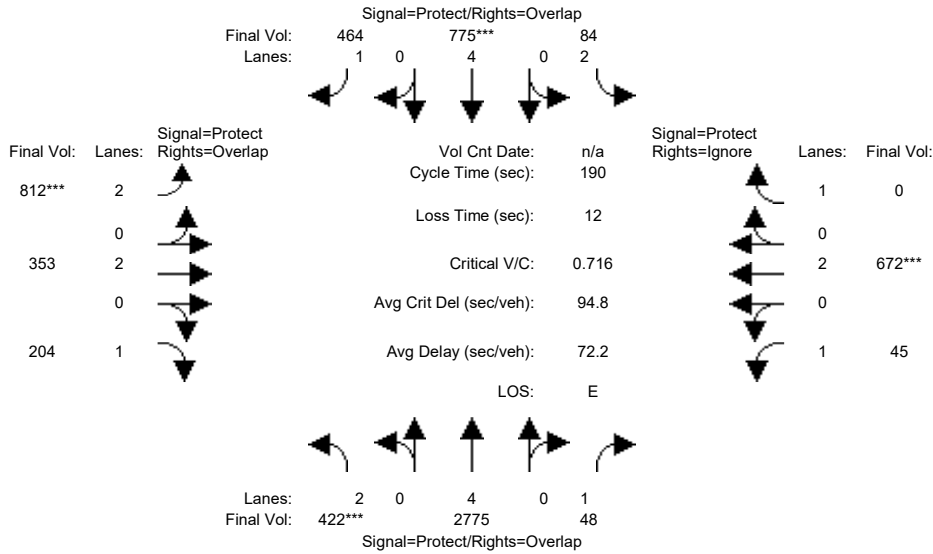
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.11	0.34	0.82	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	0.0	65.6	65.6	44.7	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.27	1.21	1.19	0.00	0.87	0.87	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	28.0	162.5	95.5	0.0	66.5	66.5	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	31.6	28.0	162.5	95.5	0.0	66.5	66.5	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	32	32	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)
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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:												
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:	116	514	0	1	221	10	25	1	22	0	6	2
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	422	2775	48	84	775	464	812	353	204	45	672	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	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:	422	2775	48	84	775	464	812	353	204	45	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	2775	48	84	775	464	812	353	204	45	672	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:	422	2775	48	84	775	464	812	353	204	45	672	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

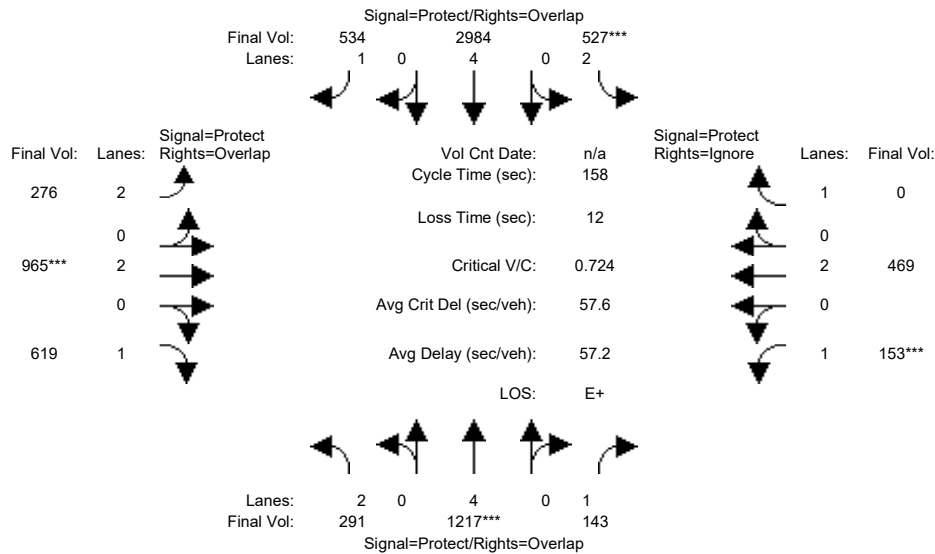
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.03	0.03	0.10	0.27	0.26	0.09	0.12	0.03	0.18	0.00
Crit Moves:	***				***		***				***	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.26	0.98	0.06	0.36	0.30	0.43	0.95	0.22	0.22	0.43	0.81	0.00
Delay/Veh:	222.6	66.5	26.9	83.7	49.7	27.6	87.0	33.7	23.0	88.3	75.9	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:	222.6	66.5	26.9	83.7	49.7	27.6	87.0	33.7	23.0	88.3	75.9	0.0
LOS by Move:	F	E	C	F	D	C	F	C-	C+	F	E-	A
HCM2k95thQ:	35	63	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:												
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:	43	350	0	5	586	27	9	5	115	0	2	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	291	1217	143	527	2984	534	276	965	619	153	469	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:	291	1217	143	527	2984	534	276	965	619	153	469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1217	143	527	2984	534	276	965	619	153	469	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:	291	1217	143	527	2984	534	276	965	619	153	469	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

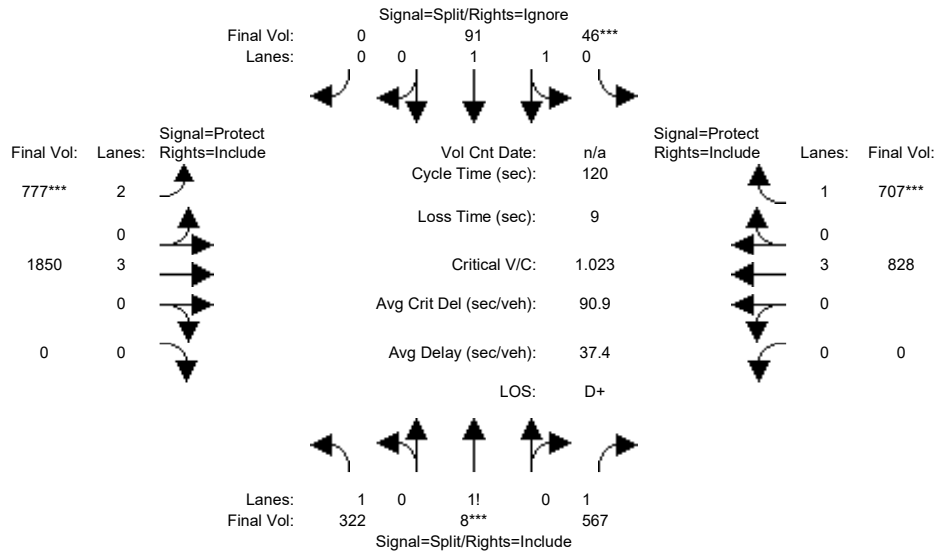
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.08	0.17	0.39	0.31	0.09	0.25	0.35	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.7	55.0	72.0	29.0	64.3	82.6	18.3	45.0	64.7	17.0	43.7	0.0
Volume/Cap:	0.74	0.46	0.18	0.91	0.96	0.58	0.76	0.89	0.86	0.81	0.45	0.00
Delay/Veh:	74.1	37.9	21.2	82.0	61.7	33.8	76.5	63.6	53.3	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:	74.1	37.9	21.2	82.0	61.7	33.8	76.5	63.6	53.3	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	50	18	17	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 GP w/ Max Residential + 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	306	0	0	138	126
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1850	0	0	828	707
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	1850	0	0	828	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1850	0	0	828	707
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	1850	0	0	828	707

