November 9, 2015

[redacted]

Department of Community Development
10300 Torre Avenue
Cupertino California 95014
Attention: The Hills at Vallco EIR Scoping Comments
Members of the Community:

I live on North Blaney within walking distance to Vallco. Collins School is one block from my house. Lawson Middle School is several blocks away. Parents bringing children to school drive down Blaney, even those going to Lawson since there is limited street access all those cars come down Blaney. Collins now has 746 students. Lawson has 1252 students. Some of the cars and some of those who live in this neighborhood detour down Wheaton to Portal to Merritt and then join the traffic on Blaney. A school with 700 additional students on Portal will create a nightmare of a traffic jam on Portal and leave no alternate route. In addition, Portal Park is a popular place for neighborhood children in the afternoons, in season the baseball diamond behind the present day care center will be used for games, and the fate of the popular cricket practice area is uncertain. Certainly those wishing to come to the park for these purposes will be impacted.

North Blaney is a 2 lane residential street; yet we are now seeing heavy commute traffic from those who wish to avoid congestion on Wolfe Road and DeAnza Blvd. Unlike most of the school traffic, these commuters are often speeding, rude and inconsiderate of bicycles and pedestrians. I have seen 3 close calls involving neighborhood cars trying to enter North Blaney from Wheaton and almost being hit. 2 of us have requested a speed bump there, but this has not been considered because there is already a stop sign at Blaney and Forest Avenue. At the last Neighborhood Watch meeting, my neighbors expressed a great deal of anger over the traffic issues on our street. Additional high density housing at Vallco will create such a backlog of traffic on Wolfe Road that more cars will come down Blaney.

All these cars create air pollution. I wiping off black sooty material from my outdoor furniture, something I didn't see a year ago. More cars will damage the air quality even more. The developers are claiming that more people will be using public transportation. A recent article in the Mercury News by Scott Herhold disputes this. I used to walk to Vallco to shop at Sears, Pennys, and Macys. However, department store shopping will be eliminated with the closing of Pennys. There are plans to close the Kohls store in Sunnyvale and Target on Stevens Creek and replace this space with more high density housing. As a result, more of us will be getting in our cars to shop. A cleaners in our neighborhood has been forced to move 3 times, and is now on Wolfe and Homestead.

I am aware of the desperate need for housing in this area. However, 860 units at Vallco are way too many in such a small area. .

Sincerely,

Patricia McAfee

Patricia McAfee
Block Leader on North Blaney

EIR for VALLCO Special Area Specific Plan SCOPING COMMENTS - March 8, 2018

- **Pre construction and During construction impacts** absolutely need to be studied for anything being considered in the Vallco area. How will any project be 'staged'? Deconstruction health and environmental issues must be addressed. The air and water quality before, during, and after construction need to be studied. So many people are concerned about the local cement plant and it's impacts on our natural resources and our health. It is believed by many that the Apple 2 project construction has had a far worse effect on our environment than toxins being released by the cement plant. A FULL analysis of all materials that are part of the existing Vallco site structures, infrastructure … and earth below (underground)… needs to be studied for the safety of our health.

  How long will any proposed construction take ? How will traffic, safety, bicycle and pedestrian routes, noise, air, water, public services, law enforcement, infrastructure be effected ?

  FULLY study what the effects on deconstruction/construction requirements will have on the 'not yet' fully occupied Apple Park Campus and Main Street complex. Travel of any kind in these, and surrounding, areas is already a more than 'significant' challenge. We have seen the disruption that such construction causes to several environmental elements. . Quality of life including air and noise pollution, as well as safety has been compromised. Regardless of what Vallco development may be, the impacts that it will have on the currently unknown (based on non-completion and/or non-occupancy) traffic, safety, pollution of all sorts, infrastructure of all kinds, will be staggeringly significant. How does any EIR consultant/researcher, or anyone, even begin to analyze the unknown….using the unknown..? Hopefully with 'worst case' approach.

  ALL projects We all know there are projects under construction that are destined to entirely change numerous aspects of what an EIR studies. VERY careful attention must be made to NOT MINIMIZE, or omit what is already under construction OR APPROVED BUT NOT BUILT in the REGION, not only Cupertino. What will be the CUMULATIVE IMPACTS of THIS project PLUS OTHER projects in Cupertino, neighboring cities, and the County. Especially the nearby Apple campus expansion, Main Street, and anything approved, but not yet built INCLUDING, BUT Not Limited to Hamptons, Marina, SJ Urban Village plan, etc.

- **The Butcher, the Baker, the Candlestick Maker.** Beyond construction 'traffic', the "EIR Firm" must study all impacts related to the additional work force that will be necessary to keep a project of ANY mix and magnitude running effectively. The employees and contractors that will be needed to support daily functions magnifies the actual number of people traveling to the project. What is a realistic figure as to the number of 'extra people' aside from projected office, residential, retail 'residents', and any other use?. I have heard an 'expert' on the subject claim that for each 'employee' there are **seven** support positions (that is 7 times the bodies!).. I suspect that is a general number and may be a smaller number tor housing complexes and perhaps retail ??? Still must be considered a big part of the study.

- **Loss of Retail –** Can't ignore this detail. More people, but less goods and services !!!! This effects multiple environmental concerns, and needs to be properly addressed in any study of any size/mix of any project type.

- **Loss of Commercial services**. See above. Also, for both Losses- So many environmental issues.. and city revenue from taxes - lost. This can't be ignored either.

- **Traffic analysis** – There are two methodologies for traffic analysis. It is important that the EIR use BOTH the level of service methodology **and** the vehicle miles travelled methodology . In addition, if EITHER approach indicates significant impacts, the impacts should be considered significant. Include in report that any significant impacts ARE avoidable. You avoid them by not approving a project that creates the traffic. Pollution from traffic must be studied also.

- **Parking… oh the parking**…. Amount and accessibility, and flow. Public safety concerns related to design of structures. Air quality associated with vehicles traveling (including 'circling') to find parking both in 'open' and 'enclosed' parking areas. Excessive amounts of carbon monoxide, carbon dioxide, NOX emissions will likely be an issue. EIR should study health and safety issues related to extremely poor air quality caused by these gaseous chemicals.

- **Water supply** - EIR should analyze increased water demand and whether it will increase stress on Santa Clara Valley Water District, the local water wholesaler, or the State Water Project, the eventual source of SCVWD's water. How will water for any/all project proposals for the site be provided? How will it be stored, treated? How will rain water and piped water be drained from the entire site? Where will the run off gather and flow too?

- **Power supply** should be studied - What will be the electrical and gas supply for the new project? How much will the project increase greenhouse gas generation? How will GHG generation be mitigated?

- **Internet Services and Cellular Service** capabilities need to be studied. There should be a way to provide adequate service to all residents and businesses without erecting faux trees and towers in numerous areas. How will the amount of adequate service effect the health of those who live and work in the area ?

- **Housing** The study (EIR) should analyze how the ENTIRE project, ALL uses together, AND individually, will impact the immediate area, the entire city, the school districts, the region. Will the project result in increasing the pressure on the local housing market, resulting in increased housing sale and rental prices and forcing lower income households out of the area, increasing their commute distances to reach jobs in the area? **Type of housing** units needs to be analyzed, along with size of units. **Compare** 'for rent apartments' to 'for sale condos/townhouses and single family homes' . Impact on power and water supplies, property tax income, quality of life, etc.

- **Seismic safety** impacts of the massive 'dirt moving', grading , haul off, concrete, non-permeable hardscape, glass, large green roof park area, etc must be analyzed/studied/considered. Research any proposed elements (ex. green roof, subterranean, flyover) done previously in a seismically active area similar to Cupertino / Santa Clara County / Bay Area.

  The drought has put stress on the soils and created lowering of grade, and significant 'fissures' in the land/soils. Ground water has been depleted significantly. The EIR needs to address this fact and analyze any and all cumulative effects that mother nature has created as it relates to safe building practices.

- **Existing Trees and significant landscaping**. Something that needs to be considered and addressed is how the project proposal will impact all of the trees that exist on the Vallco site, including street trees. How will structure footprint, and height , effect available sunlight and the amount of rain that will reach the trees/landscaping? What are the risks to existing trees during deconstruction and enormous amounts of digging, drilling, grading and reshaping of land ?

- **Visual Pollution. Preservation of, and impact on, VIEWS.** EIR should include study of these. The proposed building height, setbacks, building plane, VERSUS the requirements in the General Plan for these things. Building GLARE when glass and bare metal are used… or even white/light finishes/materials are used.

- **Lighting. Light Pollution. The GLOW and effect. –** Include analysis of what the effects of any project mix/size will have on surrounding areas that will suffer from constant non-natural light during dark hours. Including the effects of this related to auto and bike travel.

- **Reflective Glass -** Heat generated by sunlight reflected off of treated glass is significant. The office buildings at Main Street are only one example. EIR study should include the environmental effects of various square footage amounts and locations of reflective glass materials. How does generated heat effect, temperature, heath, landscaping, animal life, water evaporation and air quality.

- **Wildlife -** EIR should study the effects on wildlife under current conditions, during deconstruction, during construction, and post construction.

IN ADDITION : Several residents / stakeholders have shared NOT EIR Scoping Comments (for VALLCO Special Area Specific Plan) that they have submitted. I want to 'echo' many of them, and would like assurance that all comments will be given serious and thoughtful consideration. I have read enough EIR reports to know that there is often 'dismissive language' related to very serious issues.

Lisa Warren

Cupertino Resident since 1986

From: E Yee [redacted]
Sent: Sunday, February 25, 2018 1:26 PM
To: City of Cupertino Planning Dept. <planning@cupertino.org>
Subject: Vallco Shopping District Specific Plan

Hello,

I hope the EIR report on Vallco development will include understanding the impact the Vallco development will have on traffic, parking and elementary/middle/high school enrollment, pollution, and on public services (police, fire department, library, etc).

Thank you,
Ellen Yee
Cupertino Home Owner
[redacted]

4. EXISTING ENVIRONMENT

4.1 Sound Level Measurement Locations

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

4.2 Existing Sound Sources

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

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

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

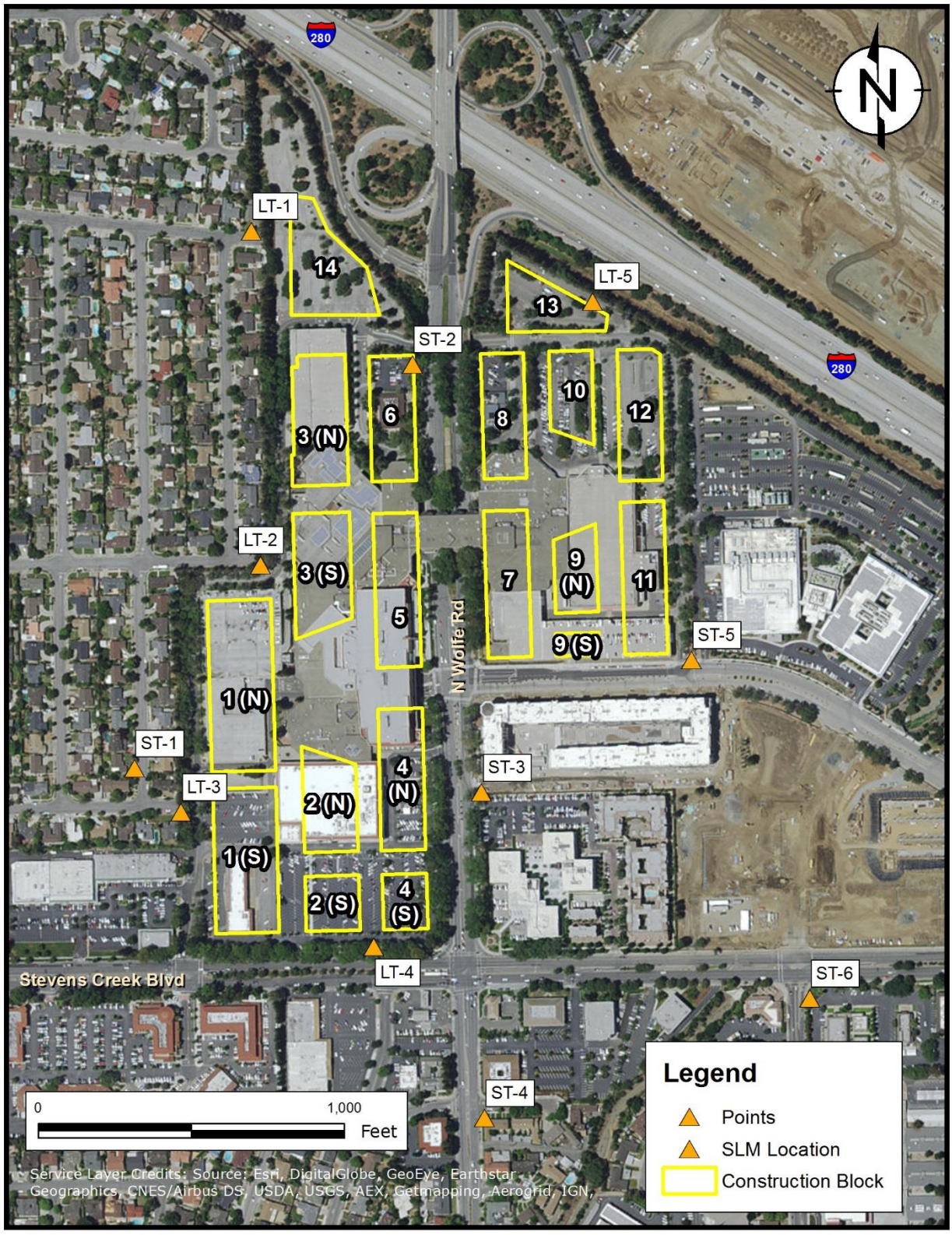


Figure 1. Sound Level Measurement Locations

4.3 Sound Level Measurement Data

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

Table 9: Long-Term Sound Level Measurement Data

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

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

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

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

[d] Arithmetic average of daily CNEL values

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

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

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

Table 10: Short-Term Sound Level Measurement Data

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

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

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

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

4.4 Existing Noise Sensitive Receptors

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

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

4.4.1 West of the Project Site

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

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

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

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

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

4.4.2 Southeast of the Project Site, Existing Receivers

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

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

4.4.3 Main St Cupertino

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

4.4.4 South of Stevens Creek Blvd

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

4.5 New Noise Sensitive Receptors within Town Center/Community Park

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

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

4.5.1 New Residential Development

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

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

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

4.5.2 New Recreational Facilities

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

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

4.5.3 New Office Space and Retail

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

4.6 New Noise Sensitive Receptors within Block 14

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

4.7 Noise Assessment Receptors

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

Table 11: Noise Assessment Receptor Locations

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

5. IMPACTS AND ENVIRONMENTAL DESIGN FEATURES

5.1 Significance Criteria

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

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

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

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

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

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

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

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

5.1.1 Approach to Analysis

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

5.2 Beneficial Impacts

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

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

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

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

5.3 Less-Than-Significant Noise Impacts

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

5.3.1 Operational Noise from Stationary Sources

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

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

5.3.1.1 New Residential Uses - Town Center/Community Park

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

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

5.3.1.2 Lodging – Block 14

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

5.3.1.3 Office Space - Town Center/Community Park

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

5.3.1.4 Retail and Amenities - Town Center/Community Park

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

5.3.1.5 Entertainment - Town Center/Community Park

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

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

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

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

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

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

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

Table 12: Outdoor Performance Venue

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

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

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

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

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

[e] From CMC 10.48.051

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

5.3.1.6 Recreational - Town Center/Community Park

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

5.3.1.7 Landscaping Activities - Town Center/Community Park

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

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

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

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

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

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

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

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

5.3.1.10 Loading/Unloading - Town Center/Community Park

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

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

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

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

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

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

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

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

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

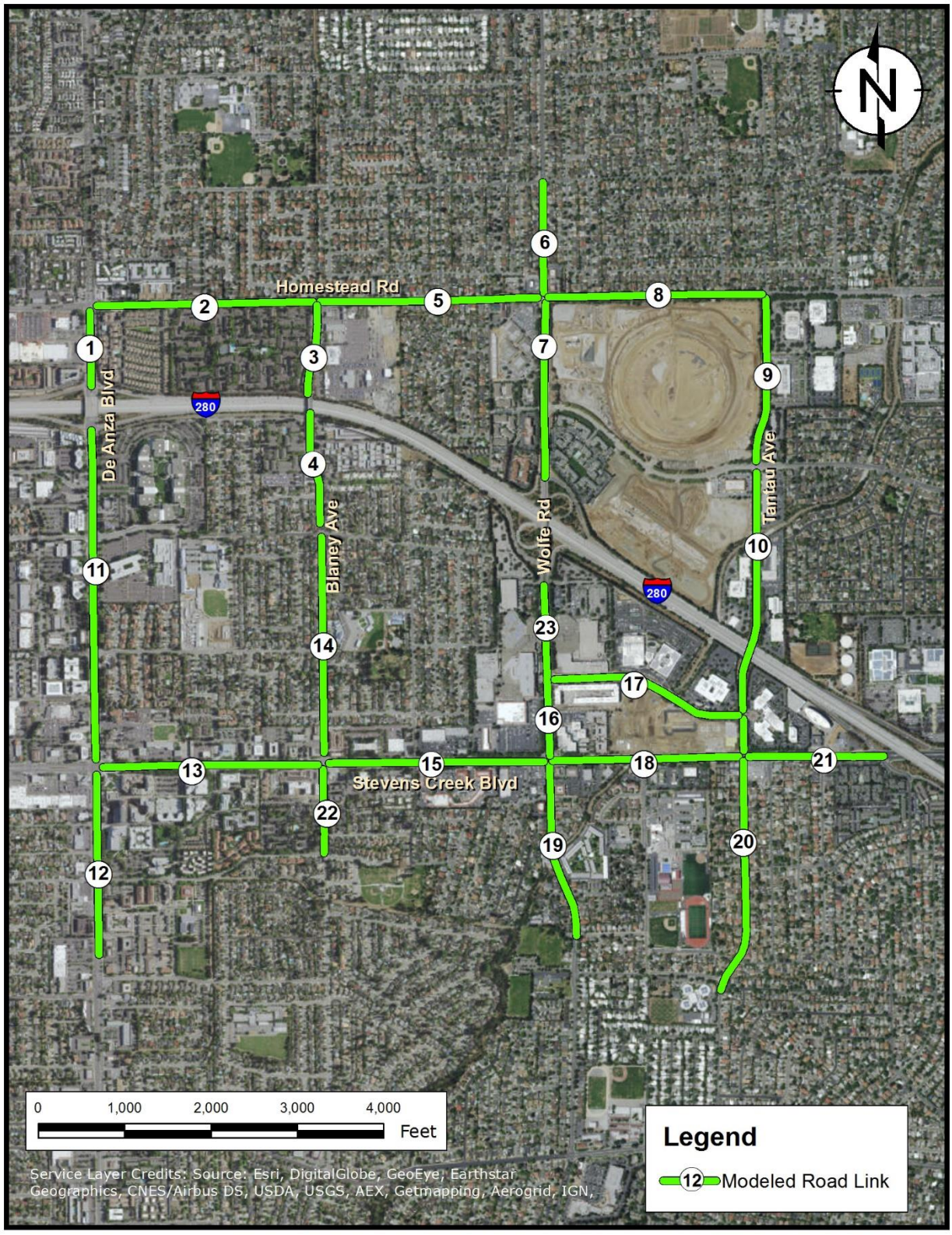


Figure 2. Project Vicinity Traffic Noise Modeling Domain

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

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

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

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

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

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

Source: Traffic noise modeling results by Ramboll Environ

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

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

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

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

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

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

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

Source: Traffic noise modeling results by Ramboll Environ.

5.3.3 Groundborne vibration

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

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

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

5.3.4 Noise from airport-related sources

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

5.3.5 Noise from a private airstrip

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

5.4 Significant Noise Impacts

5.4.1 NOI-1: Construction Noise

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

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

5.4.1.1 Schedule

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

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

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

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

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

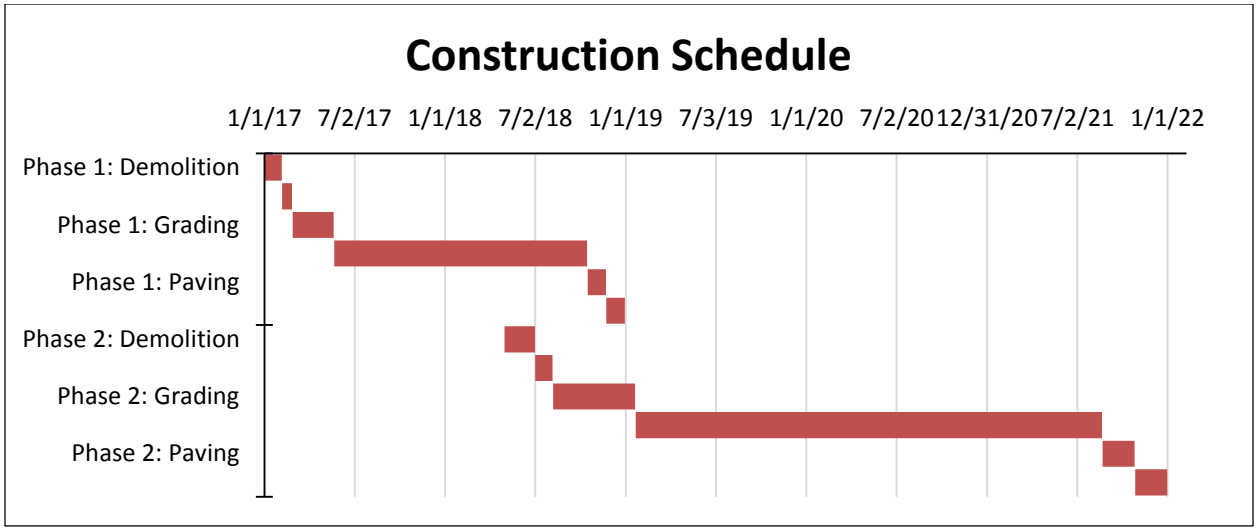


Figure 3. Specific Plan Construction Schedule

5.4.1.2 Construction Equipment

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

Table 15: Construction Equipment

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

5.4.1.3 Construction Equipment Sound Levels

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

5.4.1.4 Noise-Sensitive Receivers

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

Table 16: Construction Equipment Sound Levels

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

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

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

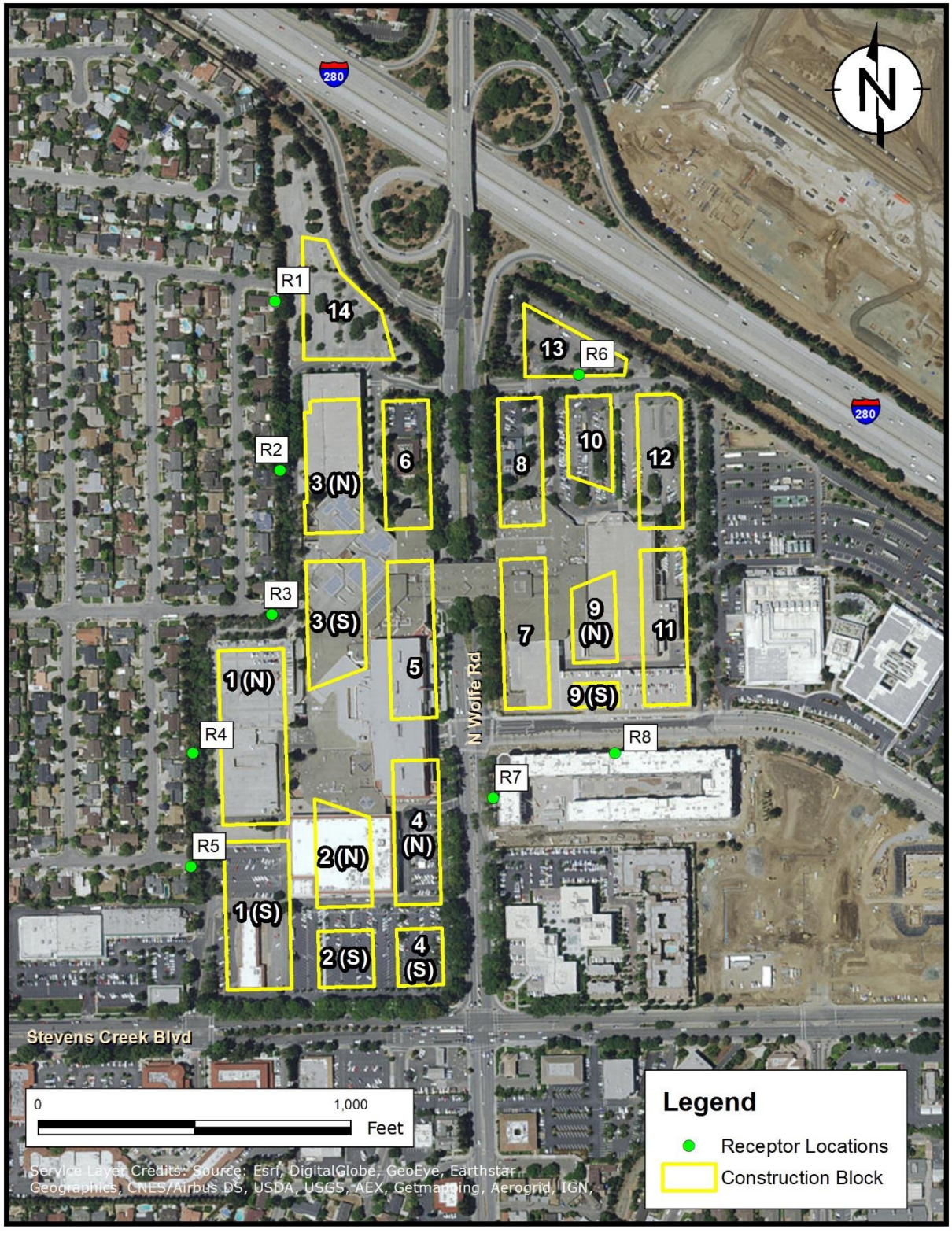


Figure 4. Construction Noise Receptor Locations

5.4.1.5 Construction Noise Assessment Results

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

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

Table 17: Construction Noise Emissions at Property Line

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

Source: Calculations by Ramboll Environ

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

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

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

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

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

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

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

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

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

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

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

- Require that all equipment be in good working order.

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

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

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

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

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

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

5.4.2 NOI-1b: Construction Haul Traffic Noise

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

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

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

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

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

Table 18: Off Site Haul Traffic Noise (dBA)

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

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

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

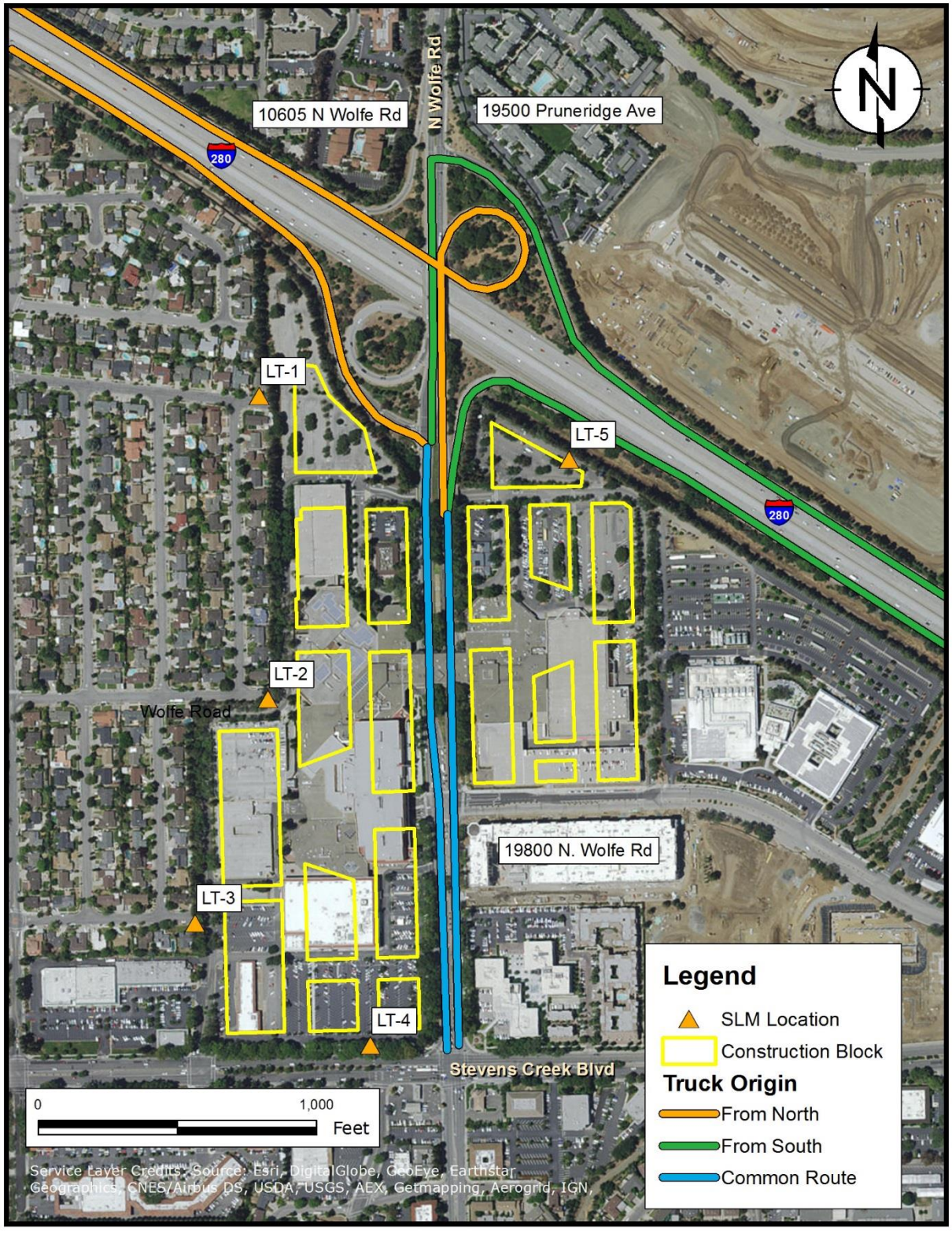


Figure 5. Construction Haul Routes

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

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

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

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

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

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

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

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

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

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

APPENDIX A

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

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

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

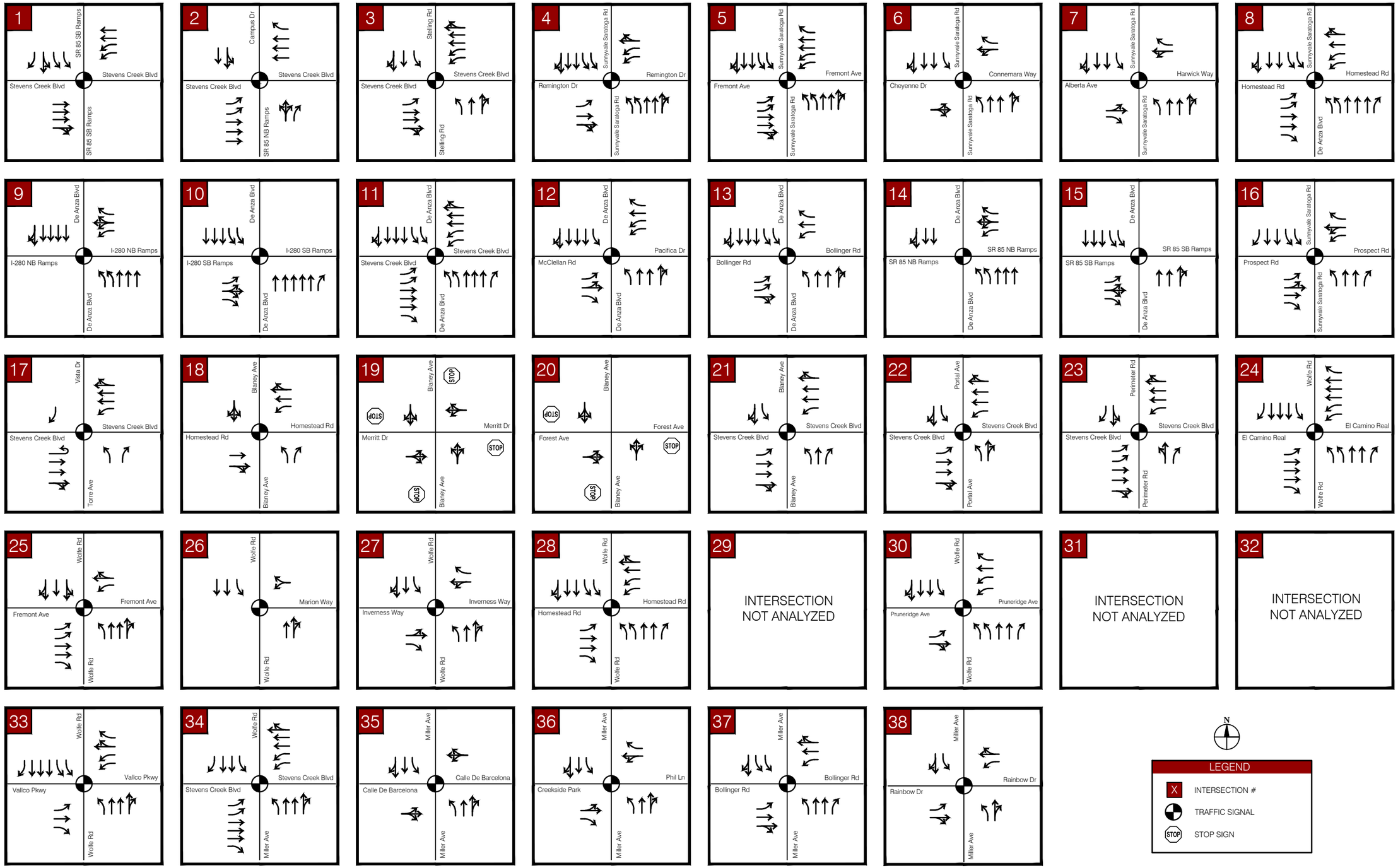
[(a)] Roadways would contribute to traffic noise received at nearby receivers that are adjacent to other area roadways (i.e., roadway segments not included in sound level model results)

Source: Ramboll Environ, 2016

Appendix TR-A

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

Lane Geometry and Traffic Control



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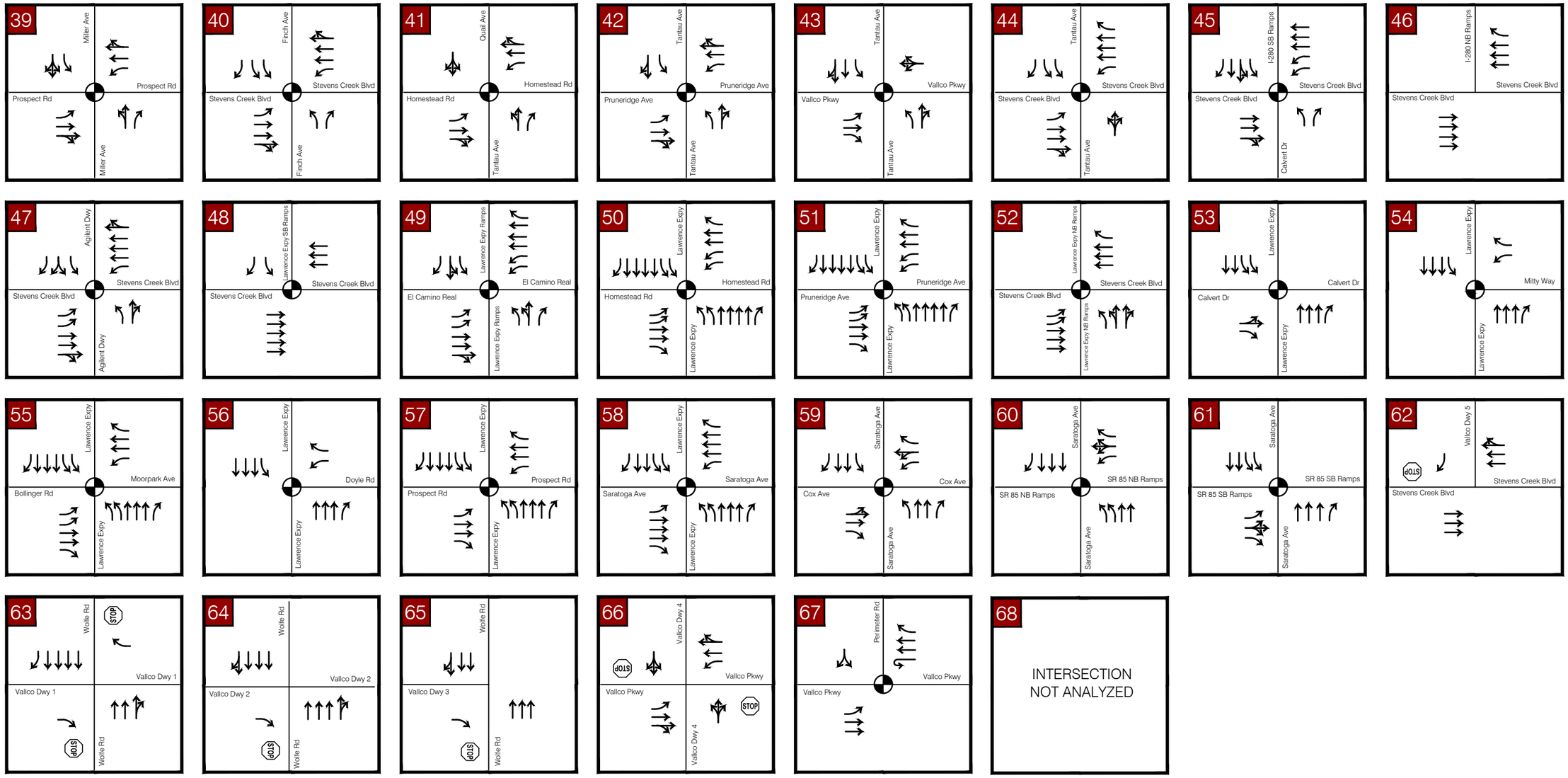
APPENDIX TR-A:FIGURE 1A
BASELINE EXISTING CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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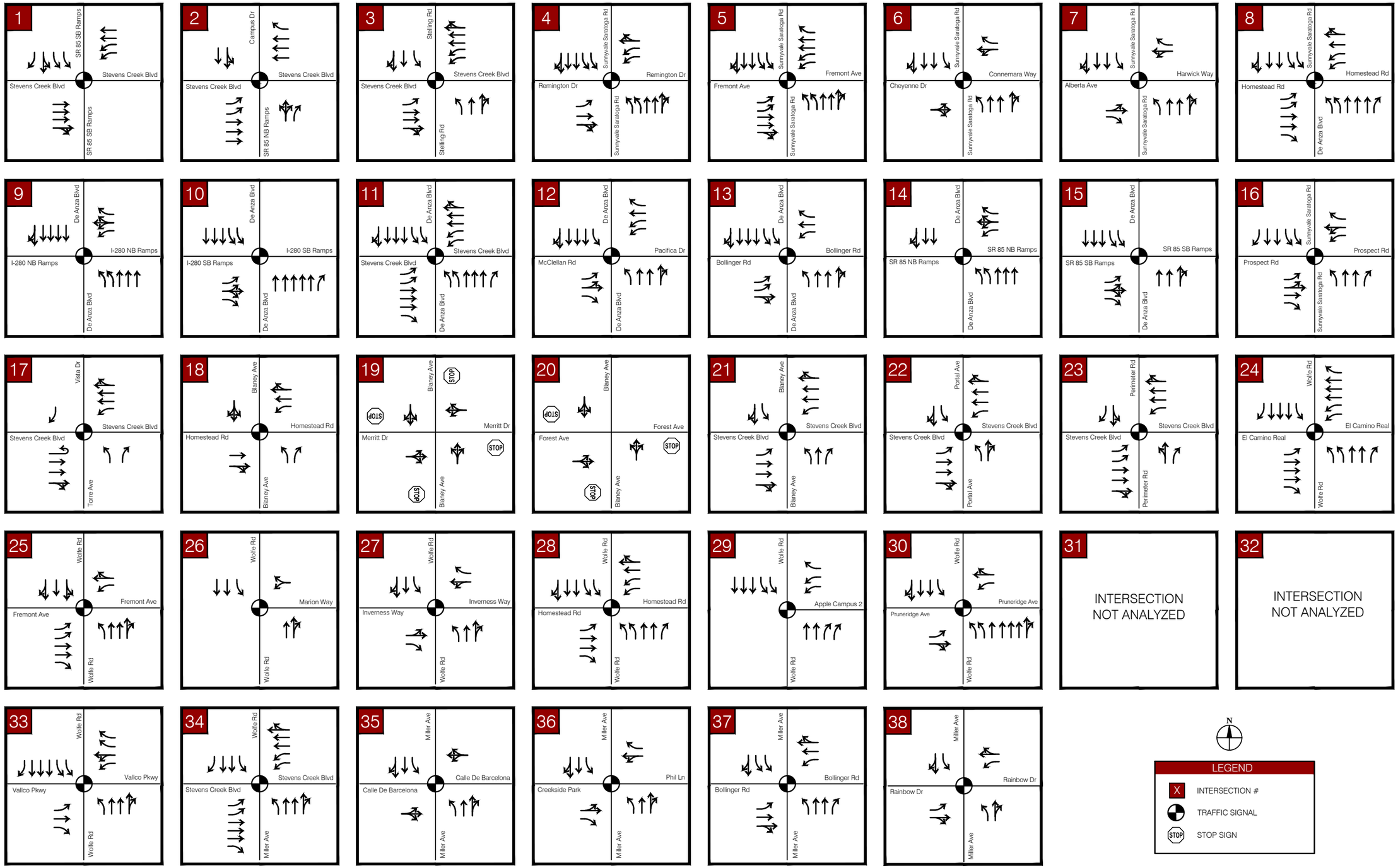
APPENDIX TR-A:FIGURE 1B
BASELINE EXISTING CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL