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

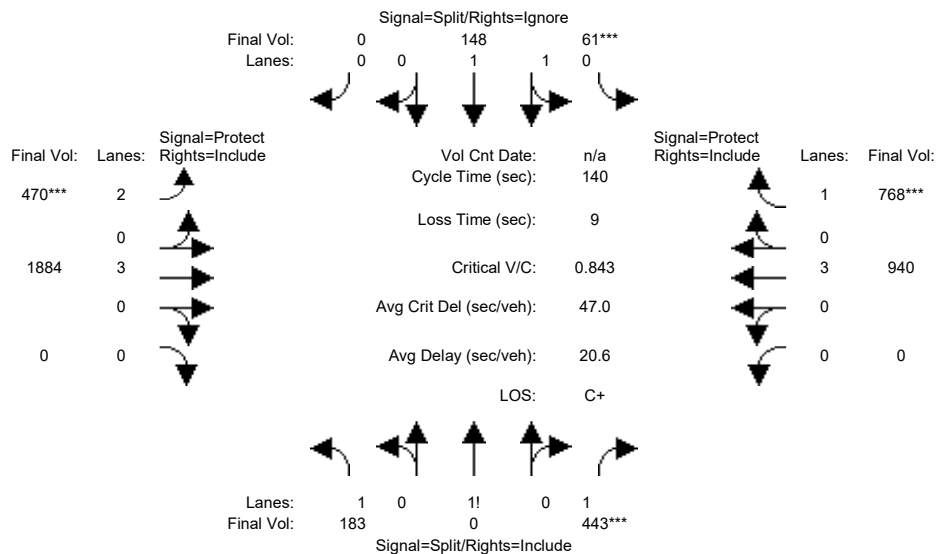
Capacity Analysis Module:	SR-85 Ramps (East)						Stevens Creek Boulevard					
Vol/Sat:	0.14	0.26	0.20	0.04	0.04	0.00	0.25	0.32	0.00	0.00	0.15	0.40
Crit Moves:	****			****			****					****
Green Time:	28.7	28.7	28.7	10.0	10.0	0.0	27.4	72.3	0.0	0.0	44.9	44.9
Volume/Cap:	0.57	1.08	0.83	0.44	0.44	0.00	1.08	0.54	0.00	0.00	0.39	1.08
Delay/Veh:	40.7	101	49.0	53.4	53.4	0.0	94.5	0.2	0.0	0.0	16.7	81.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	101	49.0	53.4	53.4	0.0	94.5	0.2	0.0	0.0	16.7	81.4
LOS by Move:	D	F	D	D-	D-	A	F	A	A	A	B	F
HCM2k95thQ:	16	44	27	6	6	0	38	2	0	0	9	56

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 GP w/ Max Residential + 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	272	0	0	235	195
PasserByVol:	0	0	0	0	0	0	5	24	0	0	56	1
Initial Fut:	183	0	443	61	148	0	470	1884	0	0	940	768
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	1884	0	0	940	768
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	443	61	148	0	470	1884	0	0	940	768
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	1884	0	0	940	768

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

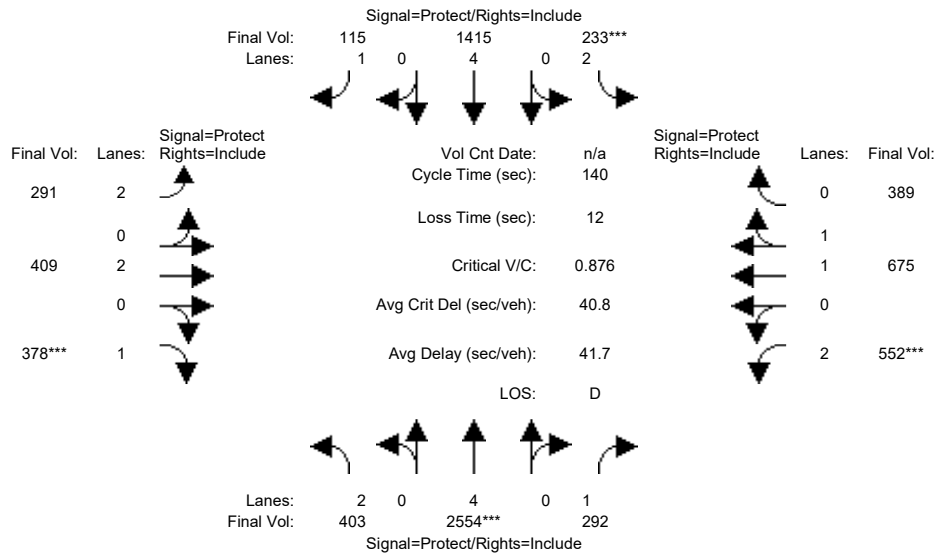
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.14	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.16	0.44
Crit Moves:			****	****			****					****
Green Time:	23.9	0.0	23.9	10.0	10.0	0.0	24.6	97.1	0.0	0.0	72.5	72.5
Volume/Cap:	0.47	0.00	0.85	0.79	0.79	0.00	0.85	0.48	0.00	0.00	0.32	0.85
Delay/Veh:	52.6	0.0	65.4	78.8	78.8	0.0	59.6	0.1	0.0	0.0	5.6	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	65.4	78.8	78.8	0.0	59.6	0.1	0.0	0.0	5.6	15.8
LOS by Move:	D-	A	E	E-	E-	A	E+	A	A	A	A	B
HCM2k95thQ:	12	0	25	12	12	0	22	1	0	0	5	30

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 GP w/ Max Residential + Mit

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						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:												
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	679	55	35	207	16	26	50	16	41	57	51
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	403	2554	292	233	1415	115	291	409	378	552	675	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2554	292	233	1415	115	291	409	378	552	675	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2554	292	233	1415	115	291	409	378	552	675	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	2554	292	233	1415	115	291	409	378	552	675	389

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	2346	1352

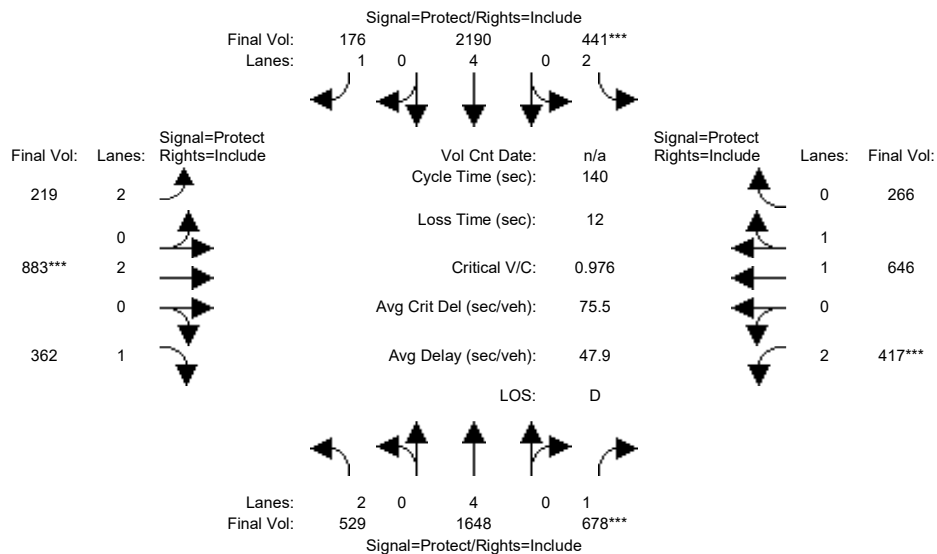
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.17	0.07	0.19	0.07	0.09	0.11	0.22	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	26.7	53.7	53.7	11.8	38.8	38.8	15.2	34.5	34.5	28.0	47.3	47.3
Volume/Cap:	0.67	0.88	0.44	0.88	0.67	0.24	0.85	0.44	0.88	0.88	0.85	0.85
Delay/Veh:	47.3	26.8	19.1	85.7	34.3	29.4	79.4	44.9	68.6	67.5	48.9	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:	47.3	26.8	19.1	85.7	34.3	29.4	79.4	44.9	68.6	67.5	48.9	48.9
LOS by Move:	D	C	B-	F	C-	C	E-	D	E	E	D	D
HCM2k95thQ:	18	42	13	13	21	6	15	12	30	26	35	35