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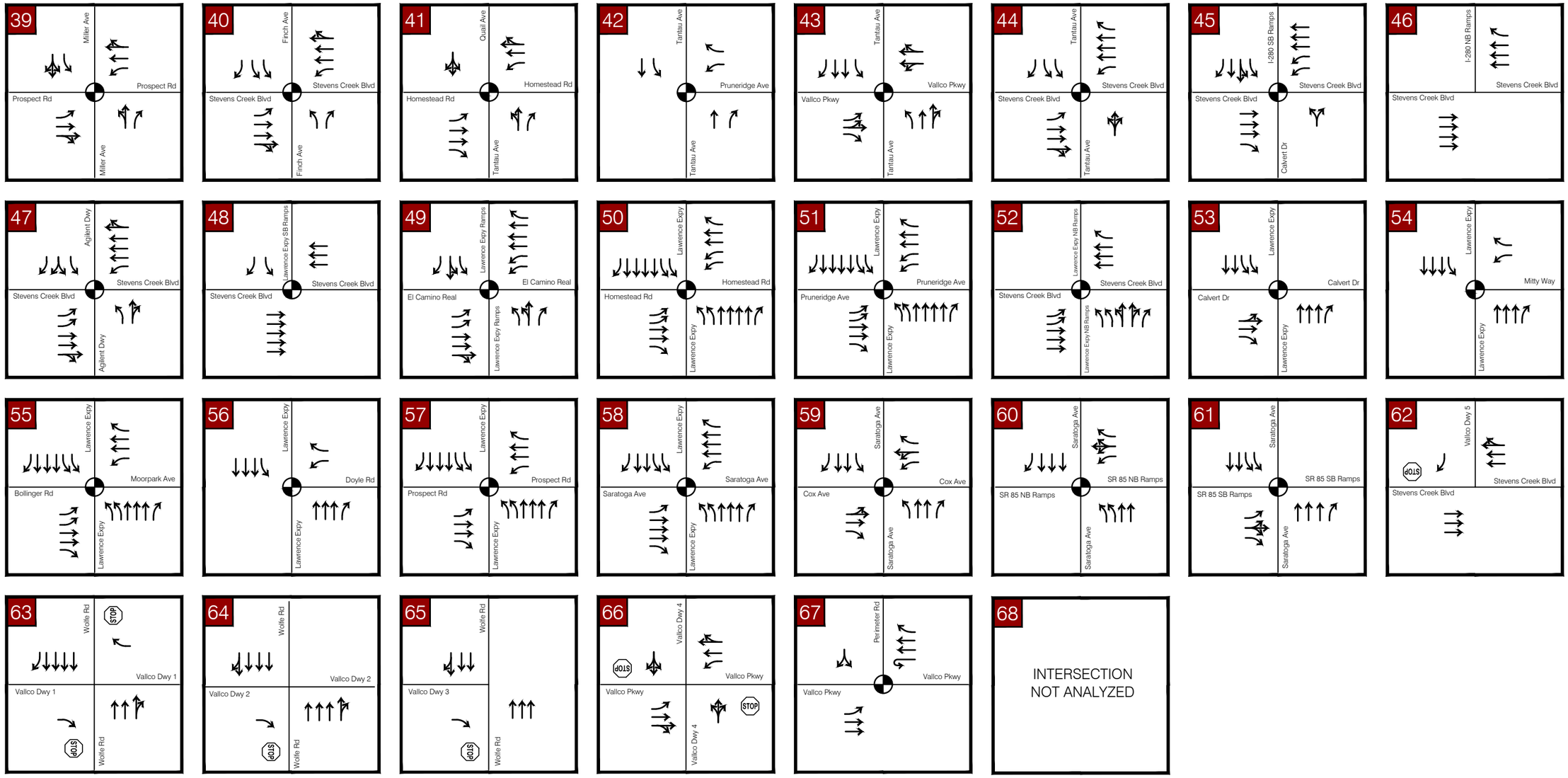
APPENDIX TR-A:FIGURE 2A
BACKGROUND CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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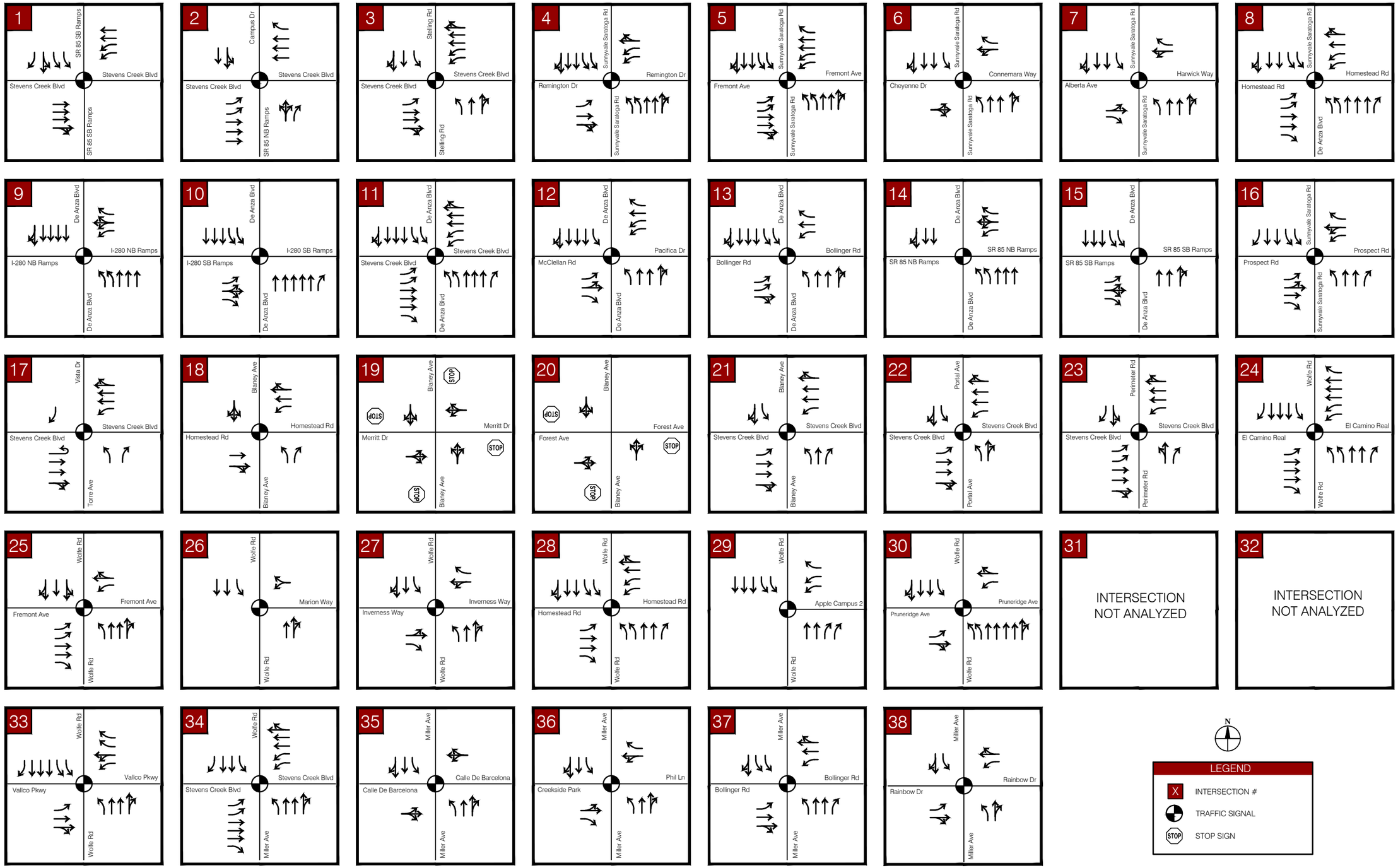
APPENDIX TR-A:FIGURE 2B
BACKGROUND CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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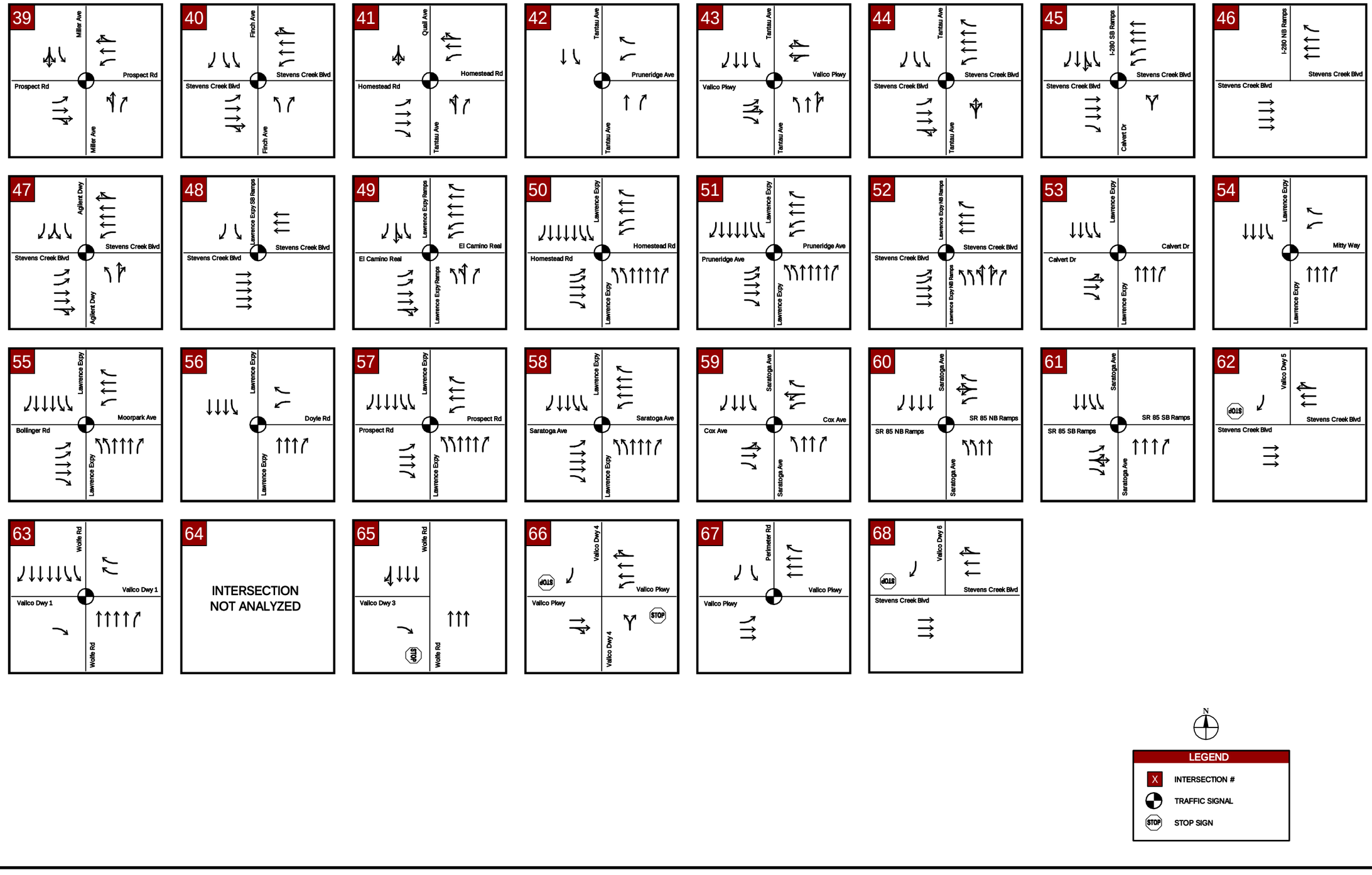
APPENDIX TR-A:FIGURE 3A
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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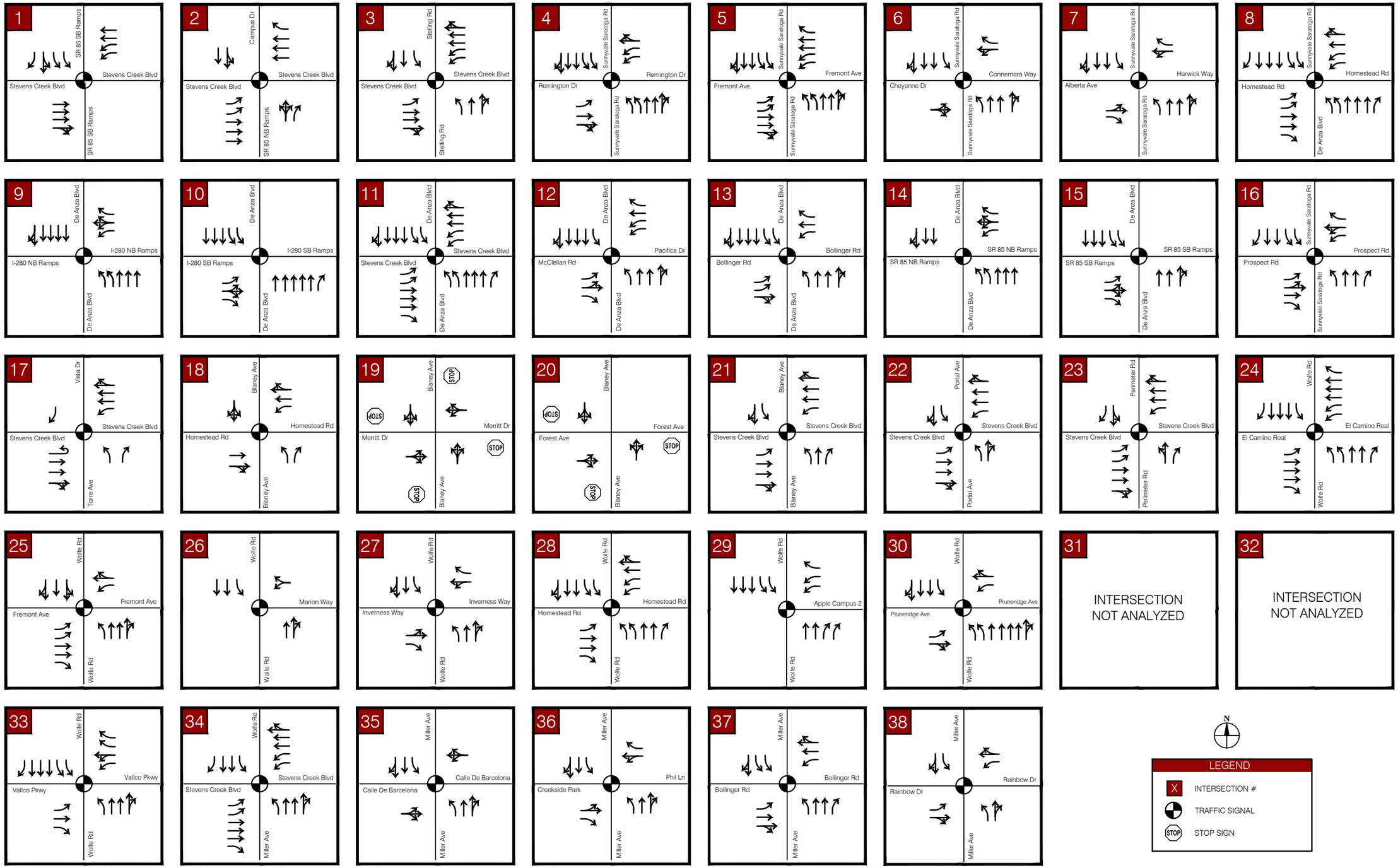
APPENDIX TR-A:FIGURE 3B
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL



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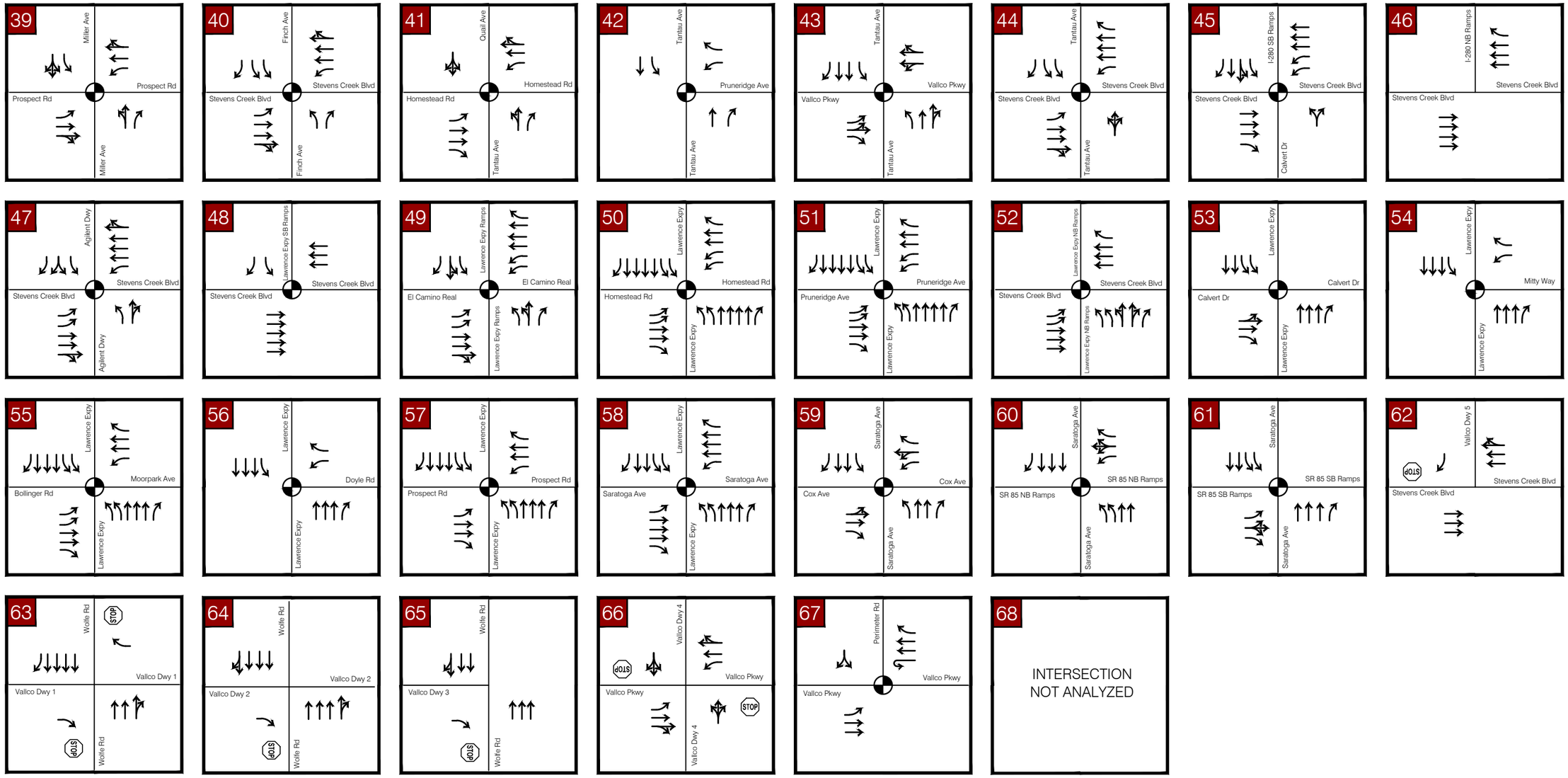
APPENDIX TR-A:FIGURE 4A
CUMULATIVE CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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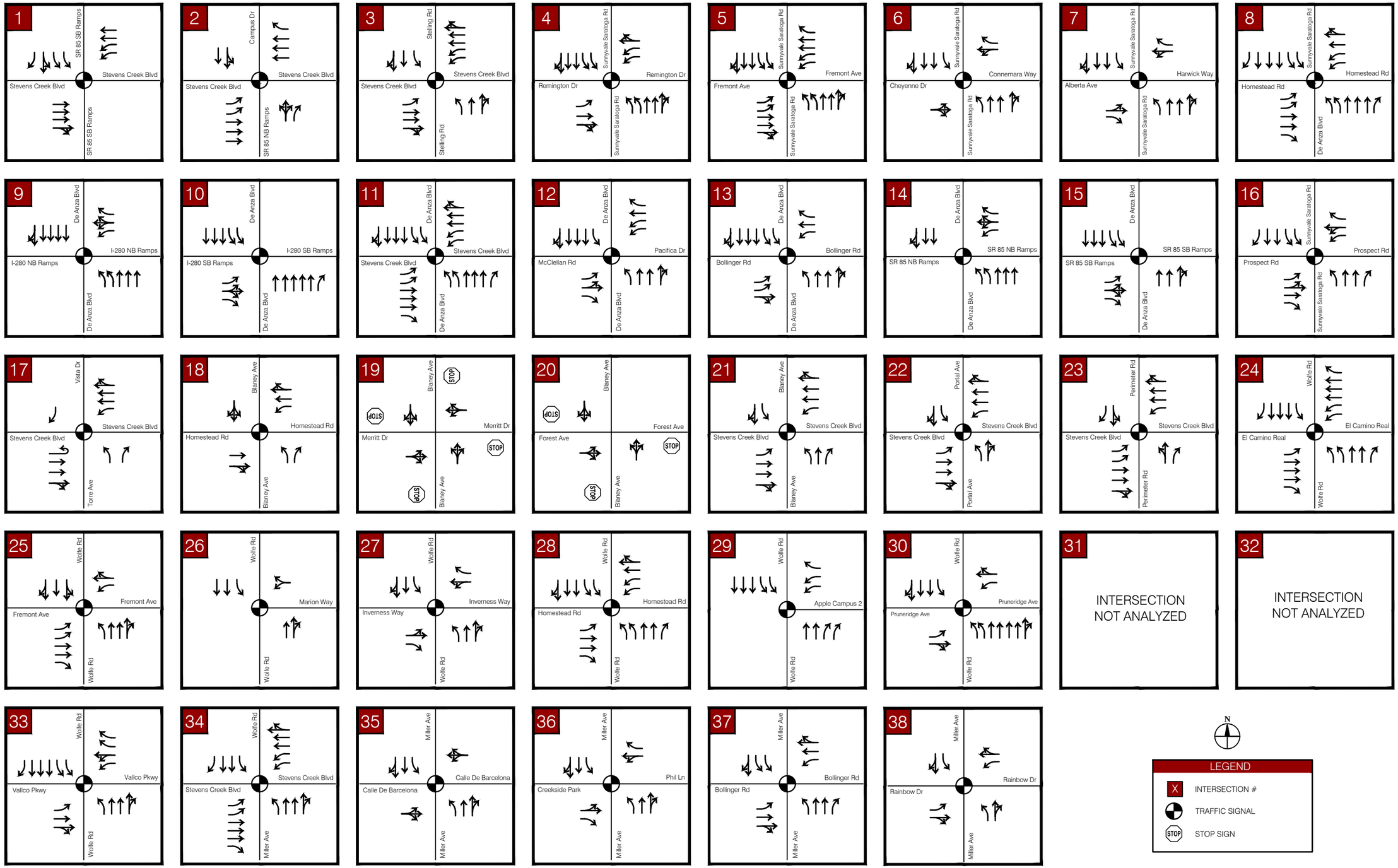
APPENDIX TR-A:FIGURE 4B
CUMULATIVE CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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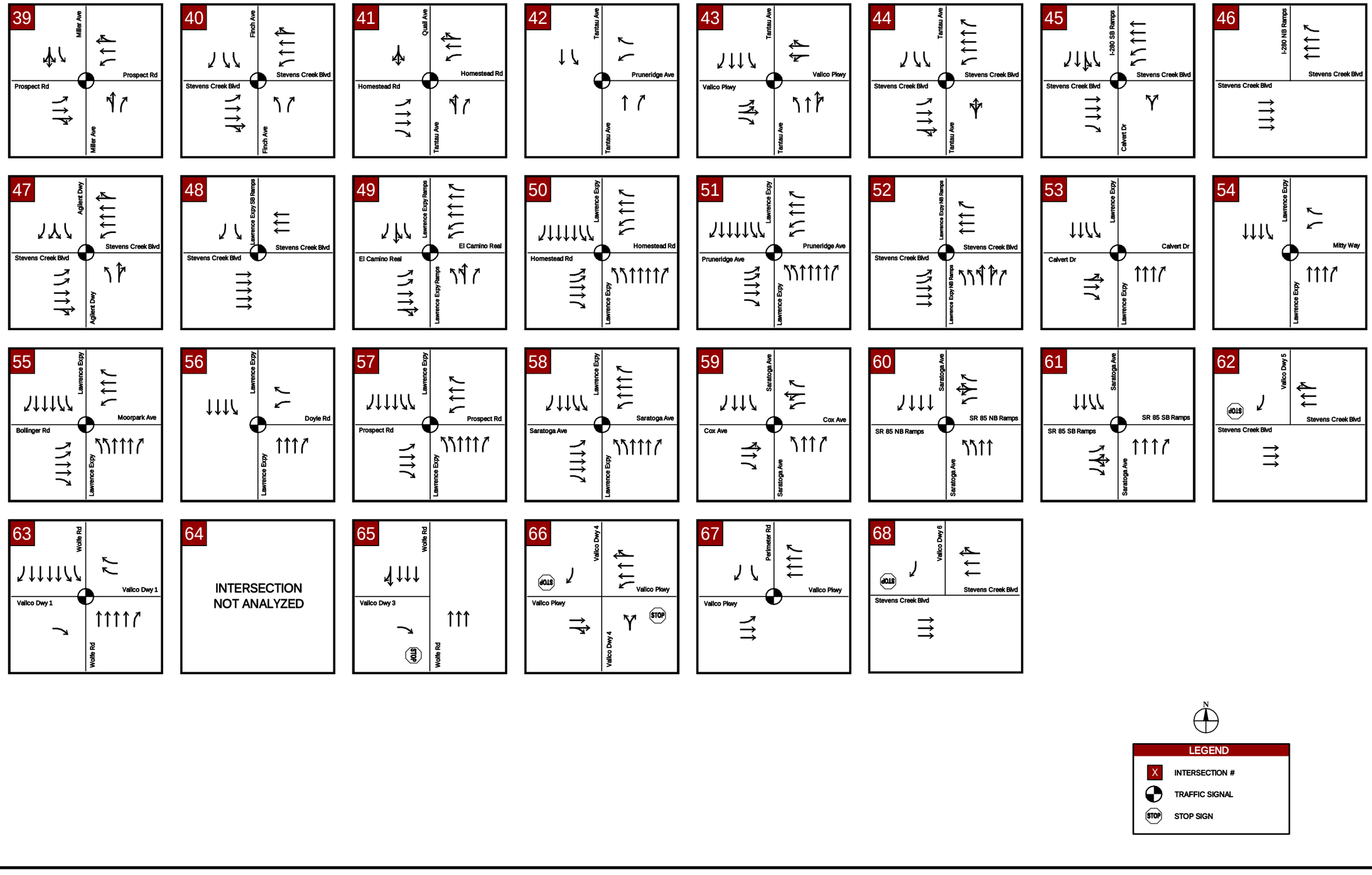
APPENDIX TR-A:FIGURE 5A
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL



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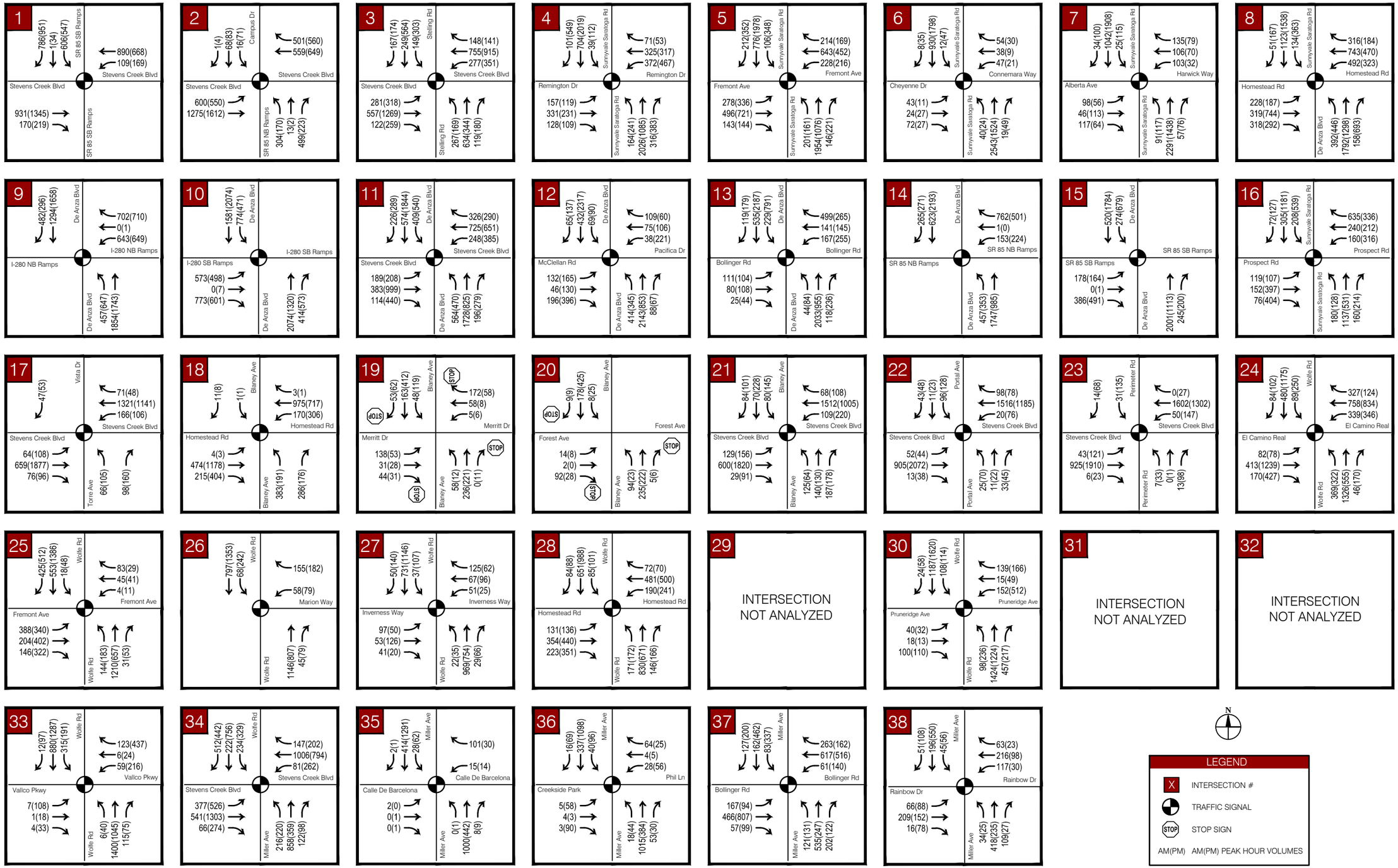
APPENDIX TR-A:FIGURE 5B
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL