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 GP w/ Max Residential + 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:	22	424	42	81	728	38	28	69	19	59	69	66
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	529	1648	678	441	2190	176	219	883	362	417	646	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:	529	1648	678	441	2190	176	219	883	362	417	646	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	1648	678	441	2190	176	219	883	362	417	646	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:	529	1648	678	441	2190	176	219	883	362	417	646	266

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	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	1.40	0.60
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	2620	1079

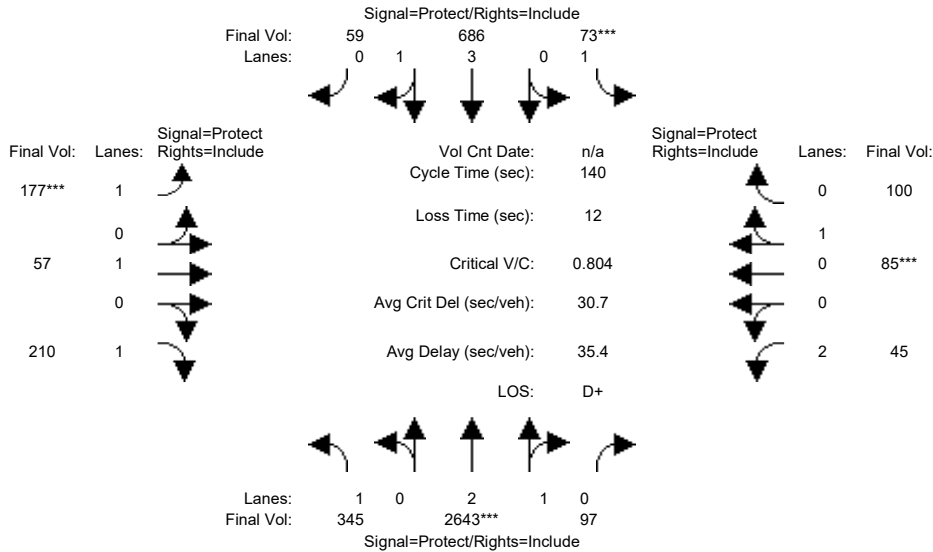
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.39	0.14	0.29	0.10	0.07	0.23	0.21	0.13	0.25	0.25
Crit Moves:			****	****			****			****		
Green Time:	27.9	55.6	55.6	20.1	47.8	47.8	11.5	33.3	33.3	19.0	40.8	40.8
Volume/Cap:	0.84	0.55	0.98	0.98	0.84	0.29	0.85	0.98	0.87	0.98	0.85	0.85
Delay/Veh:	55.2	18.4	51.4	89.0	30.6	22.4	85.2	77.0	68.7	97.4	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	18.4	51.4	89.0	30.6	22.4	85.2	77.0	68.7	97.4	52.9	52.9
LOS by Move:	E+	B-	D-	F	C	C+	F	E-	E	F	D-	D-
HCM2k95thQ:	27	18	57	22	33	8	12	37	29	23	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)
 Cumulative AM GP w/ Max Residential + Mit

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	559	0	0	165	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2643	97	73	686	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	2643	97	73	686	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2643	97	73	686	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	2643	97	73	686	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	5401	198	1750	6905	594	1750	1900	1750	3150	827	973

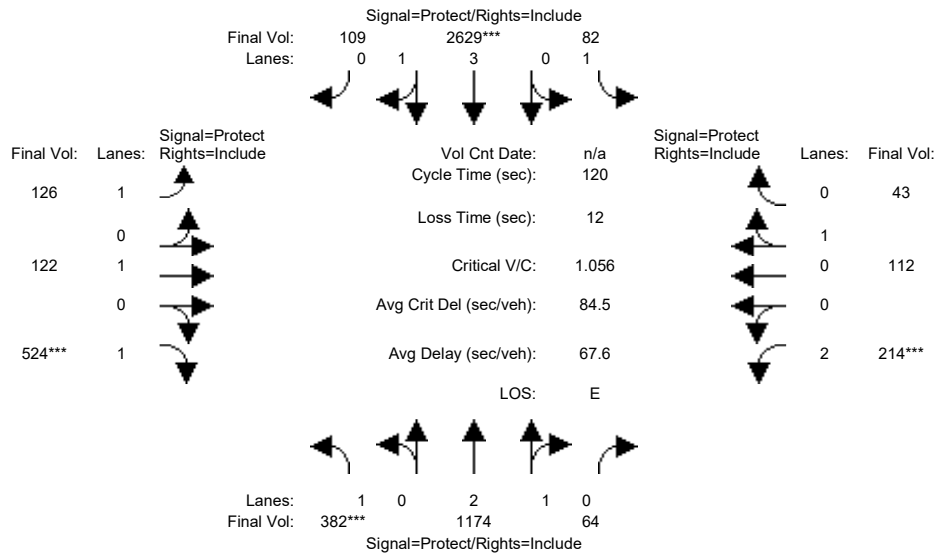
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.49	0.04	0.10	0.10	0.10	0.03	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	61.5	85.2	85.2	7.3	31.0	31.0	17.6	22.3	22.3	13.3	17.9	17.9
Volume/Cap:	0.45	0.80	0.80	0.80	0.45	0.45	0.80	0.19	0.75	0.15	0.80	0.80
Delay/Veh:	27.8	22.4	22.4	104.4	47.3	47.3	78.4	51.3	67.4	58.4	77.6	77.6
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:	27.8	22.4	22.4	104.4	47.3	47.3	78.4	51.3	67.4	58.4	77.6	77.6
LOS by Move:	C	C+	C+	F	D	D	E-	D-	E	E+	E-	E-
HCM2k95thQ:	19	46	46	7	13	13	19	4	20	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 PM GP w/ Max Residential + 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	235	0	0	526	0	0	0	0	0	0	0
PasserByVol:	0	26	0	3	66	6	2	0	0	0	0	1
Initial Fut:	382	1174	64	82	2629	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	1174	64	82	2629	109	126	122	524	214	112	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1174	64	82	2629	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	1174	64	82	2629	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	5310	289	1750	7201	299	1750	1900	1750	3150	1301	499

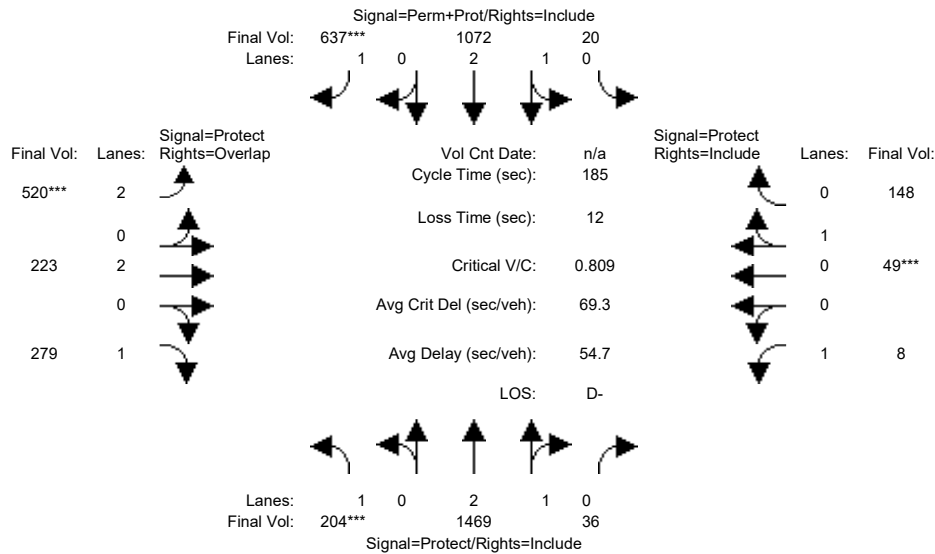
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.37	0.37	0.07	0.06	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****	****				
Green Time:	24.8	52.4	52.4	13.8	41.5	41.5	19.0	34.0	34.0	7.7	22.7	22.7
Volume/Cap:	1.06	0.51	0.51	0.41	1.06	1.06	0.45	0.23	1.06	1.06	0.45	0.45
Delay/Veh:	110.6	24.6	24.6	50.6	74.1	74.1	47.0	33.1	99.1	135.0	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:	110.6	24.6	24.6	50.6	74.1	74.1	47.0	33.1	99.1	135.0	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.

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 Cumulative AM

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM GP w/ Max Residential + 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
Movement:												
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:	31	194	0	0	117	64	109	0	29	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	204	1469	36	20	1072	637	520	223	279	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:	204	1469	36	20	1072	637	520	223	279	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1469	36	20	1072	637	520	223	279	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:	204	1469	36	20	1072	637	520	223	279	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	5466	134	103	5497	1750	3150	3800	1750	1750	448	1352

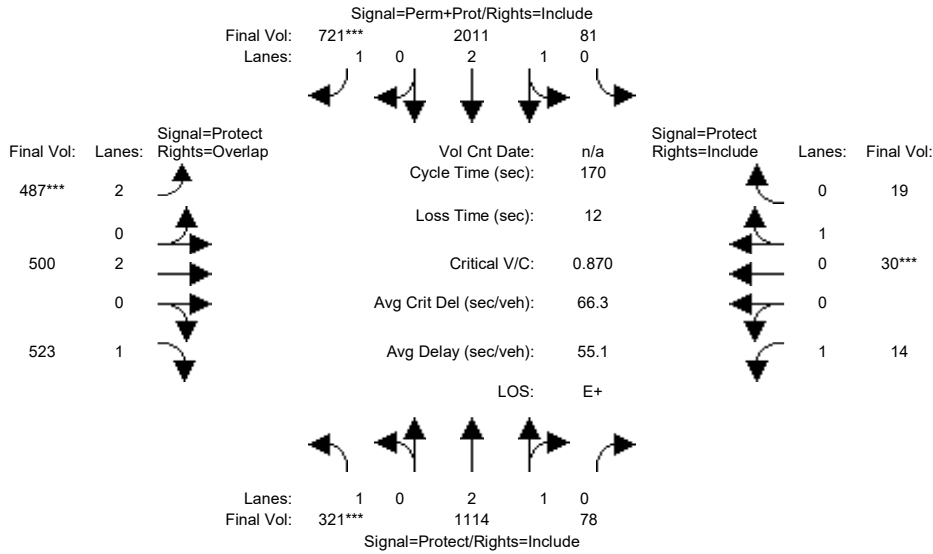
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.00	0.20	0.36	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***					***	***				***	
Green Time:	26.7	63.7	63.7	49.3	83.2	83.2	37.7	37.8	64.4	25.0	25.0	25.0
Volume/Cap:	0.81	0.78	0.78	0.73	0.43	0.81	0.81	0.29	0.46	0.03	0.81	0.81
Delay/Veh:	92.1	55.1	55.1	62.1	33.9	49.1	75.9	60.8	46.0	67.7	93.6	93.6
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:	92.1	55.1	55.1	62.1	33.9	49.1	75.9	60.8	46.0	67.7	93.6	93.6
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.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM GP w/ Max Residential + 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:	40	181	0	0	224	103	57	0	36	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	321	1114	78	81	2011	721	487	500	523	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:	321	1114	78	81	2011	721	487	500	523	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1114	78	81	2011	721	487	500	523	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:	321	1114	78	81	2011	721	487	500	523	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	5233	366	217	5383	1750	3150	3800	1750	1750	1102	698

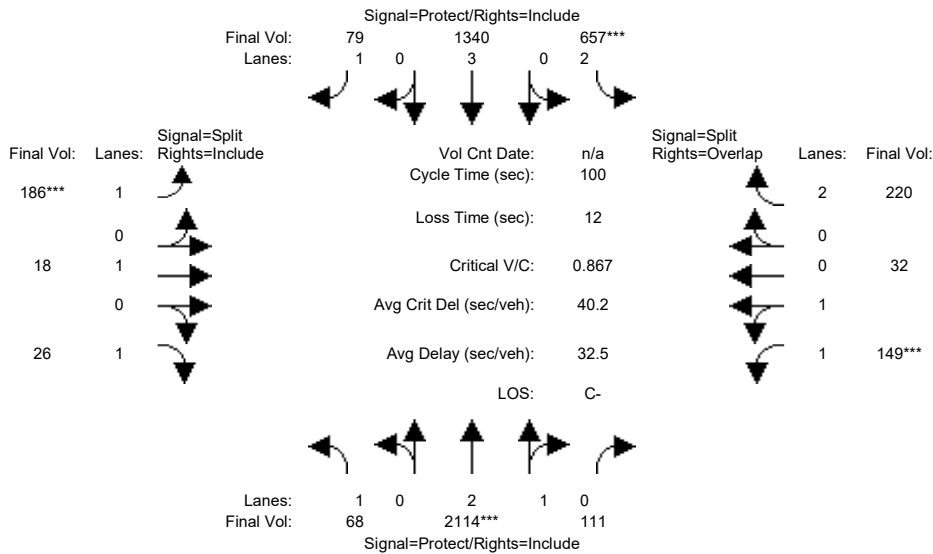
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.00	0.37	0.41	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***					***	***				***	
Green Time:	36.2	42.6	42.6	77.8	81.3	81.3	30.5	30.9	67.0	9.7	10.0	10.0
Volume/Cap:	0.86	0.85	0.85	0.82	0.78	0.86	0.86	0.73	0.76	0.14	0.46	0.46
Delay/Veh:	82.6	65.7	65.7	42.0	38.5	48.4	80.5	69.4	49.3	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:	82.6	65.7	65.7	42.0	38.5	48.4	80.5	69.4	49.3	76.9	80.6	80.6
LOS by Move:	F	E	E	D	D+	D	F	E	D	E-	F	F
HCM2k95thQ:	30	34	34	48	46	53	24	20	39	2	6	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 GP w/ Max Residential + 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:	52	233	49	201	116	59	168	13	26	82	28	39
PasserByVol:	0	492	1	230	327	0	0	0	0	2	0	59
Initial Fut:	68	2114	111	657	1340	79	186	18	26	149	32	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2114	111	657	1340	79	186	18	26	149	32	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2114	111	657	1340	79	186	18	26	149	32	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	2114	111	657	1340	79	186	18	26	149	32	220

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	2.84	0.16	2.00	3.00	1.00	1.00	1.00	1.00	1.65	0.35	2.00
Final Sat.:	1750	5320	279	3150	5700	1750	1750	1900	1750	2922	628	3150