Appendix TR-B

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

Turning Movement Volumes



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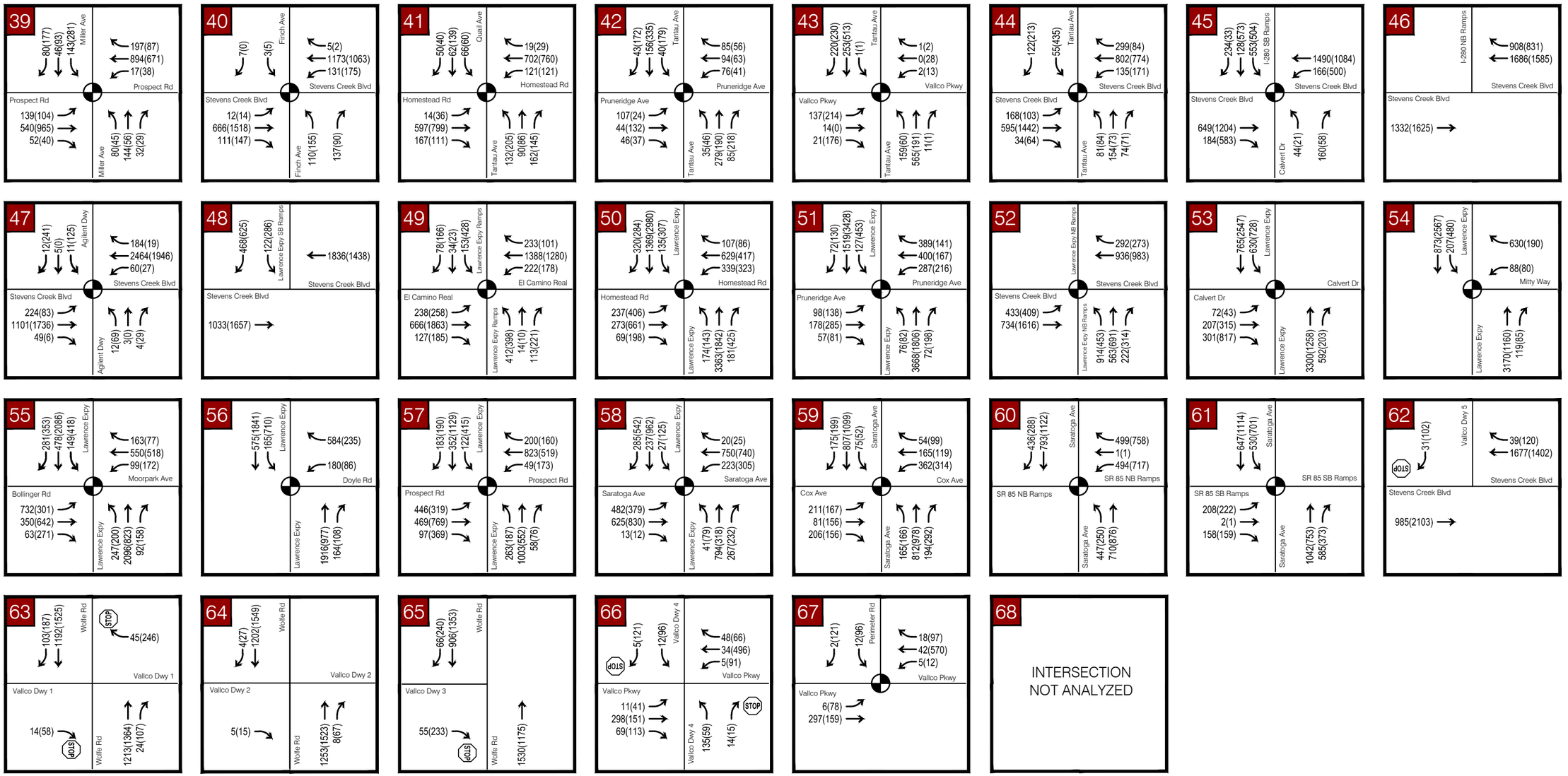
APPENDIX TR-B: FIGURE 1A
BASELINE EXISTING CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES



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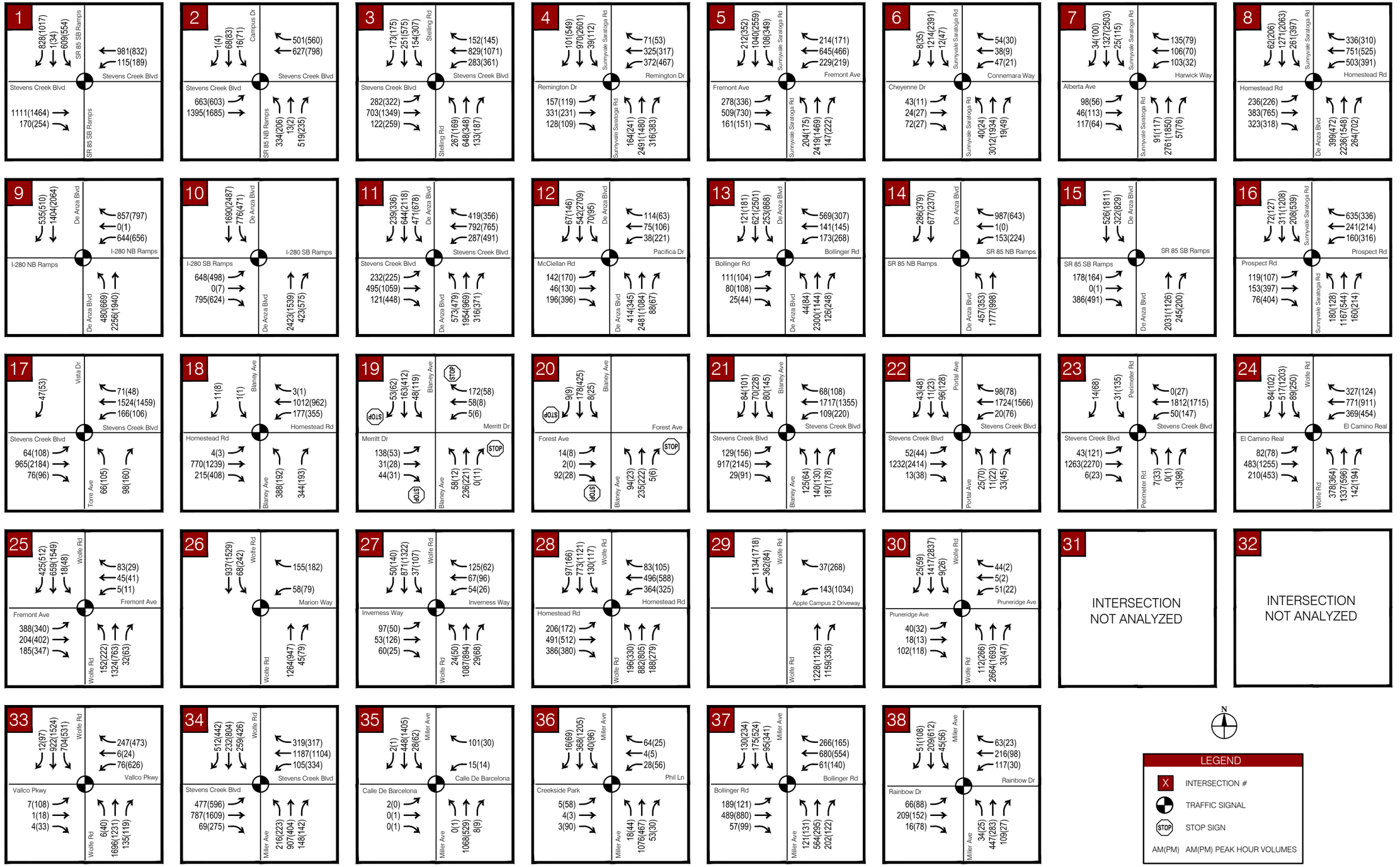
APPENDIX TR-B: FIGURE 1B
BASELINE EXISTING CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES



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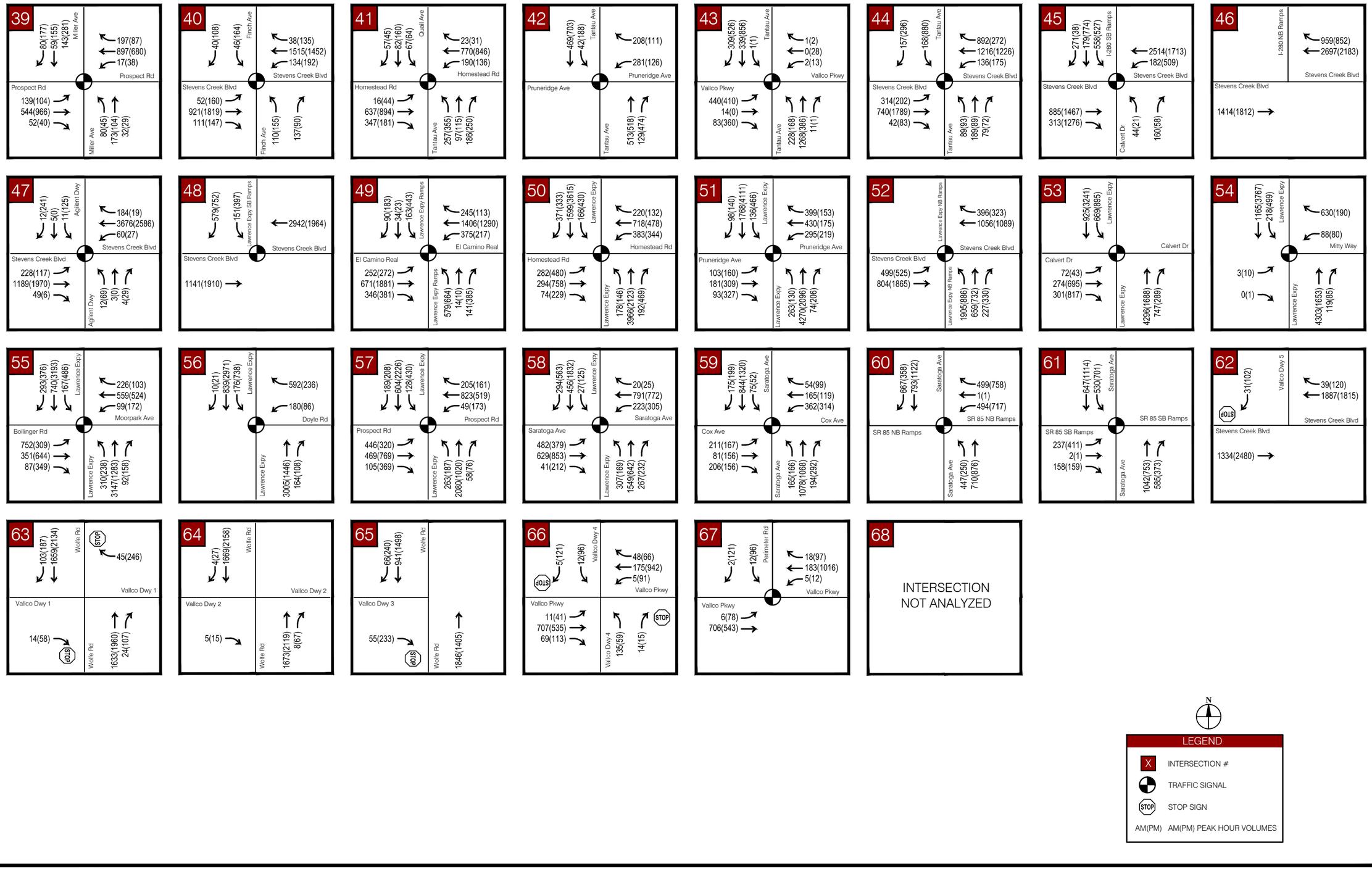
APPENDIX TR-B: FIGURE 2A
BACKGROUND CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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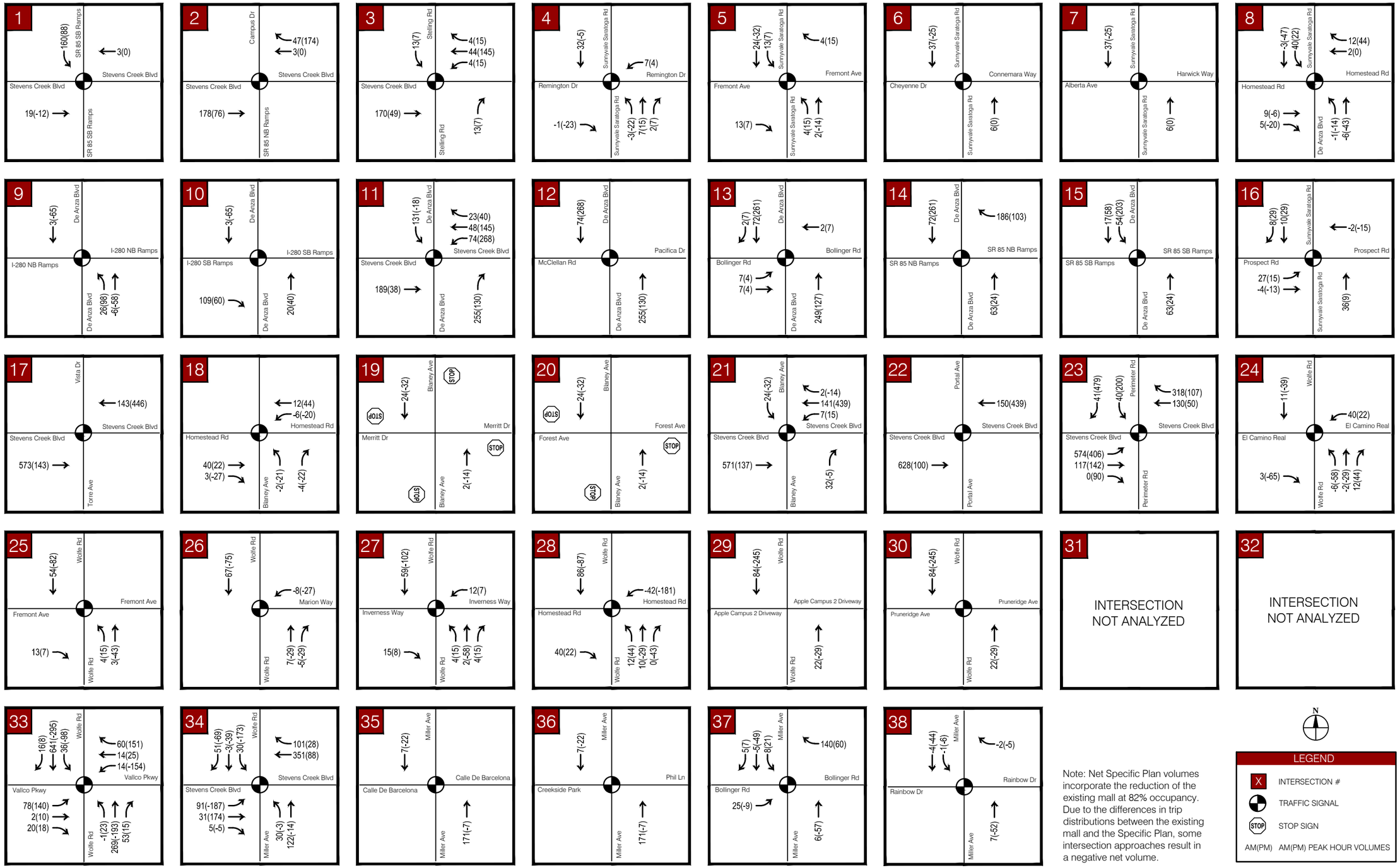
APPENDIX TR-B: FIGURE 2B
BACKGROUND CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES



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

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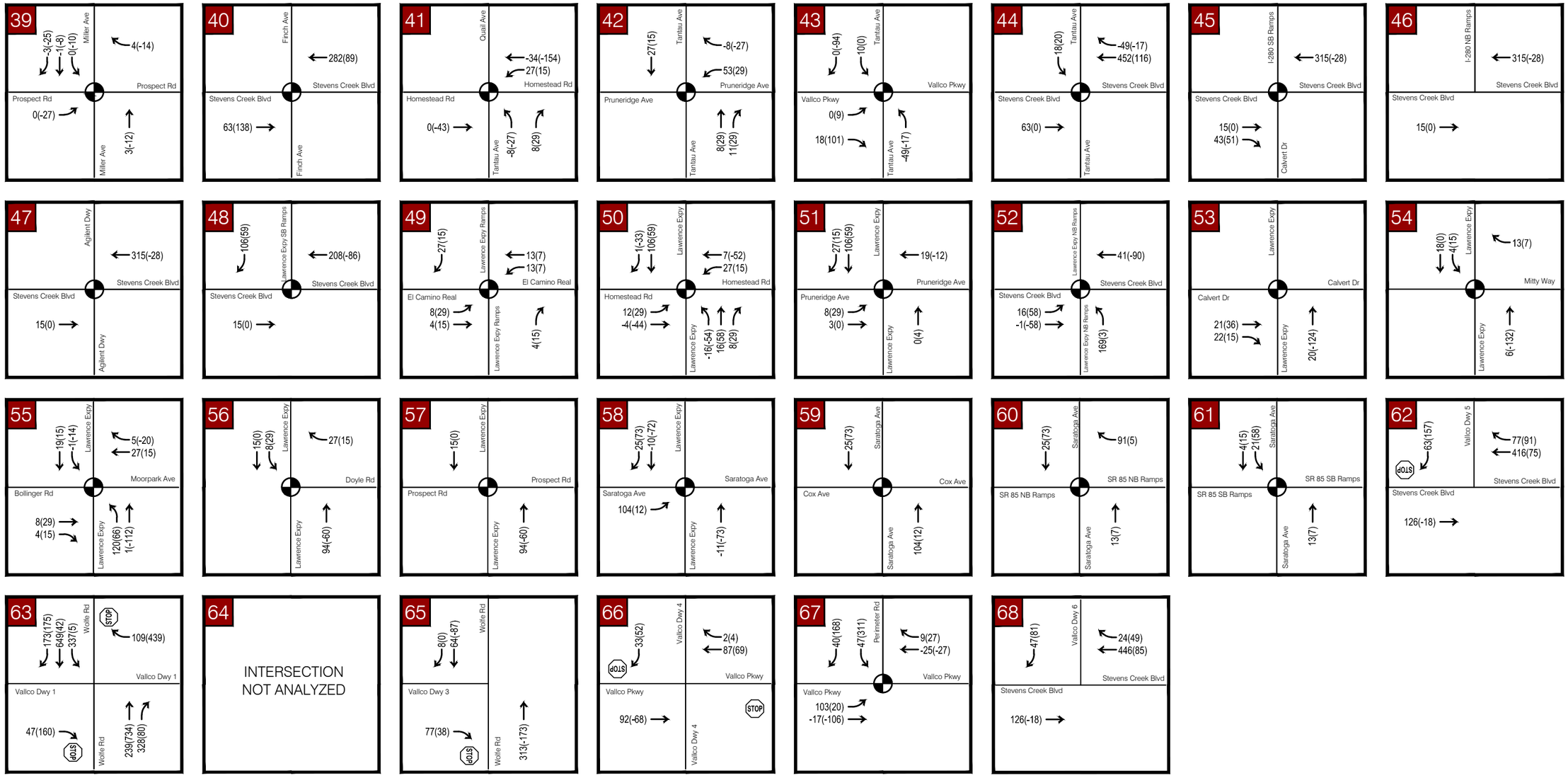
APPENDIX TR-B: FIGURE 3A
NET SPECIFIC PLAN GENERATED
PEAK HOUR TURNING MOVEMENT VOLUMES



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

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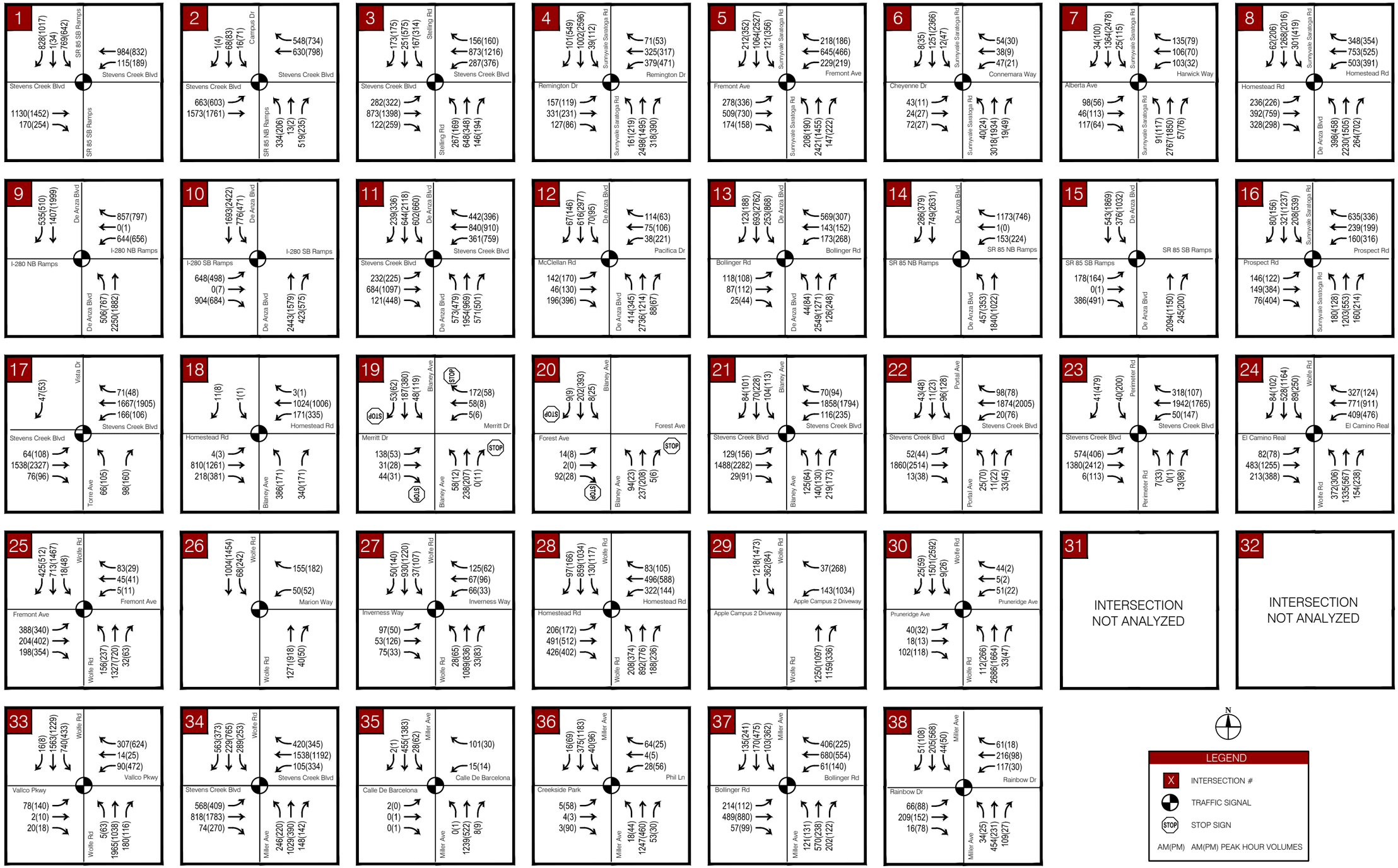
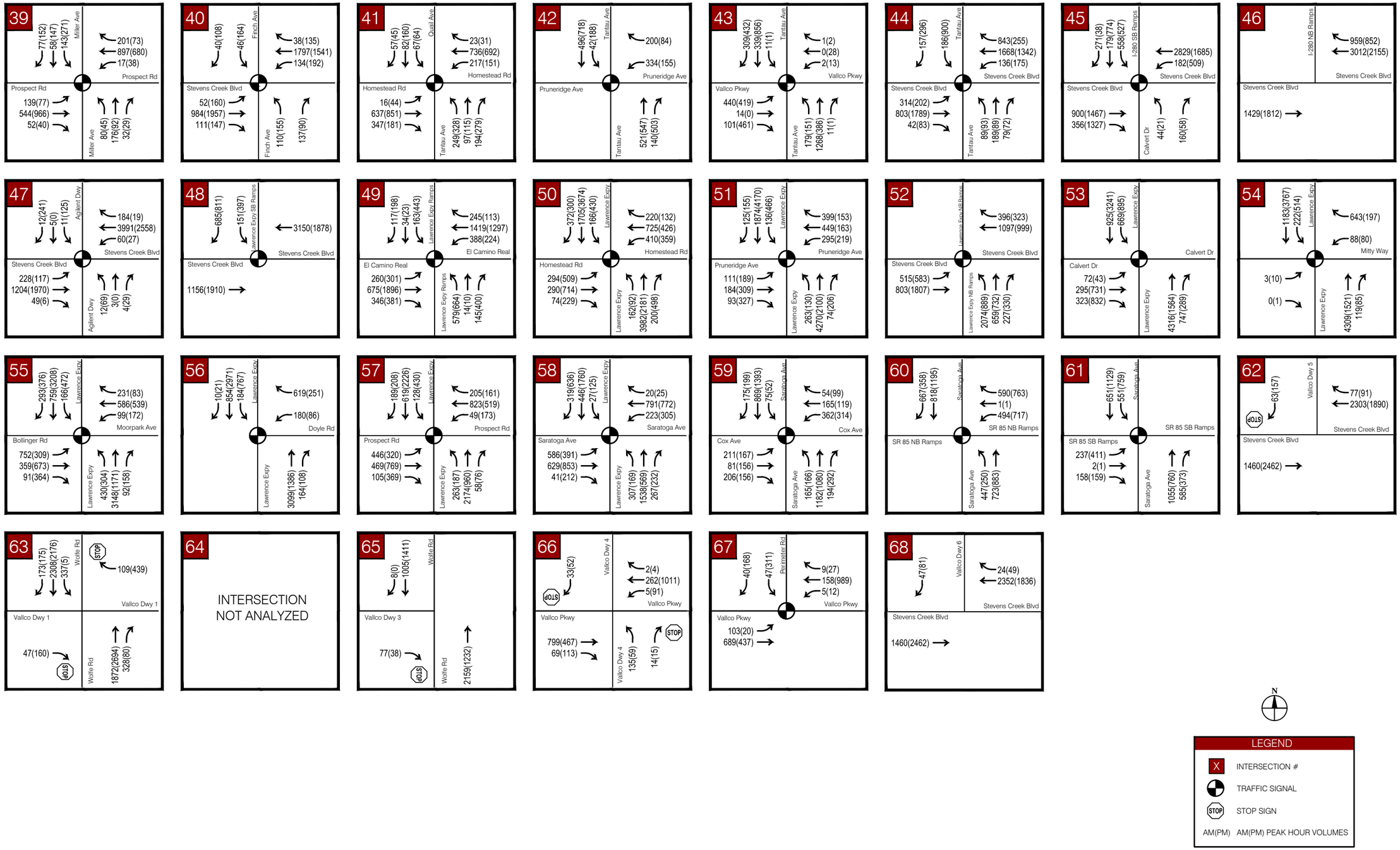
APPENDIX TR-B: FIGURE 3B
NET SPECIFIC PLAN GENERATED
PEAK HOUR TURNING MOVEMENT VOLUMES
THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