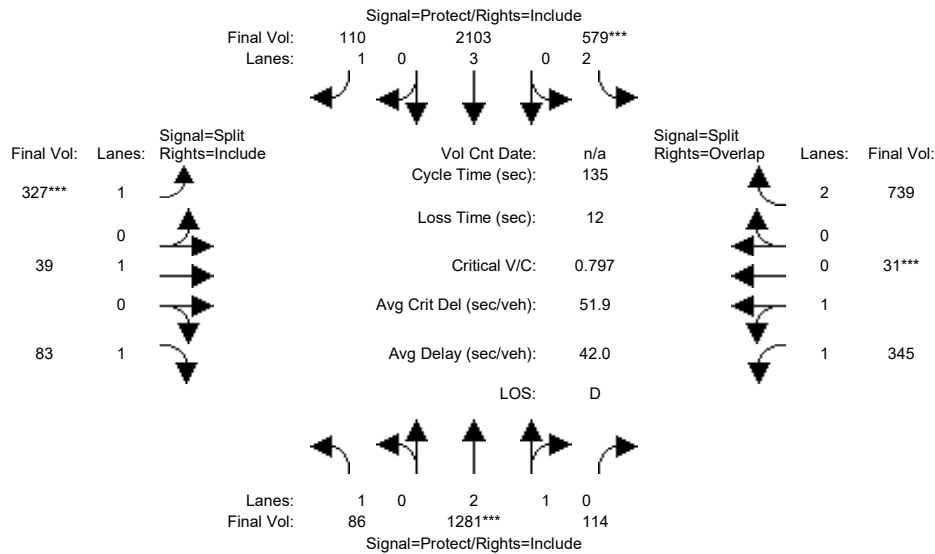
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.21	0.24	0.05	0.11	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.2	43.5	43.5	22.8	51.1	51.1	11.6	11.6	11.6	10.0	10.0	32.8
Volume/Cap:	0.26	0.91	0.91	0.91	0.46	0.09	0.91	0.08	0.13	0.51	0.51	0.21
Delay/Veh:	37.9	32.3	32.3	53.7	15.7	12.5	83.4	39.6	39.9	43.9	43.9	24.3
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:	37.9	32.3	32.3	53.7	15.7	12.5	83.4	39.6	39.9	43.9	43.9	24.3
LOS by Move:	D+	C-	C-	D-	B	B	F	D	D	D	D	C
HCM2k95thQ:	4	42	42	24	16	3	18	1	2	6	6	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 PM GP w/ Max Residential + 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:	43	224	38	211	166	53	293	27	65	188	25	70
PasserByVol:	0	183	8	116	415	0	0	0	0	7	0	209
Initial Fut:	86	1281	114	579	2103	110	327	39	83	345	31	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1281	114	579	2103	110	327	39	83	345	31	739
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1281	114	579	2103	110	327	39	83	345	31	739
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1281	114	579	2103	110	327	39	83	345	31	739

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	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00
Final Sat.:	1750	5142	458	3150	5700	1750	1750	1900	1750	3257	293	3150

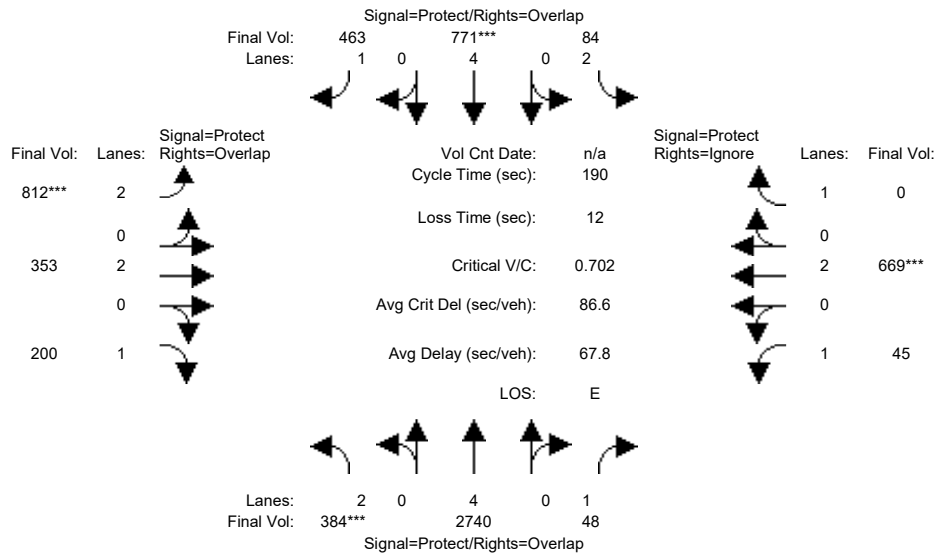
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.18	0.37	0.06	0.19	0.02	0.05	0.11	0.11	0.23
Crit Moves:	****			****			****			****		
Green Time:	9.0	42.2	42.2	31.2	64.3	64.3	31.7	31.7	31.7	18.0	18.0	49.1
Volume/Cap:	0.73	0.80	0.80	0.80	0.77	0.13	0.80	0.09	0.20	0.80	0.80	0.64
Delay/Veh:	82.9	45.1	45.1	55.1	30.7	19.8	59.0	40.5	41.8	65.9	65.9	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:	82.9	45.1	45.1	55.1	30.7	19.8	59.0	40.5	41.8	65.9	65.9	37.0
LOS by Move:	F	D	D	E+	C	B-	E+	D	D	E	E	D+
HCM2k95thQ:	8	31	31	25	40	5	27	3	6	15	15	26

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 GP w/ Max Residential + 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	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:	78	479	0	1	217	9	25	1	18	0	3	1
PasserByVol:	2	321	2	22	73	17	23	12	9	0	4	49
Initial Fut:	384	2740	48	84	771	463	812	353	200	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:	384	2740	48	84	771	463	812	353	200	45	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	2740	48	84	771	463	812	353	200	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:	384	2740	48	84	771	463	812	353	200	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

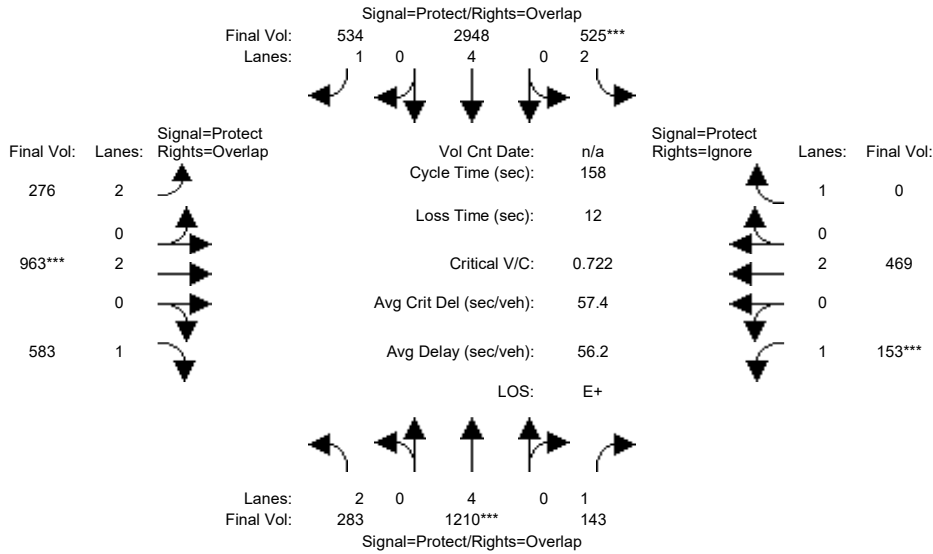
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.03	0.03	0.10	0.26	0.26	0.09	0.11	0.03	0.18	0.00
Crit Moves:	***				***		***				***	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.15	0.97	0.06	0.36	0.30	0.43	0.95	0.22	0.21	0.43	0.81	0.00
Delay/Veh:	178.9	64.0	26.9	83.7	49.7	27.6	87.0	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:	178.9	64.0	26.9	83.7	49.7	27.6	87.0	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:	29	62	3	6	16	34	49	12	12	6	34	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 PM GP w/ Max Residential + 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:	35	343	0	3	550	27	9	3	79	0	2	1
PasserByVol:	0	147	0	69	298	39	4	4	4	2	12	16
Initial Fut:	283	1210	143	525	2948	534	276	963	583	153	469	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:	283	1210	143	525	2948	534	276	963	583	153	469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1210	143	525	2948	534	276	963	583	153	469	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:	283	1210	143	525	2948	534	276	963	583	153	469	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

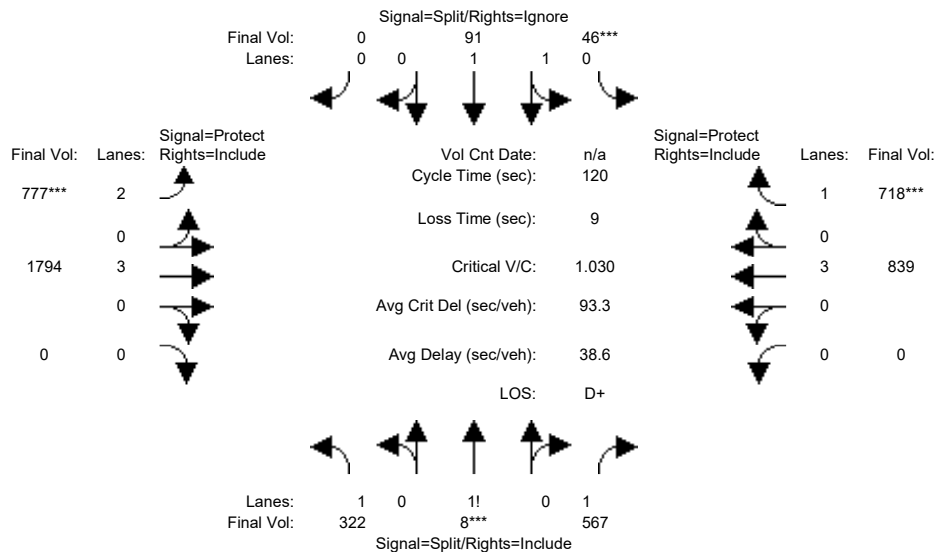
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.08	0.17	0.39	0.31	0.09	0.25	0.33	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.9	55.0	72.0	29.0	64.1	82.4	18.3	45.0	64.9	17.0	43.7	0.0
Volume/Cap:	0.71	0.46	0.18	0.91	0.96	0.58	0.76	0.89	0.81	0.81	0.45	0.00
Delay/Veh:	72.4	37.9	21.2	81.4	60.3	34.0	76.5	63.4	48.1	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:	72.4	37.9	21.2	81.4	60.3	34.0	76.5	63.4	48.1	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	57	36	15	40	45	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 Retail and Residential + 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:	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:												
	322	8	490	46	91	0	758	1493	0	0	638	576
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	250	0	0	149	137
PasserByVol:	0	0	0	0	0	0	19	51	0	0	52	5
Initial Fut:	322	8	567	46	91	0	777	1794	0	0	839	718
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	1794	0	0	839	718
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	567	46	91	0	777	1794	0	0	839	718
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	1794	0	0	839	718

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	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

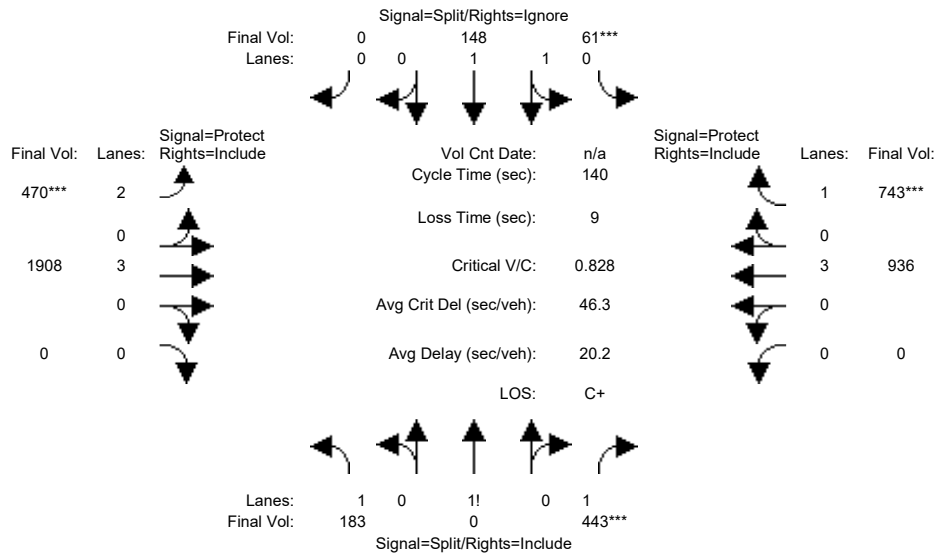
Capacity Analysis Module:												
	0.14	0.26	0.20	0.04	0.04	0.00	0.25	0.31	0.00	0.00	0.15	0.41
Vol/Sat:	0.14	0.26	0.20	0.04	0.04	0.00	0.25	0.31	0.00	0.00	0.15	0.41
Crit Moves:	****			****			****					****
Green Time:	28.5	28.5	28.5	10.0	10.0	0.0	27.2	72.5	0.0	0.0	45.3	45.3
Volume/Cap:	0.57	1.09	0.84	0.44	0.44	0.00	1.09	0.52	0.00	0.00	0.39	1.09
Delay/Veh:	40.8	104	49.5	53.4	53.4	0.0	97.4	0.1	0.0	0.0	16.4	83.6
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:	40.8	104	49.5	53.4	53.4	0.0	97.4	0.1	0.0	0.0	16.4	83.6
LOS by Move:	D	F	D	D-	D-	A	F	A	A	A	B	F
HCM2k95thQ:	17	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 Retail and Residential + 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	231	170
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	936	743
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	936	743
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	936	743
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	936	743

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:

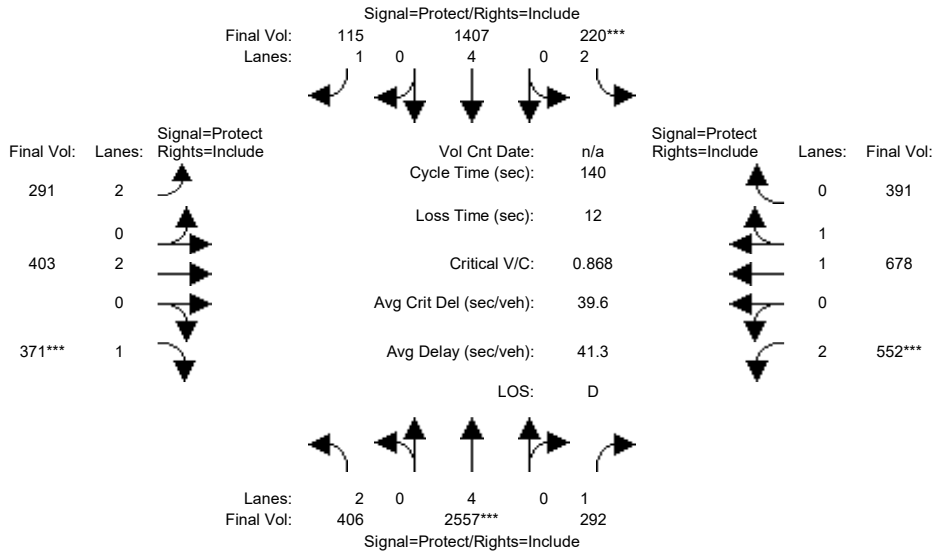
Vol/Sat:	0.08	0.00	0.14	0.06	0.06	0.00	0.15	0.33	0.00	0.00	0.16	0.42
Crit Moves:			****	****			****					****
Green Time:	24.4	0.0	24.4	10.0	10.0	0.0	25.1	96.6	0.0	0.0	71.5	71.5
Volume/Cap:	0.46	0.00	0.83	0.79	0.79	0.00	0.83	0.48	0.00	0.00	0.32	0.83
Delay/Veh:	52.2	0.0	63.6	78.8	78.8	0.0	57.4	0.1	0.0	0.0	6.2	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	0.0	63.6	78.8	78.8	0.0	57.4	0.1	0.0	0.0	6.2	15.5
LOS by Move:	D-	A	E	E-	E-	A	E+	A	A	A	A	B
HCM2k95thQ:	12	0	24	12	12	0	21	2	0	0	5	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 Retail and Residential + Mit