Kimley»Horn

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



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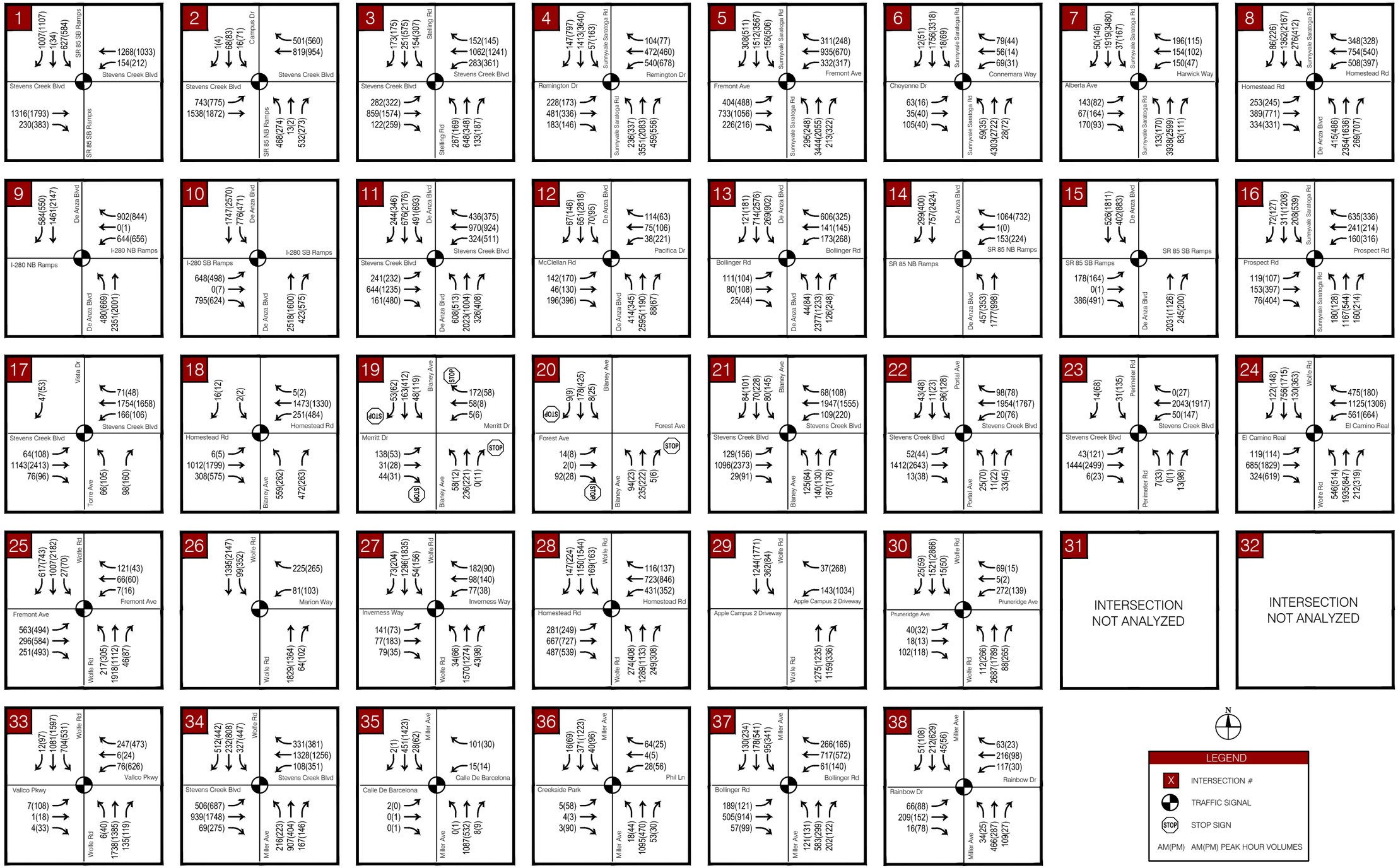
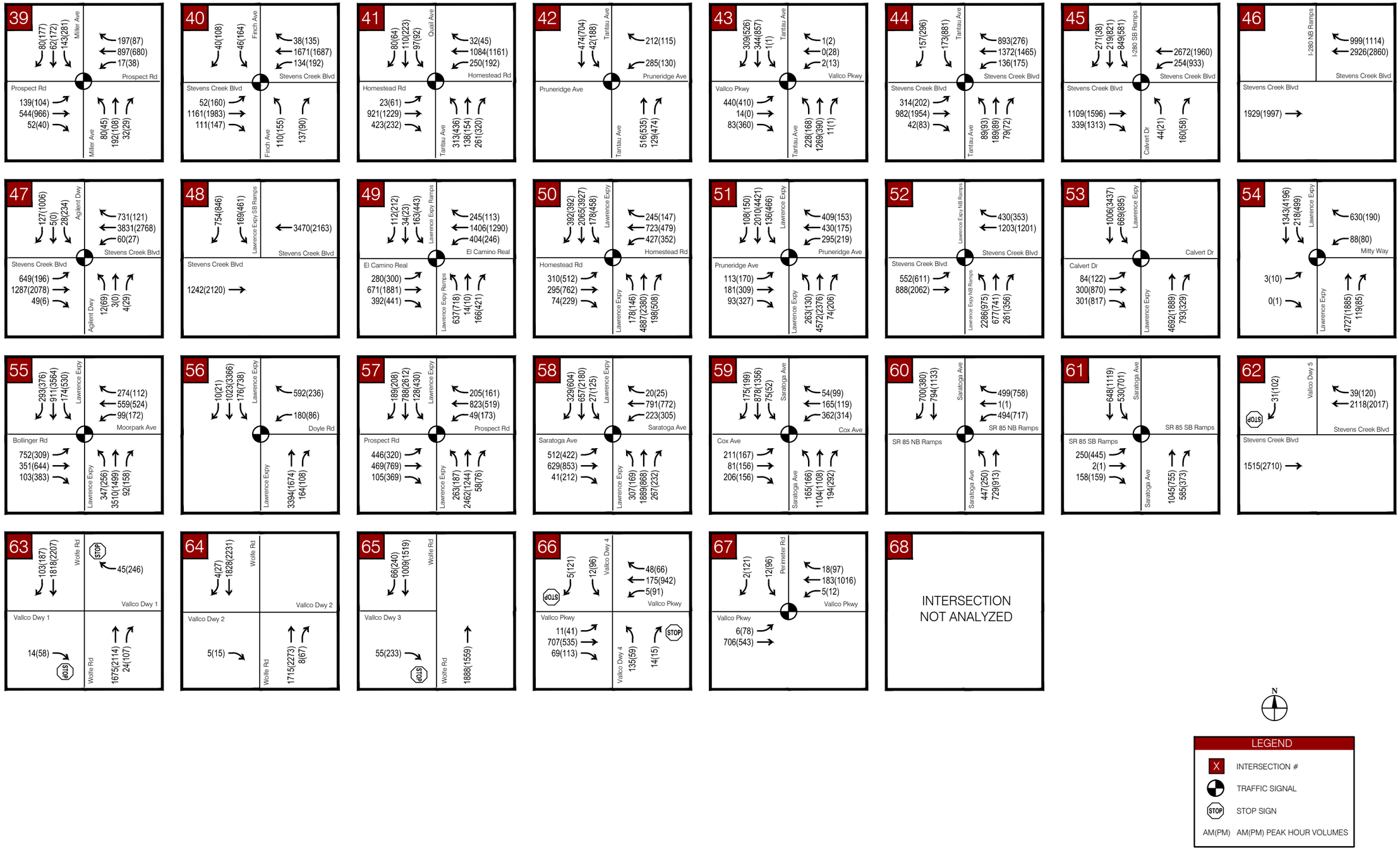
APPENDIX TR-B: FIGURE 4B
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
PEAK HOUR TURNING MOVEMENT VOLUMES



Kimley»Horn

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



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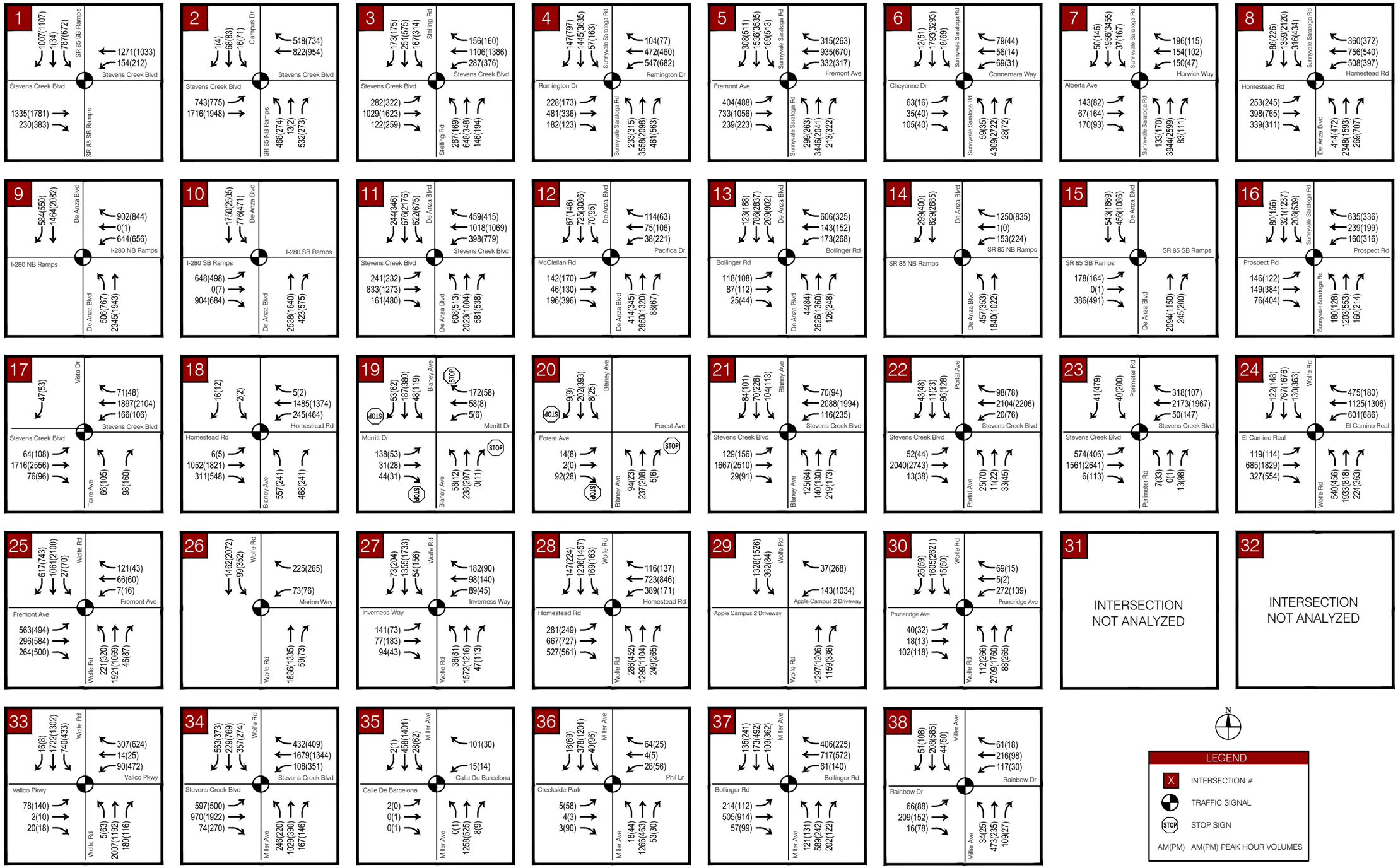
APPENDIX TR-B: FIGURE 5B
CUMULATIVE CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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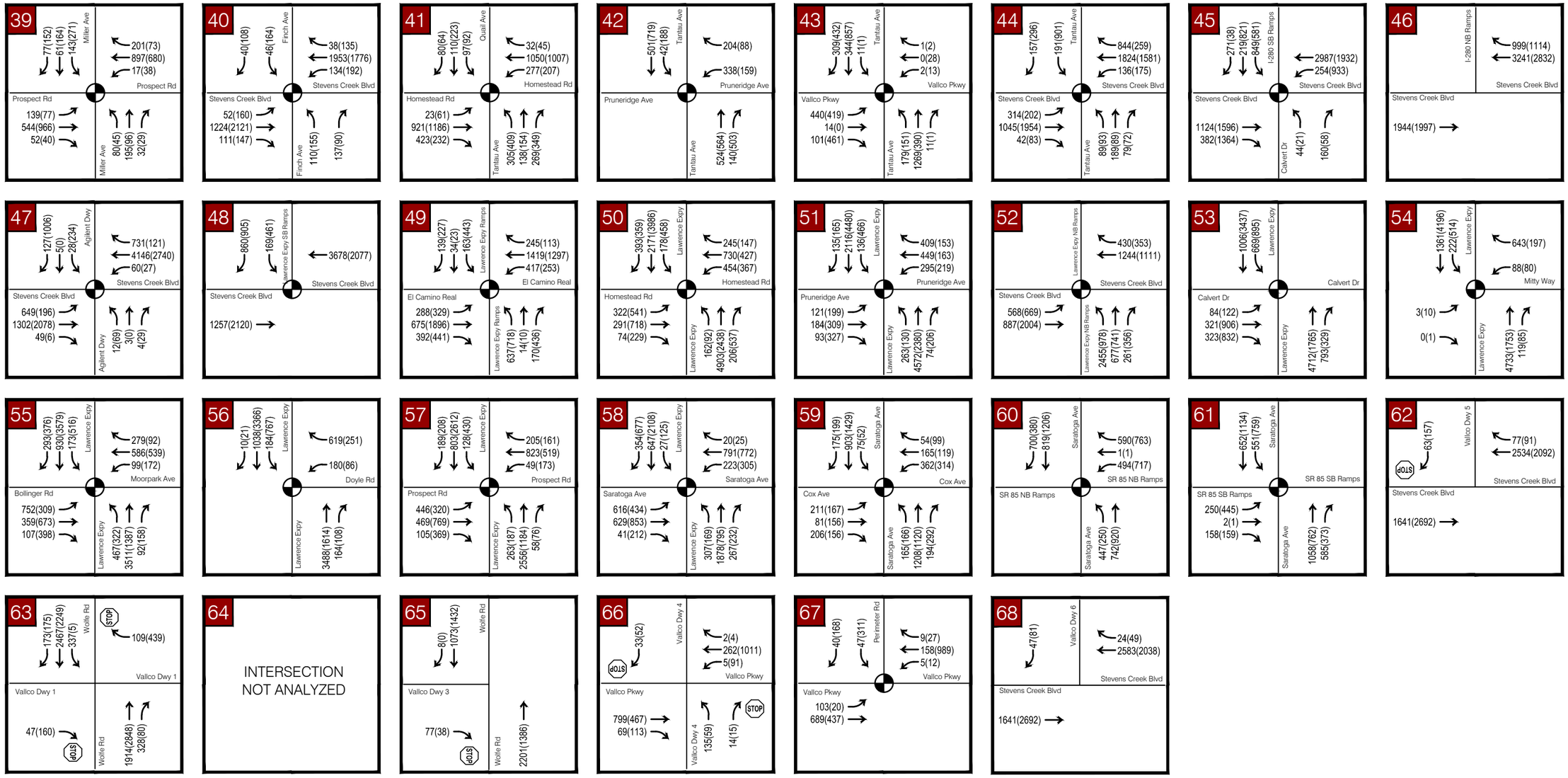
APPENDIX TR-B: FIGURE 6A
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
PEAK HOUR TURNING MOVEMENT VOLUMES



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

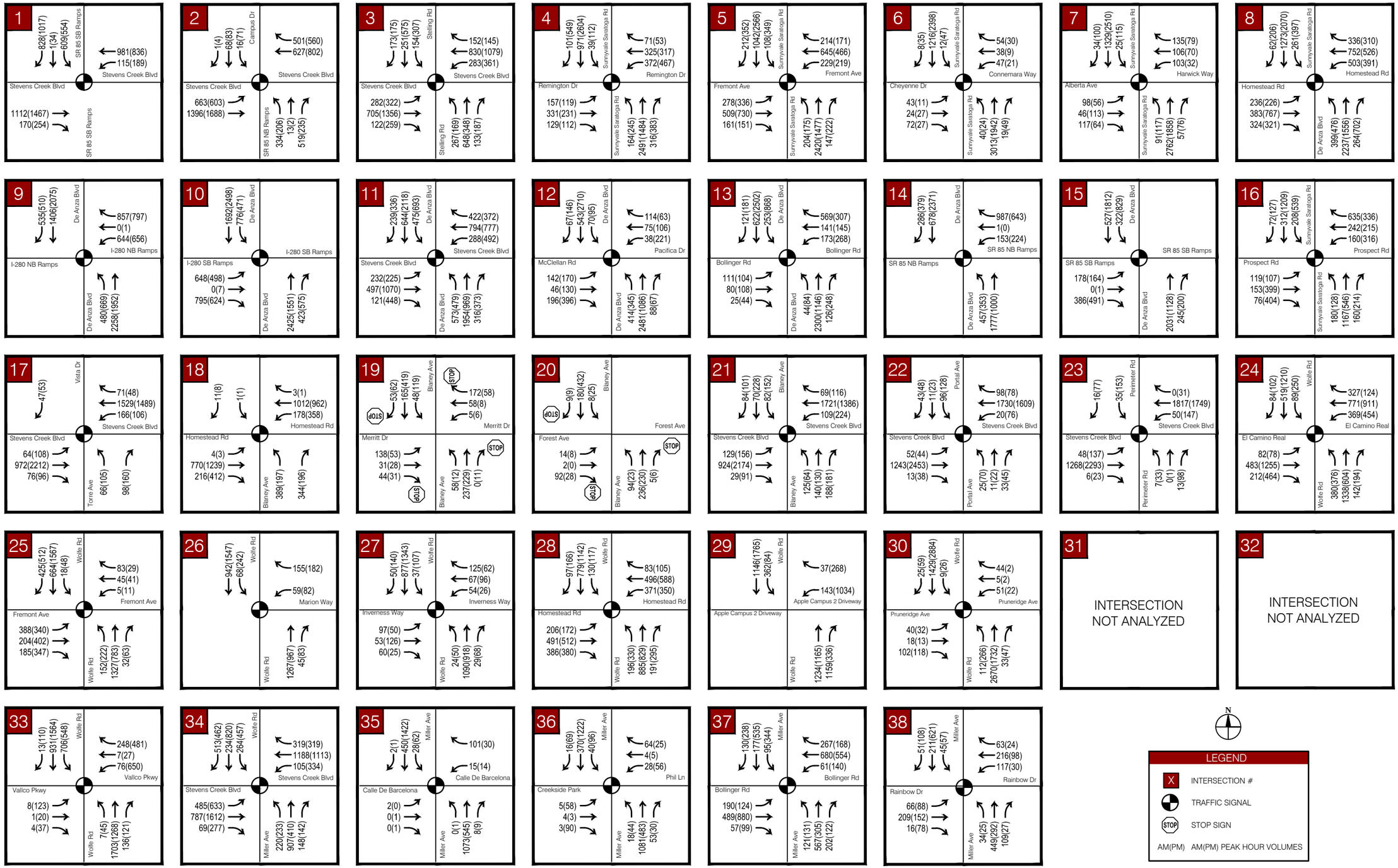

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FIGURE TR-B: FIGURE 7A
V100
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO SHOPPING DISTRICT SPECIFIC PLAN ENVIRONMENTAL ASSESSMENT

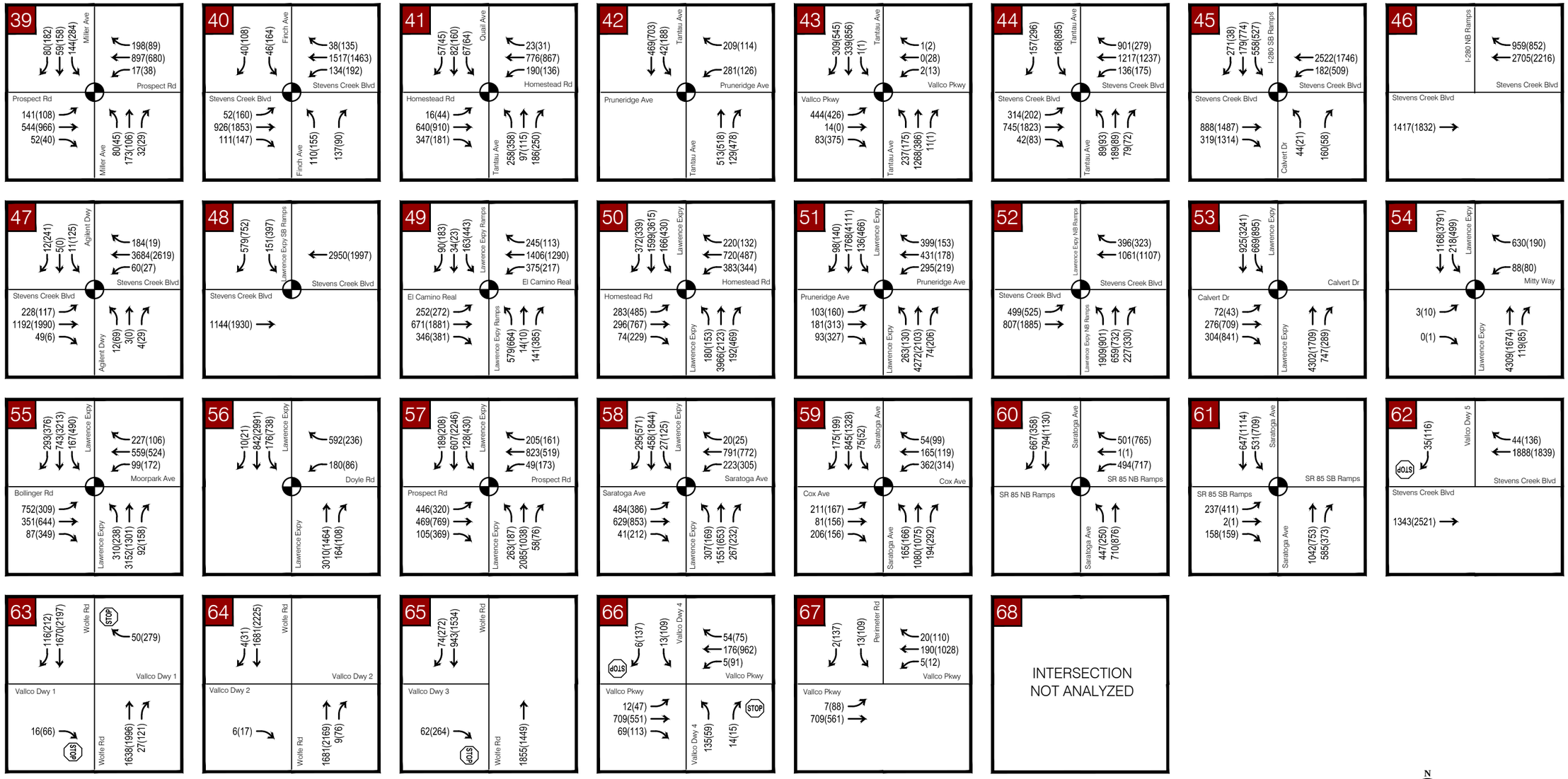

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FIGURE TR-B: FIGURE 7B

V100

PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO SHOPPING DISTRICT SPECIFIC PLAN ENVIRONMENTAL ASSESSMENT

Appendix TR-C

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

LOS Tables

Baseline Existing Conditions Levels of Service

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

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

Baseline Existing Conditions Levels of Service

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

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

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

Baseline Existing Conditions Levels of Service

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

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

Background Conditions Levels of Service

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

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

Background Conditions Levels of Service

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

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

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

Background Conditions Levels of Service

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

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

Background Conditions Plus Specific Plan Levels of Service

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

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Background Conditions Plus Specific Plan Levels of Service