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead 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:	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:	16	682	55	22	199	16	26	44	9	41	60	53
PasserByVol:	0	31	66	45	29	0	0	67	0	5	10	5
Initial Fut:	406	2557	292	220	1407	115	291	403	371	552	678	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:	406	2557	292	220	1407	115	291	403	371	552	678	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	2557	292	220	1407	115	291	403	371	552	678	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:	406	2557	292	220	1407	115	291	403	371	552	678	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	2346	1353

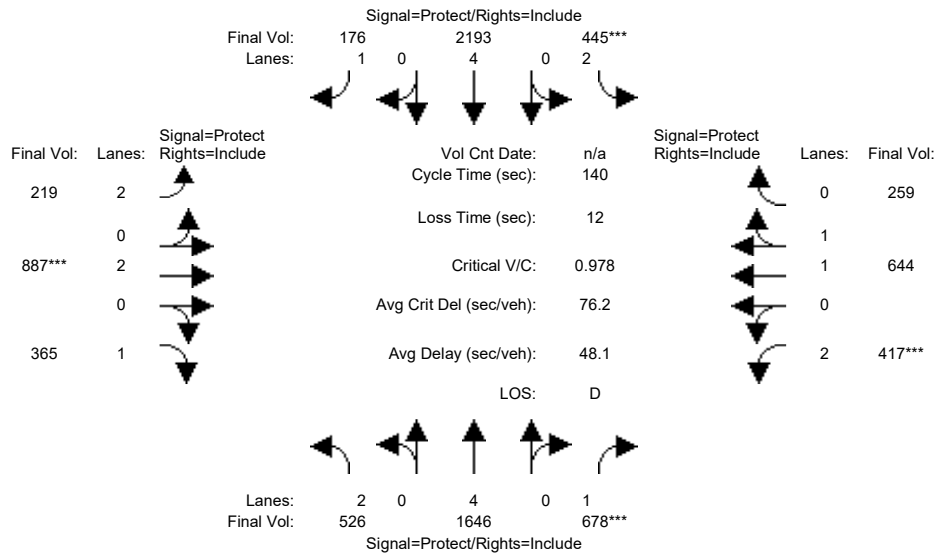
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.17	0.07	0.19	0.07	0.09	0.11	0.21	0.18	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	26.9	54.3	54.3	11.3	38.6	38.6	15.1	34.2	34.2	28.3	47.3	47.3
Volume/Cap:	0.67	0.87	0.43	0.87	0.67	0.24	0.85	0.43	0.87	0.87	0.85	0.85
Delay/Veh:	47.1	25.9	18.6	85.6	34.4	29.6	80.0	45.0	67.7	66.2	49.1	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:	47.1	25.9	18.6	85.6	34.4	29.6	80.0	45.0	67.7	66.2	49.1	49.1
LOS by Move:	D	C	B-	F	C-	C	E-	D	E	E	D	D
HCM2k95thQ:	19	41	13	12	21	6	15	12	30	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 Retail and Residential + 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:	19	422	42	85	731	38	28	73	22	59	67	59
PasserByVol:	0	31	1	11	28	0	0	24	0	32	67	35
Initial Fut:	526	1646	678	445	2193	176	219	887	365	417	644	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	1646	678	445	2193	176	219	887	365	417	644	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	1646	678	445	2193	176	219	887	365	417	644	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	526	1646	678	445	2193	176	219	887	365	417	644	259

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	1.41	0.59
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	2638	1061

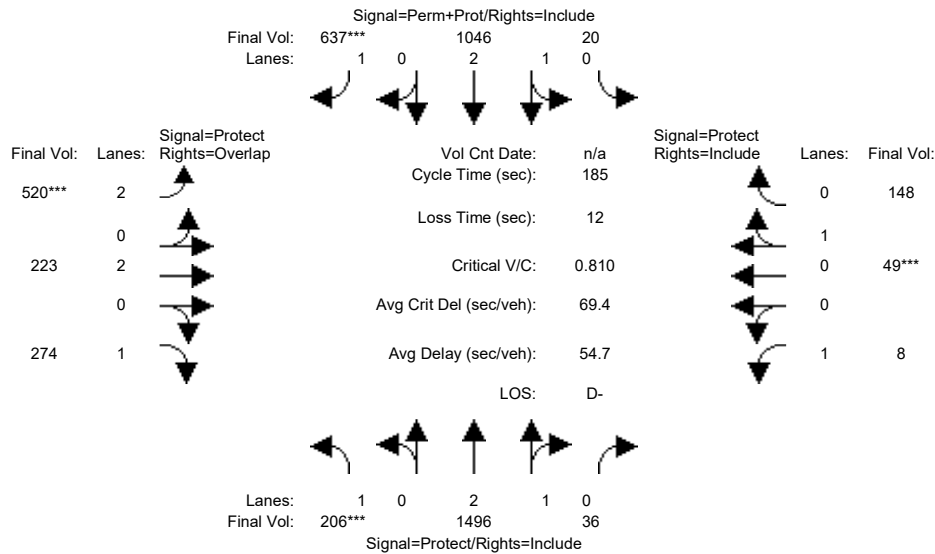
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.39	0.14	0.29	0.10	0.07	0.23	0.21	0.13	0.24	0.24
Crit Moves:			****	****			****			****		
Green Time:	27.7	55.4	55.4	20.2	47.9	47.9	11.6	33.4	33.4	18.9	40.7	40.7
Volume/Cap:	0.84	0.55	0.98	0.98	0.84	0.29	0.84	0.98	0.87	0.98	0.84	0.84
Delay/Veh:	55.3	18.6	52.2	89.4	30.5	22.3	84.0	77.5	69.4	98.1	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:	55.3	18.6	52.2	89.4	30.5	22.3	84.0	77.5	69.4	98.1	52.5	52.5
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	31	31

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 Retail and Residential + 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
Movement:												
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:	33	221	0	0	91	64	109	0	24	0	0	0
PasserByVol:	40	84	1	0	184	2	0	10	78	1	0	0
Initial Fut:	206	1496	36	20	1046	637	520	223	274	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:	206	1496	36	20	1046	637	520	223	274	8	49	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1496	36	20	1046	637	520	223	274	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:	206	1496	36	20	1046	637	520	223	274	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	5468	132	105	5495	1750	3150	3800	1750	1750	448	1352

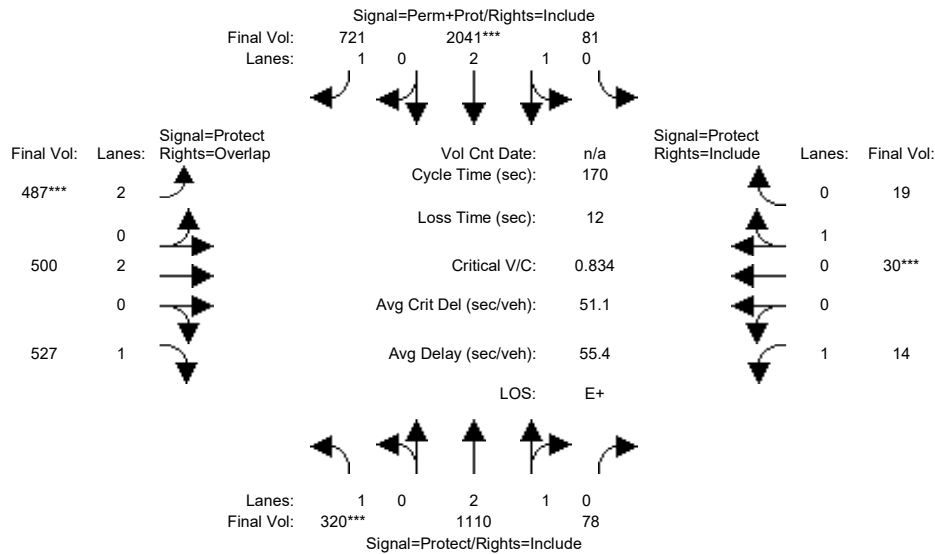
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.00	0.19	0.36	0.17	0.06	0.16	0.00	0.11	0.11
Crit Moves:	***					***	***				***	
Green Time:	26.9	64.9	64.9	48.2	83.1	83.1	37.7	37.7	64.6	25.0	25.0	25.0
Volume/Cap:	0.81	0.78	0.78	0.73	0.42	0.81	0.81	0.29	0.45	0.03	0.81	0.81
Delay/Veh:	92.0	54.3	54.3	62.7	33.8	49.3	76.0	60.8	45.7	67.7	93.8	93.8
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:	92.0	54.3	54.3	62.7	33.8	49.3	76.0	60.8	45.7	67.7	93.8	93.8
LOS by Move:	F	D-	D-	E	C-	D	E-	E	D	E	F	F
HCM2k95thQ:	22	41	41	31	23	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 Retail and Residential + 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:	39	177	0	0	254	103	57	0	40	0	0	0
PasserByVol:	68	160	7	0	143	2	0	11	62	0	0	0
Initial Fut:	320	1110	78	81	2041	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:	320	1110	78	81	2041	721	487	500	527	14	30	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1110	78	81	2041	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:	320	1110	78	81	2041	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	5232	368	214	5386	1750	3150	3800	1750	1750	1102	698