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

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

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Background Conditions Plus Specific Plan Levels of Service

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

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Cumulative Conditions Levels of Service

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

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Cumulative Conditions Levels of Service

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

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

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

Cumulative Conditions Levels of Service

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

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Cumulative Conditions Plus Specific Plan Levels of Service

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

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Cumulative Conditions Plus Specific Plan Levels of Service

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

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

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Cumulative Conditions Plus Specific Plan Levels of Service

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

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Alternative Conditions Levels of Service

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

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

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

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

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

Appendix TR-D

Background Conditions Plus Specific Plan, Conditions Plus Specific Plan

Queue Tables

Background Conditions and Background Conditions Plus Specific Plan Average Queues Results

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

Cumulative and Cumulative Plus Specific Plan Average Queue Results

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

Appendix TR-E

Trip Generation

Analysis Tables

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

Weekday Trip Generation
Trips Based on Average Rates/Equations

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

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

Notes:

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

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

Appendix TR-F

Freeway Analysis

LOS Tables

Baseline Existing Conditions Freeway Analysis

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

Baseline Existing Conditions Freeway Analysis

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

Baseline Existing Conditions Freeway Analysis

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

Baseline Existing Conditions Freeway Analysis

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

Baseline Existing Conditions Freeway Analysis

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

Baseline Existing Conditions plus Specific Plan Freeway Analysis

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

Baseline Existing Conditions plus Specific Plan Freeway Analysis

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

Baseline Existing Conditions plus Specific Plan Freeway Analysis

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

Baseline Existing Conditions plus Specific Plan Freeway Analysis

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

Baseline Existing Conditions plus Specific Plan Freeway Analysis

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

Cumulative Conditions Freeway Analysis

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

Cumulative Conditions Freeway Analysis

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

Cumulative Conditions Freeway Analysis

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

Cumulative Conditions Freeway Analysis

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

Cumulative Conditions Freeway Analysis

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

Cumulative Conditions Freeway Analysis

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

Notes:

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

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

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

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

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

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

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

Cumulative Conditions plus Specific Plan Freeway Analysis

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

Cumulative Conditions plus Specific Plan Freeway Analysis

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

Cumulative Conditions plus Specific Plan Freeway Analysis

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

Cumulative Conditions plus Specific Plan Freeway Analysis

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

Cumulative Conditions plus Specific Plan Freeway Analysis

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

Appendix TR-G

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

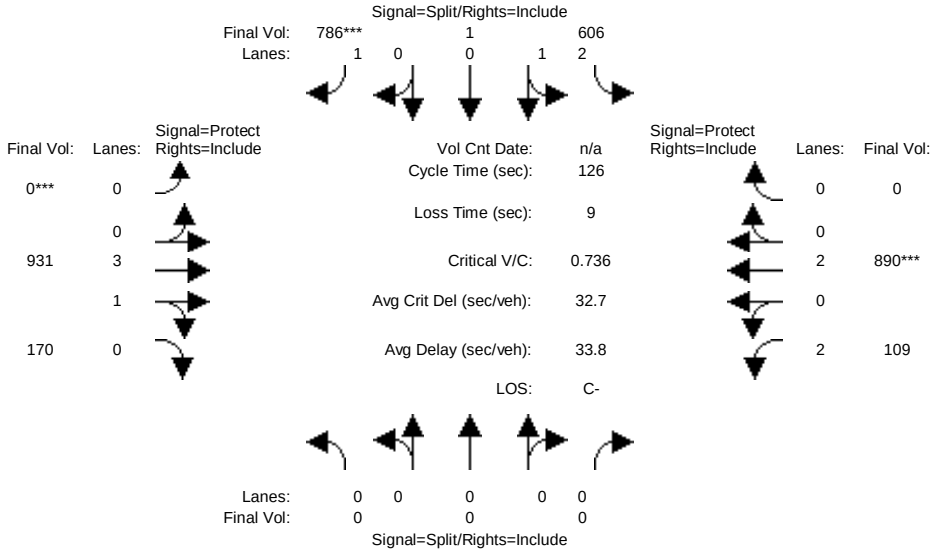
Traffix Output

Traffix Output

Baseline Existing Conditions

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

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

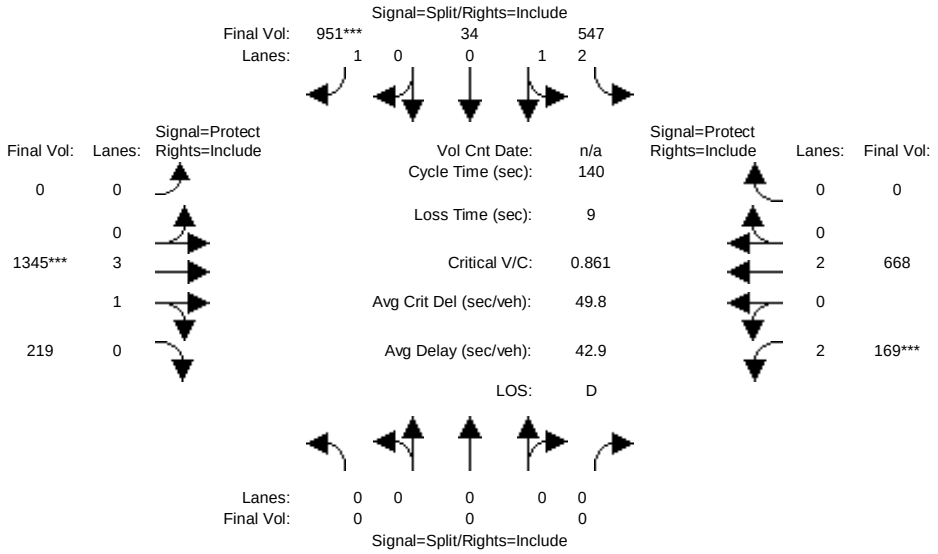


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	606	1	786	0	923	170	109	885	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	606	1	786	0	923	170	109	885	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	606	1	786	0	931	170	109	890	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	606	1	786	0	931	170	109	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	606	1	786	0	931	170	109	890	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	606	1	786	0	931	170	109	890	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	3.36	0.64	2.00	2.00	0.00
Final Sat.:	0	0	0	4942	8	1750	0	6340	1158	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.45	0.00	0.15	0.15	0.03	0.23	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	76.9	76.9	76.9	0.0	29.1	29.1	11.0	40.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.74	0.00	0.64	0.64	0.40	0.74	0.00
Uniform Del:	0.0	0.0	0.0	10.9	10.9	17.4	0.0	43.7	43.7	54.4	38.2	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	4.5	0.0	1.8	1.8	4.2	4.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.1	11.1	21.9	0.0	45.5	45.5	58.6	42.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.1	11.1	21.9	0.0	45.5	45.5	58.6	42.2	0.0
LOS by Move:	A	A	A	B+	B+	C+	A	D	D	E+	D	A
HCM2kAvgQ:	0	0	0	97	97	593	0	260	260	58	386	0

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

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

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

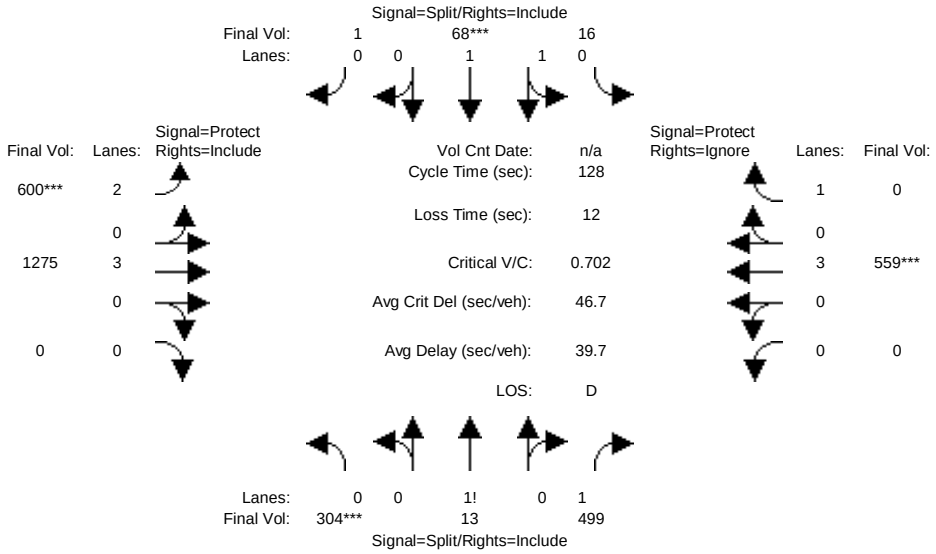


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	547	34	951	0	1318	219	169	639	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	547	34	951	0	1318	219	169	639	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	547	34	951	0	1345	219	169	668	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	547	34	951	0	1345	219	169	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	547	34	951	0	1345	219	169	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	547	34	951	0	1345	219	169	668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.84	0.16	1.00	0.00	3.42	0.58	2.00	2.00	0.00
Final Sat.:	0	0	0	4658	290	1750	0	6448	1050	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.54	0.00	0.21	0.21	0.05	0.18	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	88.4	88.4	88.4	0.0	33.9	33.9	8.7	42.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.86	0.00	0.86	0.86	0.86	0.58	0.00
Uniform Del:	0.0	0.0	0.0	10.8	10.8	20.9	0.0	50.8	50.8	65.0	41.1	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	8.8	0.0	5.6	5.6	36.0	2.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	10.9	29.7	0.0	56.4	56.4	101.1	43.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	10.9	29.7	0.0	56.4	56.4	101.1	43.2	0.0
LOS by Move:	A	A	A	B+	B+	C	A	E+	E+	F	D	A
HCM2kAvgQ:	0	0	0	96	96	936	0	471	471	127	303	0

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

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

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

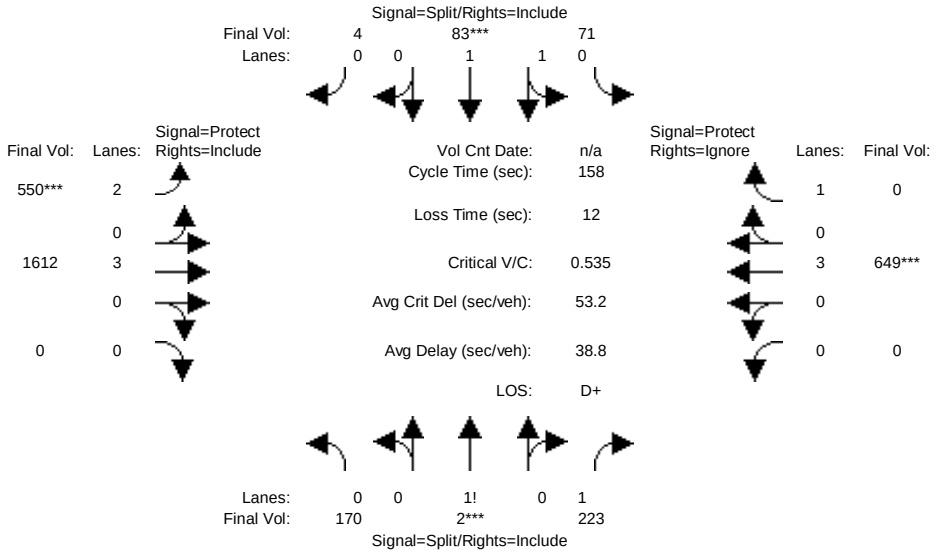


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:		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

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

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

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

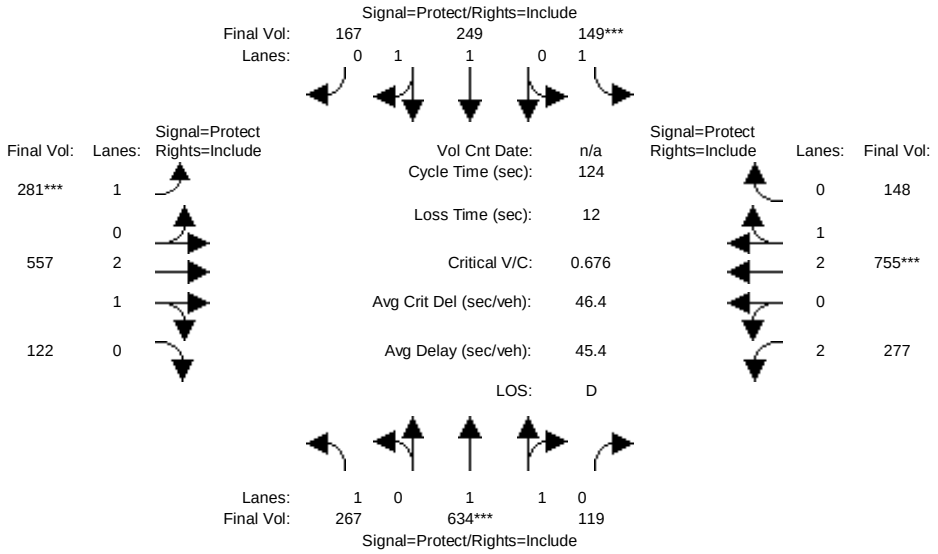


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:		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

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

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

Intersection #3: Stevens Creek Boulevard/Stelling Road

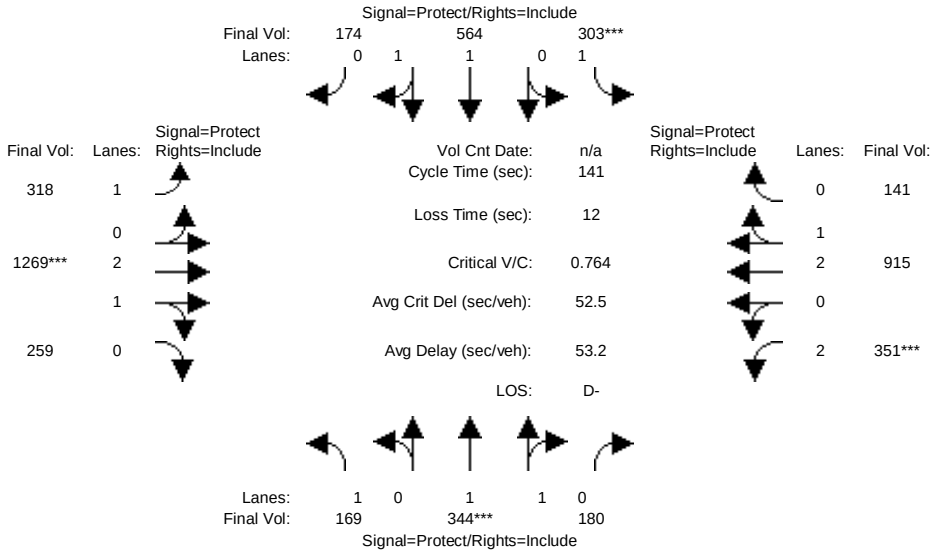


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	634	119	149	249	167	281	541	122	277	745	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	634	119	149	249	167	281	541	122	277	745	148
Added Vol:	0	0	0	0	0	0	0	16	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	634	119	149	249	167	281	557	122	277	755	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	634	119	149	249	167	281	557	122	277	755	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	634	119	149	249	167	281	557	122	277	755	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	634	119	149	249	167	281	557	122	277	755	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.68	0.32	1.00	1.18	0.82	1.00	2.44	0.56	2.00	2.49	0.51
Final Sat.:	1750	3115	585	1750	2214	1485	1750	4592	1006	3150	4681	918
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.09	0.11	0.11	0.16	0.12	0.12	0.09	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	30.5	37.3	37.3	15.6	22.5	22.5	29.5	34.2	34.2	24.8	29.6	29.6
Volume/Cap:	0.62	0.68	0.68	0.68	0.62	0.62	0.68	0.44	0.44	0.44	0.68	0.68
Uniform Del:	41.6	38.0	38.0	51.8	46.8	46.8	42.9	37.0	37.0	43.5	42.9	42.9
IncremntDel:	6.6	3.3	3.3	15.4	4.3	4.3	8.5	0.9	0.9	2.2	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	41.3	41.3	67.2	51.1	51.1	51.5	37.9	37.9	45.7	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	41.3	41.3	67.2	51.1	51.1	51.5	37.9	37.9	45.7	45.6	45.6
LOS by Move:	D	D	D	E	D-	D-	D-	D+	D+	D	D	D
HCM2kAvgQ:	260	340	340	177	207	207	286	183	183	145	287	287

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

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

Intersection #3: Stevens Creek Boulevard/Stelling Road

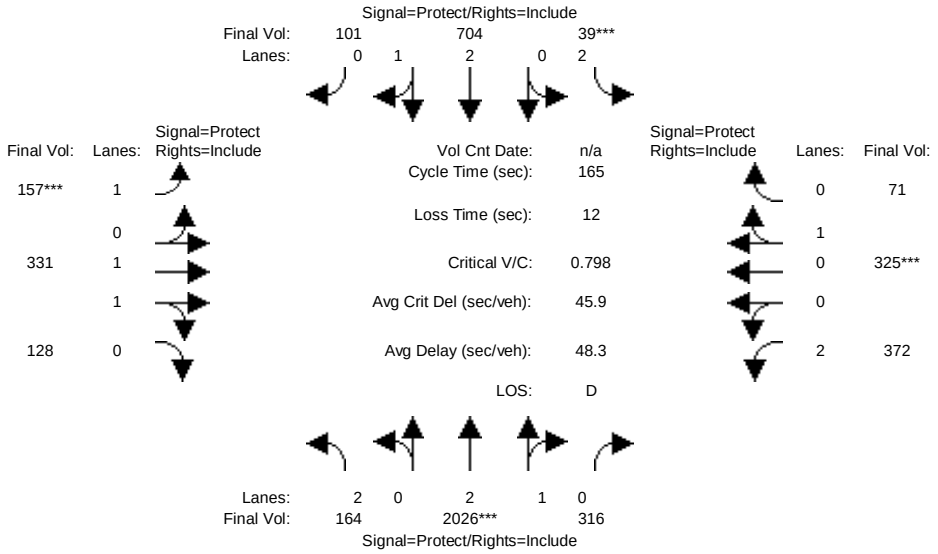


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	344	180	303	564	174	318	1215	259	351	857	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	344	180	303	564	174	318	1215	259	351	857	141
Added Vol:	0	0	0	0	0	0	0	54	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	344	180	303	564	174	318	1269	259	351	915	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	344	180	303	564	174	318	1269	259	351	915	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	344	180	303	564	174	318	1269	259	351	915	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	344	180	303	564	174	318	1269	259	351	915	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.29	0.71	1.00	1.52	0.48	1.00	2.47	0.53	2.00	2.58	0.42
Final Sat.:	1750	2428	1270	1750	2827	872	1750	4650	949	3150	4851	748
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.17	0.20	0.20	0.18	0.27	0.27	0.11	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	18.9	26.1	26.1	31.9	39.1	39.1	34.8	50.4	50.4	20.6	36.1	36.1
Volume/Cap:	0.72	0.76	0.76	0.76	0.72	0.72	0.74	0.76	0.76	0.76	0.74	0.74
Uniform Del:	58.5	54.5	54.5	51.0	46.0	46.0	48.9	40.1	40.1	57.9	48.1	48.1
IncremntDel:	17.2	7.9	7.9	13.1	4.3	4.3	10.7	2.8	2.8	11.5	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.7	62.4	62.4	64.1	50.3	50.3	59.6	42.9	42.9	69.4	51.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	62.4	62.4	64.1	50.3	50.3	59.6	42.9	42.9	69.4	51.5	51.5
LOS by Move:	E-	E	E	E	D	D	E+	D	D	E	D-	D-
HCM2kAvgQ:	224	315	315	368	392	392	372	520	520	261	382	382

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

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

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

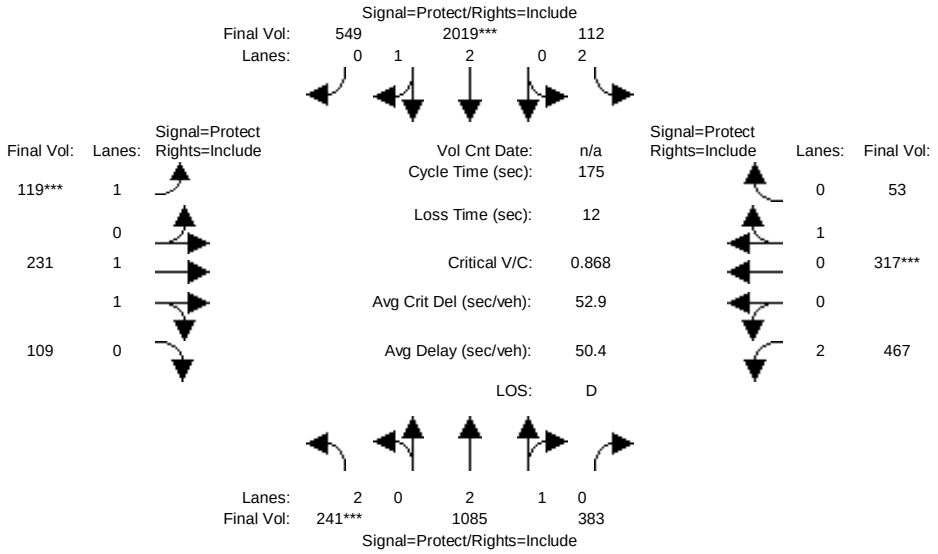


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												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

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

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

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

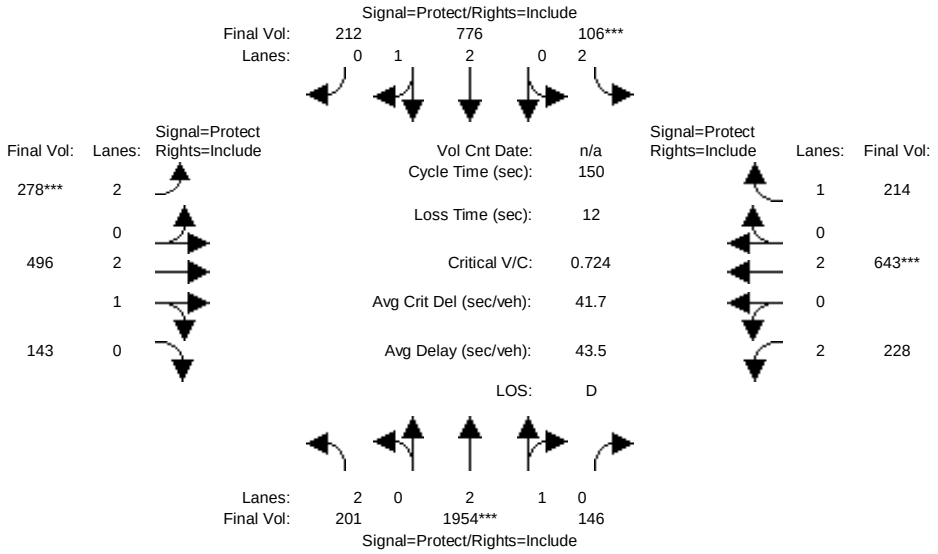


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:				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

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

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

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

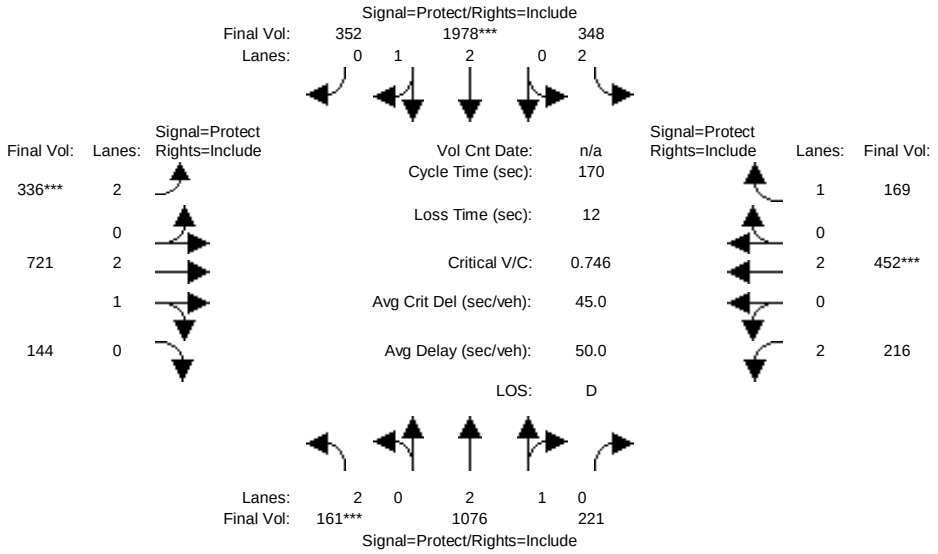


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base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

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

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

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

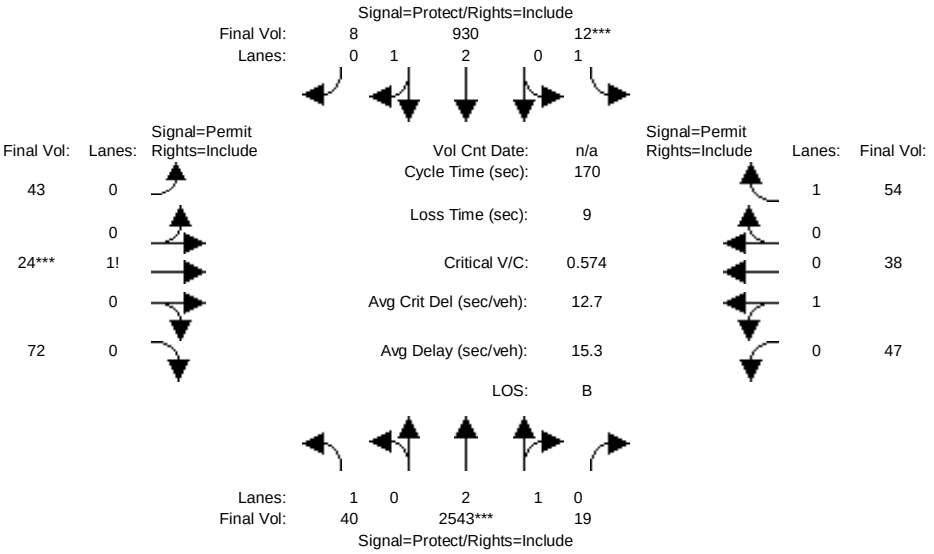


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base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

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

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

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

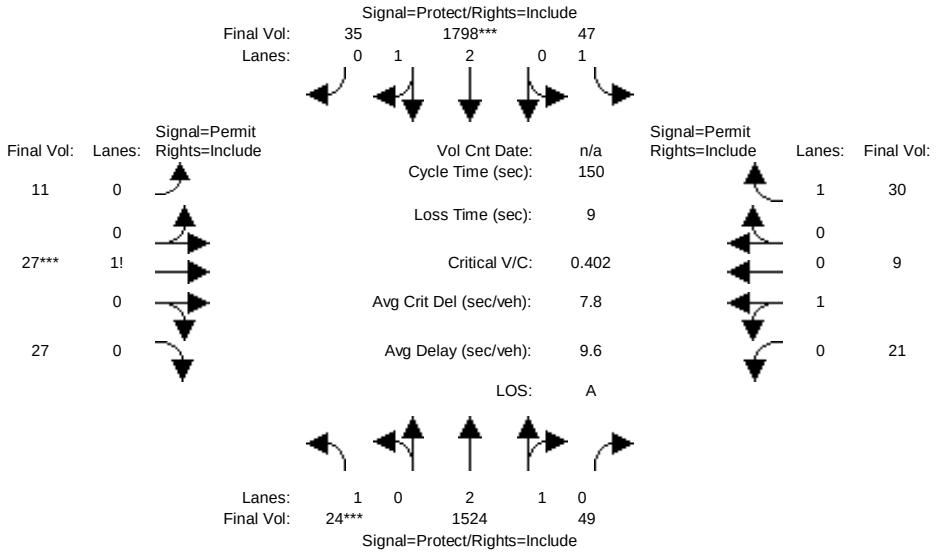


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:											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

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

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

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

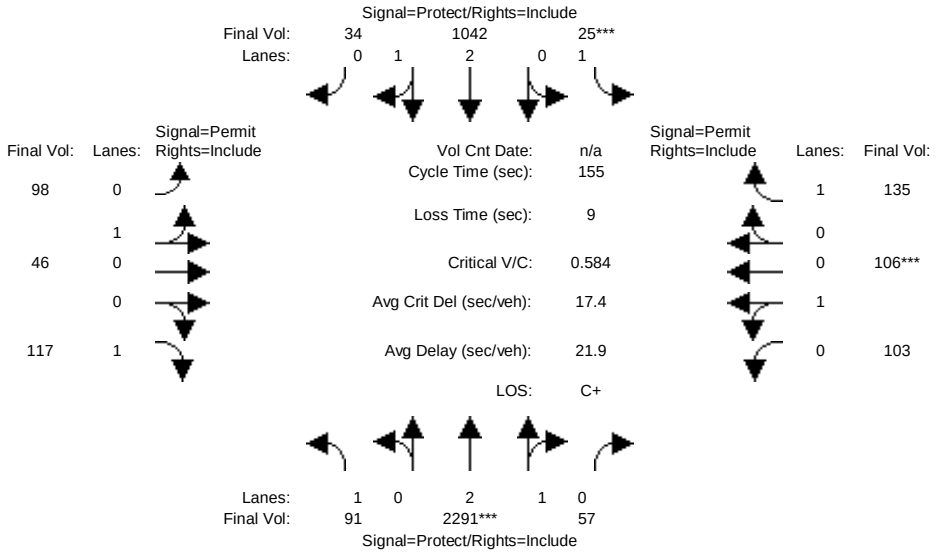


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:											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

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

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

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

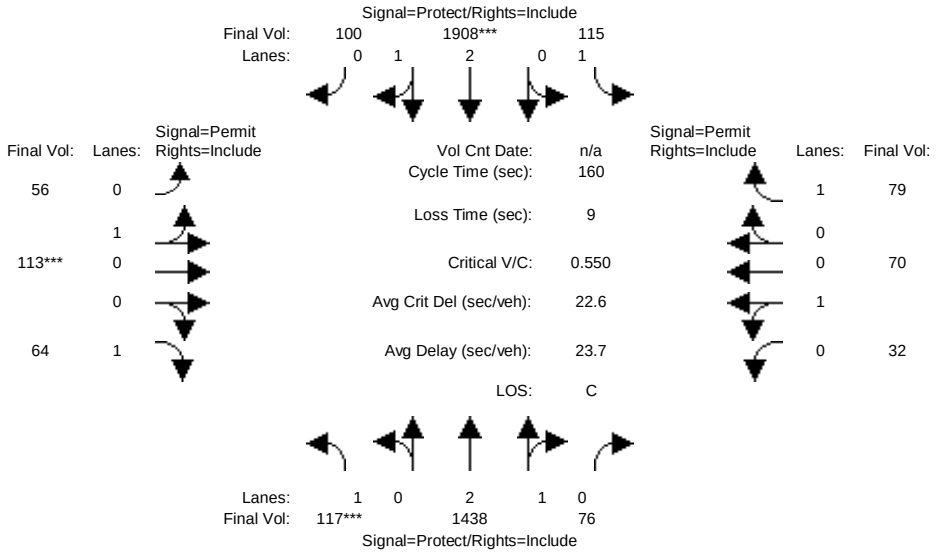


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	2281	57	25	1026	34	98	46	117	103	106	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	2281	57	25	1026	34	98	46	117	103	106	135
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2291	57	25	1042	34	98	46	117	103	106	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	2291	57	25	1042	34	98	46	117	103	106	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	2291	57	25	1042	34	98	46	117	103	106	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	2291	57	25	1042	34	98	46	117	103	106	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.90	0.10	0.68	0.32	1.00	0.49	0.51	1.00
Final Sat.:	1750	5464	136	1750	5423	177	1225	575	1750	887	913	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.19	0.19	0.08	0.08	0.07	0.12	0.12	0.08
Crit Moves:		****		****							****	
Green Time:	24.7	109	108.9	7.0	91.2	91.2	30.1	30.1	30.1	30.1	30.1	30.1
Volume/Cap:	0.33	0.60	0.60	0.32	0.33	0.33	0.41	0.41	0.34	0.60	0.60	0.40
Uniform Del:	57.8	11.8	11.8	71.7	16.3	16.3	54.7	54.7	53.9	56.9	56.9	54.5
IncremntDel:	3.1	0.7	0.7	10.2	0.3	0.3	3.5	3.5	2.7	7.3	7.3	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.9	12.5	12.5	81.9	16.5	16.5	58.2	58.2	56.6	64.2	64.2	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	12.5	12.5	81.9	16.5	16.5	58.2	58.2	56.6	64.2	64.2	57.9
LOS by Move:	E	B	B	F	B	B	E+	E+	E+	E	E	E+
HCM2kAvgQ:	106	476	476	39	212	212	160	160	131	251	251	154

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

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

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

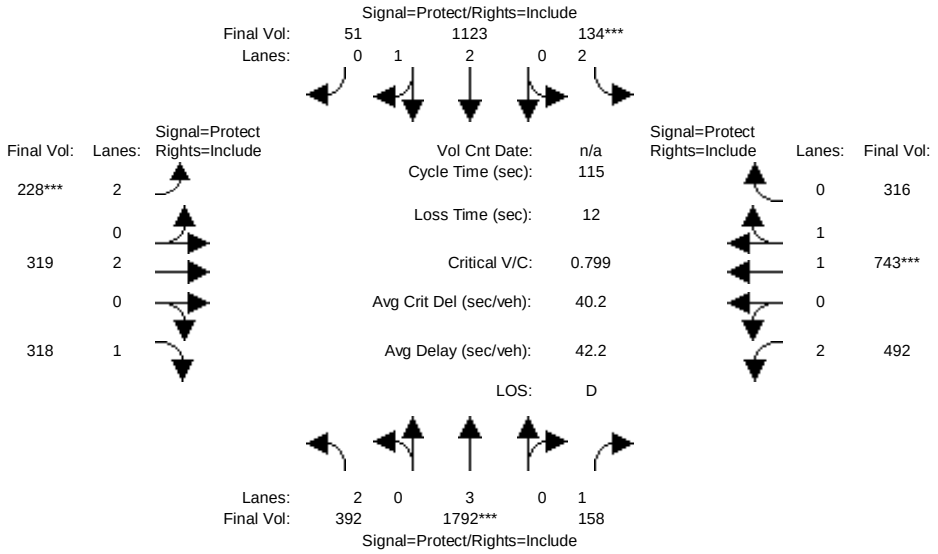


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	1380	76	115	1854	100	56	113	64	32	70	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1380	76	115	1854	100	56	113	64	32	70	79
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1438	76	115	1908	100	56	113	64	32	70	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1438	76	115	1908	100	56	113	64	32	70	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1438	76	115	1908	100	56	113	64	32	70	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1438	76	115	1908	100	56	113	64	32	70	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.85	0.15	0.33	0.67	1.00	0.31	0.69	1.00
Final Sat.:	1750	5319	281	1750	5321	279	596	1204	1750	565	1235	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.07	0.36	0.36	0.09	0.09	0.04	0.06	0.06	0.05
Crit Moves:	****				****			****				
Green Time:	19.4	99.5	99.5	24.2	104	104.3	27.3	27.3	27.3	27.3	27.3	27.3
Volume/Cap:	0.55	0.43	0.43	0.43	0.55	0.55	0.55	0.55	0.21	0.33	0.33	0.26
Uniform Del:	66.2	15.7	15.7	61.7	15.1	15.1	60.7	60.7	57.1	58.3	58.3	57.6
IncremntDel:	9.9	0.4	0.4	5.1	0.6	0.6	6.9	6.9	1.6	2.9	2.9	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.0	16.1	16.1	66.8	15.7	15.7	67.7	67.7	58.8	61.2	61.2	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	16.1	16.1	66.8	15.7	15.7	67.7	67.7	58.8	61.2	61.2	59.8
LOS by Move:	E-	B	B	E	B	B	E	E	E+	E	E	E+
HCM2kAvgQ:	161	315	315	145	441	441	210	210	73	117	117	92

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

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

Intersection #8: De Anza Boulevard/Homestead Road

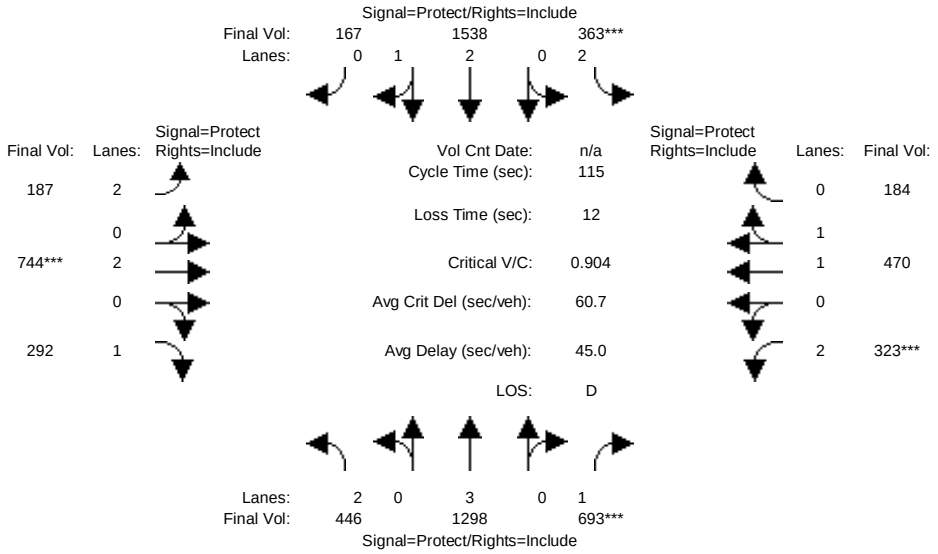


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	1782	158	134	1107	51	228	315	310	492	741	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	1782	158	134	1107	51	228	315	310	492	741	316
Added Vol:	5	10	0	0	16	0	0	4	8	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1792	158	134	1123	51	228	319	318	492	743	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1792	158	134	1123	51	228	319	318	492	743	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1792	158	134	1123	51	228	319	318	492	743	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	1792	158	134	1123	51	228	319	318	492	743	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	1.39	0.61
Final Sat.:	3150	5700	1750	3150	5356	243	3150	3800	1750	3150	2595	1104
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.09	0.04	0.21	0.21	0.07	0.08	0.18	0.16	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	19.3	44.8	44.8	7.0	32.5	32.5	10.3	27.5	27.5	23.6	40.8	40.8
Volume/Cap:	0.74	0.81	0.23	0.70	0.74	0.74	0.81	0.35	0.76	0.76	0.81	0.81
Uniform Del:	45.5	31.2	23.5	53.0	37.4	37.4	51.4	36.3	40.7	43.0	33.5	33.5
IncremntDel:	9.0	3.2	0.8	19.1	3.2	3.2	21.3	1.1	12.2	8.2	5.4	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.5	34.5	24.3	72.1	40.6	40.6	72.7	37.4	52.9	51.2	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	34.5	24.3	72.1	40.6	40.6	72.7	37.4	52.9	51.2	38.9	38.9
LOS by Move:	D-	C-	C	E	D	D	E	D+	D-	D-	D+	D+
HCM2kAvgQ:	238	512	99	105	351	351	172	119	323	288	479	479

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

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

Intersection #8: De Anza Boulevard/Homestead Road

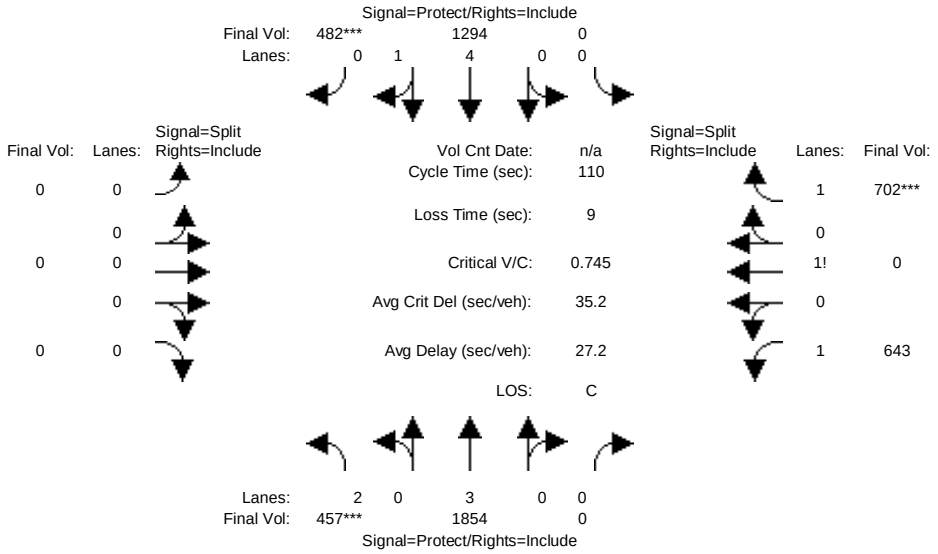


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	1240	693	363	1484	167	187	731	265	323	455	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	1240	693	363	1484	167	187	731	265	323	455	184
Added Vol:	29	58	0	0	54	0	0	13	27	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	1298	693	363	1538	167	187	744	292	323	470	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1298	693	363	1538	167	187	744	292	323	470	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1298	693	363	1538	167	187	744	292	323	470	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	1298	693	363	1538	167	187	744	292	323	470	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.70	0.30	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	3150	5700	1750	3150	5051	548	3150	3800	1750	3150	2658	1041
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.40	0.12	0.30	0.30	0.06	0.20	0.17	0.10	0.18	0.18
Crit Moves:			****	****				****		****		
Green Time:	20.6	50.4	50.4	14.7	44.4	44.4	9.7	24.9	24.9	13.0	28.2	28.2
Volume/Cap:	0.79	0.52	0.90	0.90	0.79	0.79	0.70	0.90	0.77	0.90	0.72	0.72
Uniform Del:	45.1	23.5	30.1	49.5	31.2	31.2	51.2	43.9	42.4	50.4	39.8	39.8
IncremntDel:	10.7	0.8	16.1	26.2	3.0	3.0	14.4	15.2	14.0	28.5	4.9	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.8	24.3	46.1	75.7	34.2	34.2	65.6	59.1	56.4	78.9	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	24.3	46.1	75.7	34.2	34.2	65.6	59.1	56.4	78.9	44.7	44.7
LOS by Move:	E+	C	D	E-	C-	C-	E	E+	E+	E-	D	D
HCM2kAvgQ:	276	278	707	272	488	488	133	409	306	249	302	302

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

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

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

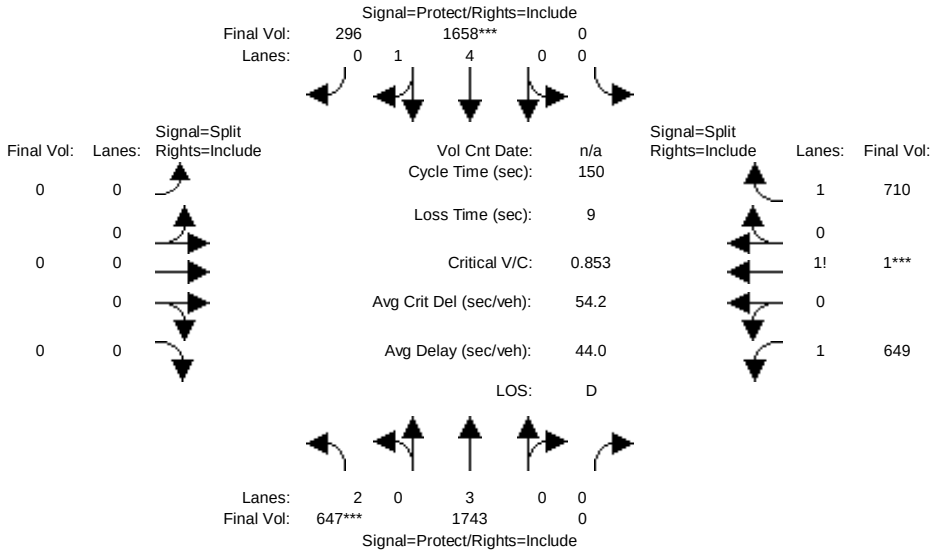


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	457	1840	0	0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

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

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

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

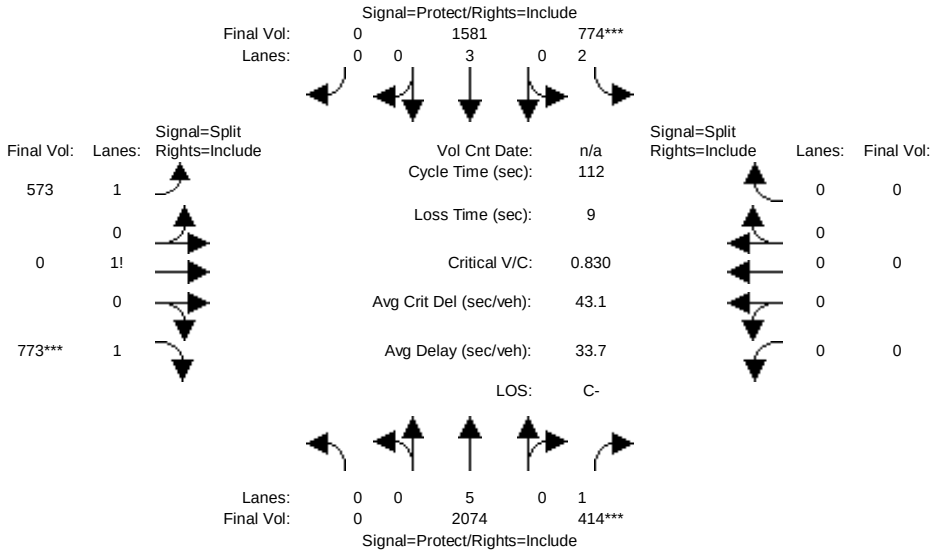


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	647	1656	0	0	1578	296	0	0	0	649	1	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	647	1656	0	0	1578	296	0	0	0	649	1	710
Added Vol:	0	87	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	1743	0	0	1658	296	0	0	0	649	1	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	647	1743	0	0	1658	296	0	0	0	649	1	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	1743	0	0	1658	296	0	0	0	649	1	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	647	1743	0	0	1658	296	0	0	0	649	1	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.21	0.79	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7973	1423	0	0	0	2584	3	2663
Capacity Analysis Module:												
Vol/Sat:	0.21	0.31	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.25	0.39	0.27
Crit Moves:	****				****						****	
Green Time:	36.1	72.7	0.0	0.0	36.5	36.5	0.0	0.0	0.0	68.3	68.3	68.3
Volume/Cap:	0.85	0.63	0.00	0.00	0.85	0.85	0.00	0.00	0.00	0.55	0.85	0.59
Uniform Del:	54.4	28.7	0.0	0.0	54.2	54.2	0.0	0.0	0.0	29.7	36.4	30.3
IncremntDel:	11.7	1.1	0.0	0.0	4.3	4.3	0.0	0.0	0.0	0.9	6.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	66.2	29.8	0.0	0.0	58.5	58.5	0.0	0.0	0.0	30.6	42.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	29.8	0.0	0.0	58.5	58.5	0.0	0.0	0.0	30.6	42.4	31.4
LOS by Move:	E	C	A	A	E+	E+	A	A	A	C	D	C
HCM2kAvgQ:	479	508	0	0	492	492	0	0	0	391	799	426

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

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

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

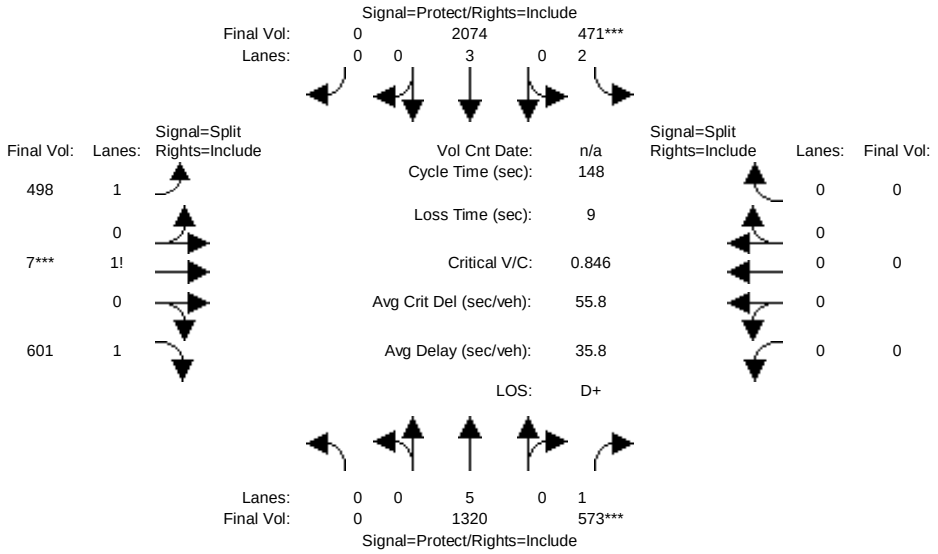


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2060	414	774	1557	0	573	0	773	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2060	414	774	1557	0	573	0	773	0	0	0
Added Vol:	0	14	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2074	414	774	1581	0	573	0	773	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2074	414	774	1581	0	573	0	773	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2074	414	774	1581	0	573	0	773	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2074	414	774	1581	0	573	0	773	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.43	0.00	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2495	0	2755	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.25	0.28	0.00	0.23	0.00	0.28	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.9	31.9	33.2	65.1	0.0	37.9	0.0	37.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.83	0.83	0.48	0.00	0.68	0.00	0.83	0.00	0.00	0.00
Uniform Del:	0.0	36.6	37.5	36.8	13.6	0.0	31.8	0.0	34.1	0.0	0.0	0.0
IncremntDel:	0.0	2.1	14.7	8.5	0.5	0.0	1.9	0.0	5.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	38.7	52.2	45.2	14.1	0.0	33.7	0.0	39.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.7	52.2	45.2	14.1	0.0	33.7	0.0	39.2	0.0	0.0	0.0
LOS by Move:	A	D+	D-	D	B	A	C-	A	D	A	A	A
HCM2kAvgQ:	0	364	420	415	266	0	341	0	477	0	0	0