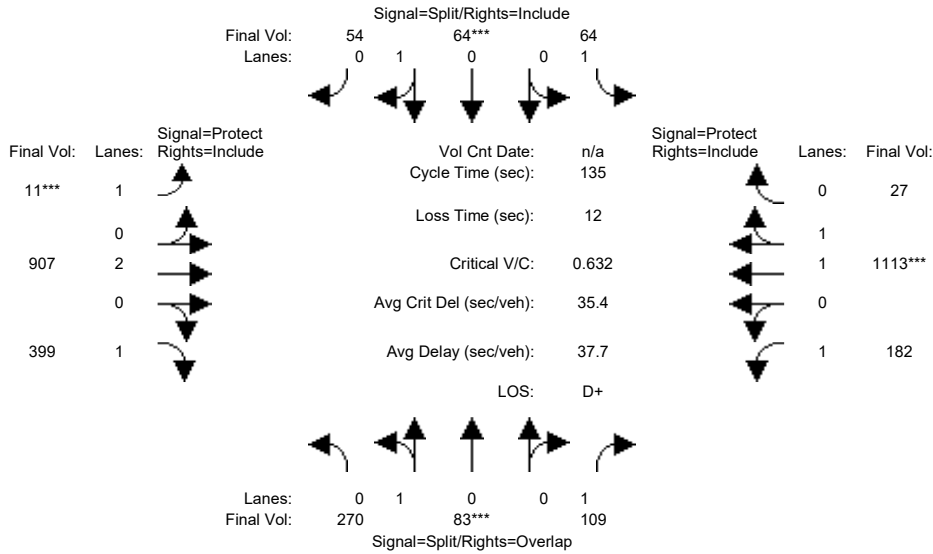
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.00	0.38	0.41	0.15	0.13	0.30	0.01	0.03	0.03
Crit Moves:	***				****		****				****	
Green Time:	36.1	42.1	42.1	78.2	81.3	81.3	30.7	31.0	67.0	9.7	10.0	10.0
Volume/Cap:	0.86	0.86	0.86	0.82	0.79	0.86	0.86	0.72	0.76	0.14	0.46	0.46
Delay/Veh:	82.8	66.6	66.6	42.2	39.0	48.5	79.8	69.2	49.7	76.8	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:	82.8	66.6	66.6	42.2	39.0	48.5	79.8	69.2	49.7	76.8	80.6	80.6
LOS by Move:	F	E	E	D	D+	D	E-	E	D	E-	F	F
HCM2k95thQ:	30	34	34	48	47	53	24	20	39	2	6	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 Retail and Residential + 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	15	0	0	0	0	145	0	7	115	0
PasserByVol:	100	25	10	1	10	4	1	50	160	44	56	2
Initial Fut:	270	83	109	64	64	54	11	907	399	182	1113	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	109	64	64	54	11	907	399	182	1113	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	83	109	64	64	54	11	907	399	182	1113	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	109	64	64	54	11	907	399	182	1113	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	3612	88

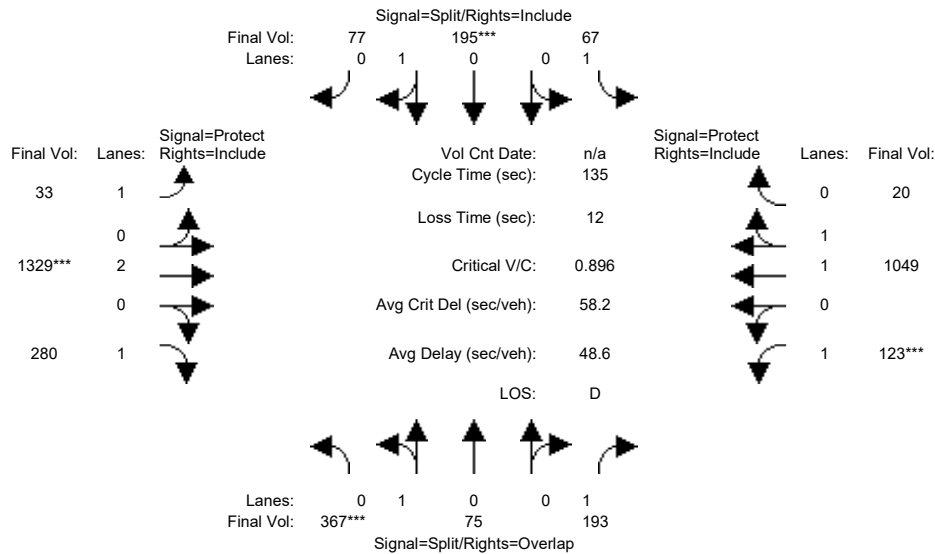
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.04	0.07	0.07	0.01	0.24	0.23	0.10	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	39.9	39.9	61.1	13.3	13.3	13.3	7.0	48.6	48.6	21.2	62.7	62.7
Volume/Cap:	0.66	0.66	0.14	0.37	0.66	0.66	0.12	0.66	0.63	0.66	0.66	0.66
Delay/Veh:	44.8	44.8	21.7	58.2	67.7	67.7	61.7	37.6	38.0	59.6	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:	44.8	44.8	21.7	58.2	67.7	67.7	61.7	37.6	38.0	59.6	28.9	28.9
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	13	30	30

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 Retail and Residential + Mit

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau 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:	Tantau NB			Tantau SB			Homestead EB			Homestead WB		
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	18	0	0	0	0	157	0	21	187	0
PasserByVol:	119	16	40	2	6	1	3	98	54	11	61	1
Initial Fut:	367	75	193	67	195	77	33	1329	280	123	1049	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	193	67	195	77	33	1329	280	123	1049	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	75	193	67	195	77	33	1329	280	123	1049	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	193	67	195	77	33	1329	280	123	1049	20

Saturation Flow Module:	Tantau NB			Tantau SB			Homestead EB			Homestead WB		
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:	Tantau NB			Tantau SB			Homestead EB			Homestead WB		
Vol/Sat:	0.25	0.25	0.11	0.04	0.15	0.15	0.02	0.35	0.16	0.07	0.29	0.29
Crit Moves:	***			****			****			****		
Green Time:	37.0	37.0	47.6	22.8	22.8	22.8	9.6	52.7	52.7	10.6	53.6	53.6
Volume/Cap:	0.90	0.90	0.31	0.23	0.90	0.90	0.26	0.90	0.41	0.90	0.73	0.73
Delay/Veh:	65.9	65.9	32.1	48.9	82.0	82.0	60.5	46.1	30.3	108.8	36.3	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:	65.9	65.9	32.1	48.9	82.0	82.0	60.5	46.1	30.3	108.8	36.3	36.3
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.