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

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

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

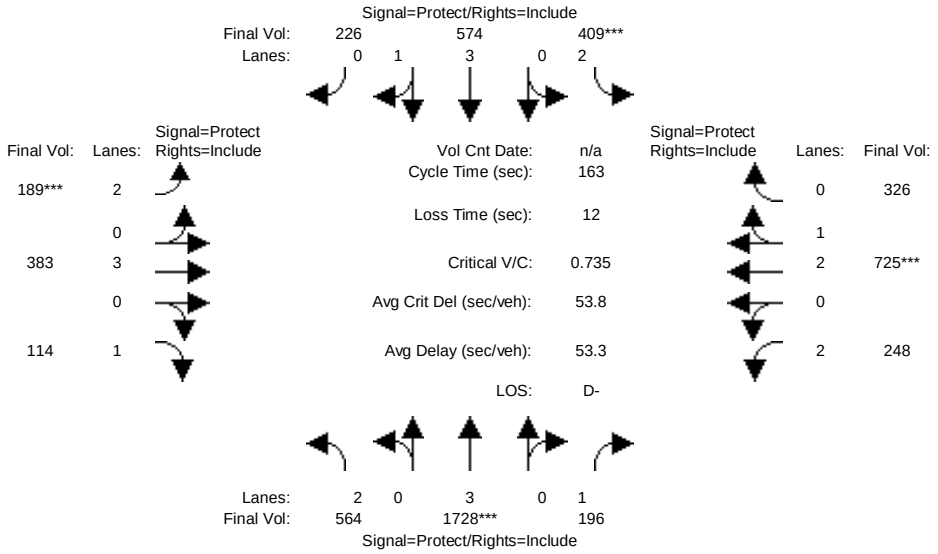


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1233	573	471	1994	0	498	7	601	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1233	573	471	1994	0	498	7	601	0	0	0
Added Vol:	0	87	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1320	573	471	2074	0	498	7	601	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1320	573	471	2074	0	498	7	601	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1320	573	471	2074	0	498	7	601	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1320	573	471	2074	0	498	7	601	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2533	22	2695	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.33	0.15	0.36	0.00	0.20	0.32	0.22	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	57.3	57.3	26.1	83.4	0.0	55.6	55.6	55.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.85	0.85	0.65	0.00	0.52	0.85	0.59	0.00	0.00	0.00
Uniform Del:	0.0	32.3	41.4	59.0	22.2	0.0	35.9	42.3	37.1	0.0	0.0	0.0
IncremntDel:	0.0	0.3	12.4	14.7	1.0	0.0	0.9	6.9	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	53.8	73.7	23.2	0.0	36.8	49.2	38.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	53.8	73.7	23.2	0.0	36.8	49.2	38.5	0.0	0.0	0.0
LOS by Move:	A	C-	D-	E	C	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	207	689	317	518	0	325	674	385	0	0	0

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

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

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

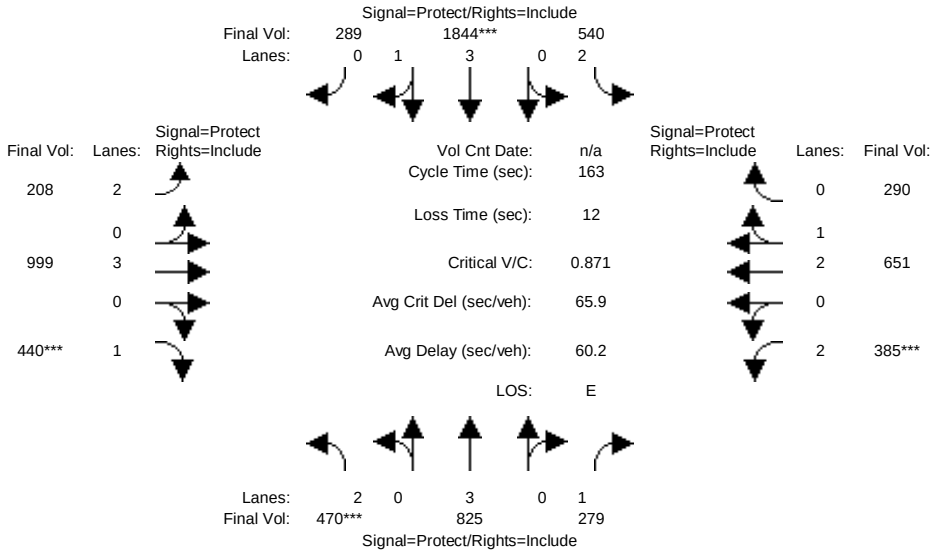


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	564	1728	192	378	574	226	189	359	114	246	711	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	564	1728	192	378	574	226	189	359	114	246	711	307
Added Vol:	0	0	4	31	0	0	0	24	0	2	14	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	1728	196	409	574	226	189	383	114	248	725	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	1728	196	409	574	226	189	383	114	248	725	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1728	196	409	574	226	189	383	114	248	725	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	1728	196	409	574	226	189	383	114	248	725	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.04	0.96
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3861	1736
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.11	0.13	0.10	0.13	0.06	0.07	0.07	0.08	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	55.8	67.2	67.2	28.8	40.2	40.2	13.3	25.3	25.3	29.7	41.7	41.7
Volume/Cap:	0.52	0.73	0.27	0.73	0.41	0.52	0.73	0.43	0.42	0.43	0.73	0.73
Uniform Del:	42.9	40.4	31.7	63.5	51.4	53.1	73.1	62.3	62.2	59.2	55.6	55.6
IncremntDel:	1.8	2.1	0.9	8.4	0.6	1.3	17.0	1.5	4.7	2.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	42.5	32.6	71.9	52.0	54.4	90.1	63.9	66.9	61.6	59.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	42.5	32.6	71.9	52.0	54.4	90.1	63.9	66.9	61.6	59.0	59.0
LOS by Move:	D	D	C-	E	D-	D-	F	E	E	E	E+	E+
HCM2kAvgQ:	335	613	169	322	198	267	176	149	144	169	430	430

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

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

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

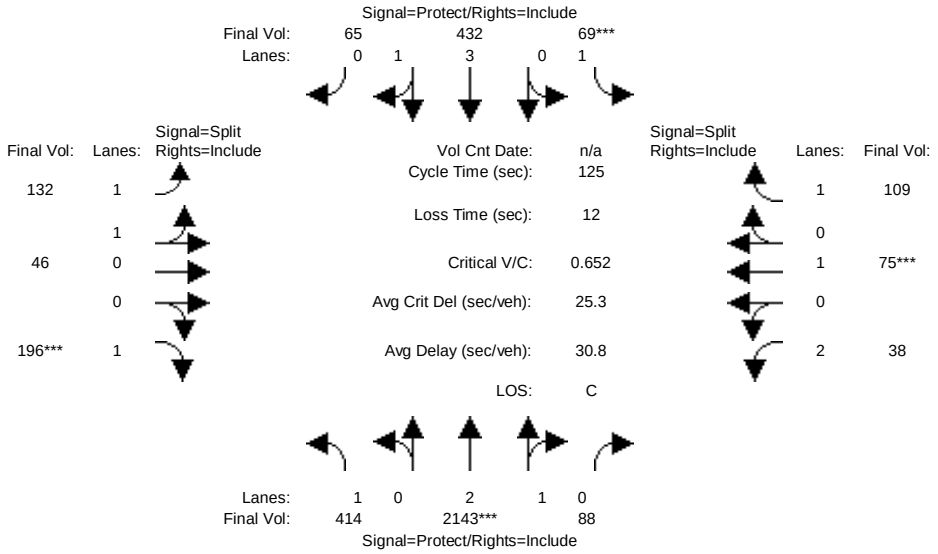


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	470	825	266	433	1844	289	208	919	440	370	564	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	825	266	433	1844	289	208	919	440	370	564	174
Added Vol:	0	0	13	107	0	0	0	80	0	15	87	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	825	279	540	1844	289	208	999	440	385	651	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	825	279	540	1844	289	208	999	440	385	651	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	825	279	540	1844	289	208	999	440	385	651	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	825	279	540	1844	289	208	999	440	385	651	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.44	0.56	2.00	3.00	1.00	2.00	2.04	0.96
Final Sat.:	3150	5700	1750	3150	6482	1016	3150	5700	1750	3150	3872	1725
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.16	0.17	0.28	0.28	0.07	0.18	0.25	0.12	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	27.9	39.1	39.1	42.0	53.2	53.2	19.7	47.0	47.0	22.9	50.2	50.2
Volume/Cap:	0.87	0.60	0.66	0.66	0.87	0.87	0.55	0.61	0.87	0.87	0.55	0.55
Uniform Del:	65.8	55.1	56.0	54.2	51.7	51.7	67.4	50.0	55.1	68.6	46.9	46.9
IncremntDel:	17.4	2.0	8.1	4.3	4.6	4.6	5.5	1.7	18.4	20.4	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.2	57.1	64.1	58.5	56.3	56.3	73.0	51.7	73.5	89.1	48.2	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	57.1	64.1	58.5	56.3	56.3	73.0	51.7	73.5	89.1	48.2	48.2
LOS by Move:	F	E+	E	E+	E+	E+	E	D-	E	F	D	D
HCM2kAvgQ:	410	312	355	376	692	692	161	362	626	349	330	330

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

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

Intersection #12: De Anza Boulevard/McClellan Road

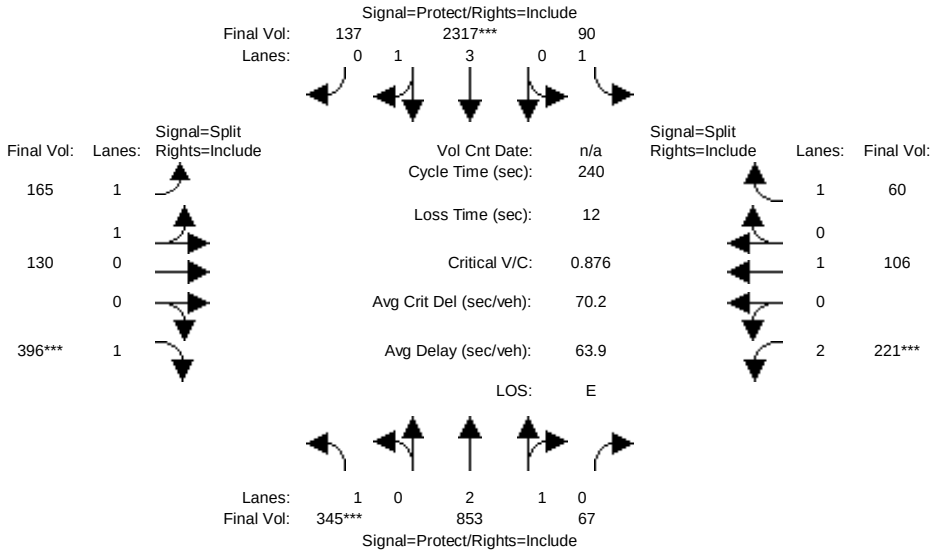


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	2139	88	69	430	65	132	46	196	38	75	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	2139	88	69	430	65	132	46	196	38	75	109
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	2143	88	69	432	65	132	46	196	38	75	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	2143	88	69	432	65	132	46	196	38	75	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2143	88	69	432	65	132	46	196	38	75	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	2143	88	69	432	65	132	46	196	38	75	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	3.46	0.54	1.49	0.51	1.00	2.00	1.00	1.00
Final Sat.:	1750	5379	221	1750	6517	981	2632	917	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.40	0.40	0.04	0.07	0.07	0.05	0.05	0.11	0.01	0.04	0.06
Crit Moves:		****		****					****		****	
Green Time:	60.1	73.2	73.2	7.2	20.3	20.3	20.6	20.6	20.6	11.9	11.9	11.9
Volume/Cap:	0.49	0.68	0.68	0.68	0.41	0.41	0.30	0.30	0.68	0.13	0.41	0.65
Uniform Del:	22.0	17.8	17.8	57.7	46.9	46.9	45.9	45.9	49.1	51.8	53.2	54.5
IncremntDel:	2.1	1.2	1.2	31.0	1.0	1.0	1.3	1.3	12.2	0.9	6.8	18.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.1	19.0	19.0	88.8	47.9	47.9	47.3	47.3	61.3	52.6	60.0	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	19.0	19.0	88.8	47.9	47.9	47.3	47.3	61.3	52.6	60.0	72.6
LOS by Move:	C	B-	B-	F	D	D	D	D	E	D-	E	E
HCM2kAvgQ:	289	503	503	103	115	115	84	84	220	22	78	138

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

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

Intersection #12: De Anza Boulevard/McClellan Road

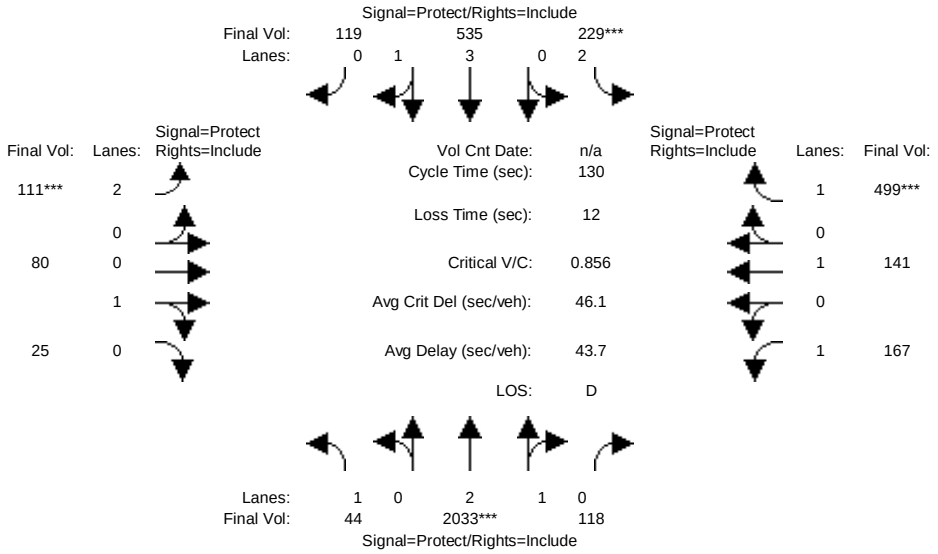


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base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

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

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

Intersection #13: De Anza Boulevard/Bollinger Road

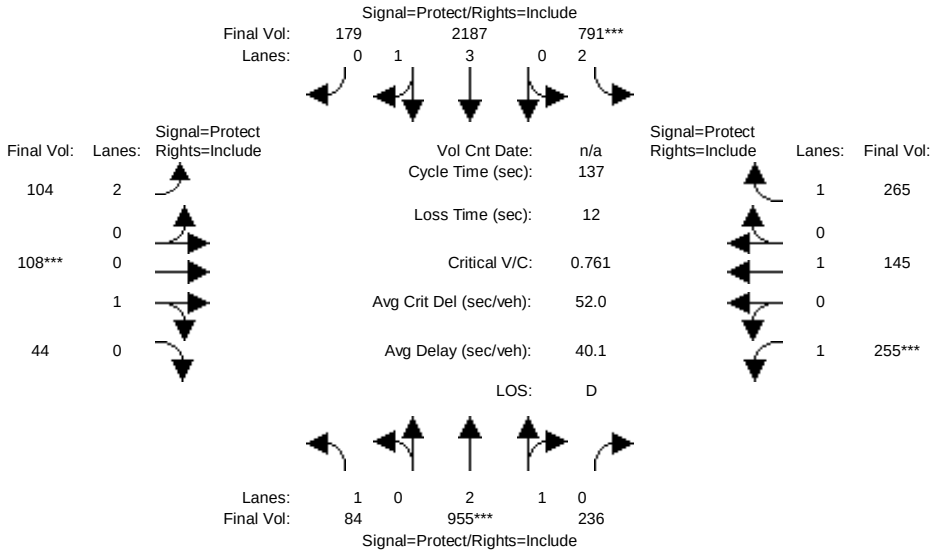


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol: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

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

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

Intersection #13: De Anza Boulevard/Bollinger Road

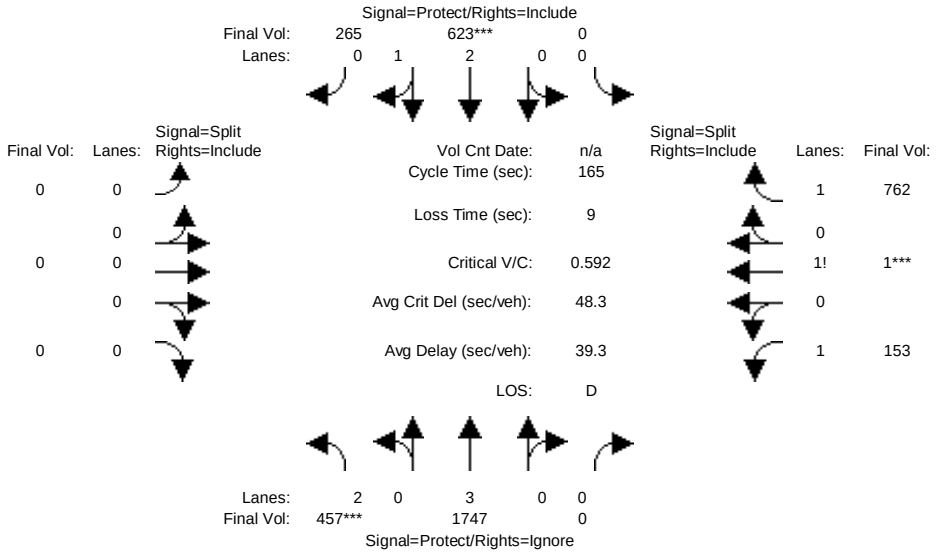


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol: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

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

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

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

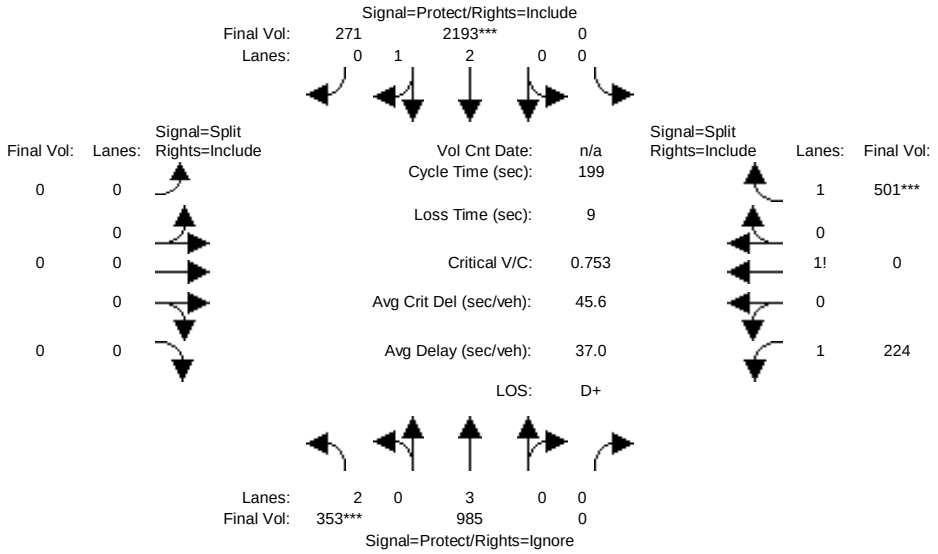


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	457	1743	0	0	621	265	0	0	0	153	1	762
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1743	0	0	621	265	0	0	0	153	1	762
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1747	0	0	623	265	0	0	0	153	1	762
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1747	0	0	623	265	0	0	0	153	1	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1747	0	0	623	265	0	0	0	153	1	762
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	1747	0	0	623	265	0	0	0	153	1	762
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.07	0.93	0.00	0.00	0.00	1.17	0.01	1.82
Final Sat.:	3150	5700	0	0	3927	1670	0	0	0	2049	4	3289
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.07	0.26	0.23
Crit Moves:	****				****						****	
Green Time:	40.4	84.7	0.0	0.0	44.2	44.2	0.0	0.0	0.0	71.3	71.3	71.3
Volume/Cap:	0.59	0.60	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.17	0.59	0.54
Uniform Del:	55.0	28.2	0.0	0.0	52.5	52.5	0.0	0.0	0.0	28.7	35.7	34.6
IncremntDel:	3.3	0.9	0.0	0.0	1.7	1.7	0.0	0.0	0.0	0.1	1.7	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	58.3	29.1	0.0	0.0	54.3	54.3	0.0	0.0	0.0	28.8	37.4	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	29.1	0.0	0.0	54.3	54.3	0.0	0.0	0.0	28.8	37.4	35.8
LOS by Move:	E+	C	A	A	D-	D-	A	A	A	C	D+	D+
HCM2kAvgQ:	304	511	0	0	335	335	0	0	0	105	460	401

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

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

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

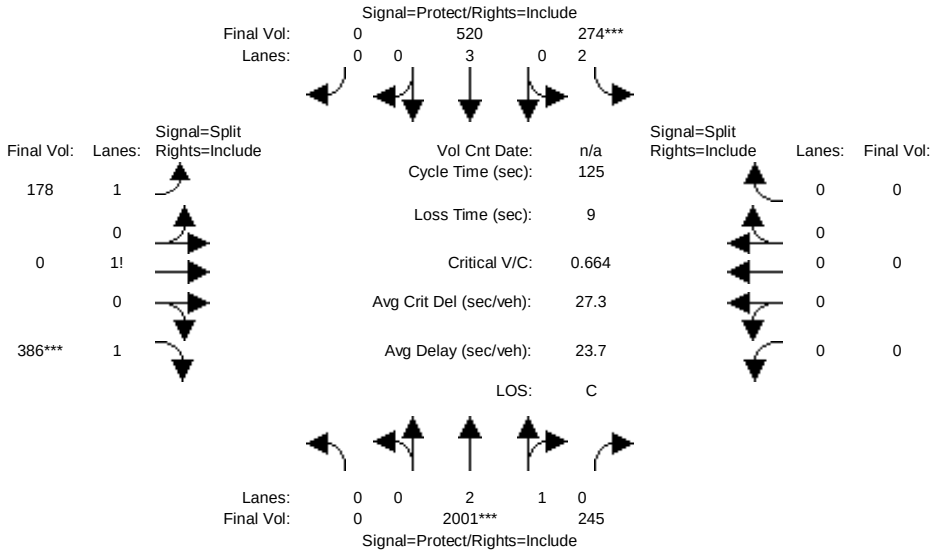


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	972	0	0	2178	271	0	0	0	224	0	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	972	0	0	2178	271	0	0	0	224	0	501
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	985	0	0	2193	271	0	0	0	224	0	501
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	985	0	0	2193	271	0	0	0	224	0	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	985	0	0	2193	271	0	0	0	224	0	501
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	985	0	0	2193	271	0	0	0	224	0	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.66	0.34	0.00	0.00	0.00	1.32	0.00	1.68
Final Sat.:	3150	5700	0	0	4983	616	0	0	0	2301	0	3033
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.10	0.00	0.17
Crit Moves:	****				****							****
Green Time:	29.6	146	0.0	0.0	116	116.3	0.0	0.0	0.0	43.7	0.0	43.7
Volume/Cap:	0.75	0.24	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.44	0.00	0.75
Uniform Del:	77.5	8.2	0.0	0.0	29.3	29.3	0.0	0.0	0.0	64.1	0.0	69.3
IncremntDel:	10.7	0.1	0.0	0.0	1.7	1.7	0.0	0.0	0.0	0.9	0.0	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	88.2	8.3	0.0	0.0	31.0	31.0	0.0	0.0	0.0	65.0	0.0	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	8.3	0.0	0.0	31.0	31.0	0.0	0.0	0.0	65.0	0.0	74.8
LOS by Move:	F	A	A	A	C	C	A	A	A	E	A	E
HCM2kAvgQ:	305	153	0	0	889	889	0	0	0	230	0	451

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

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

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

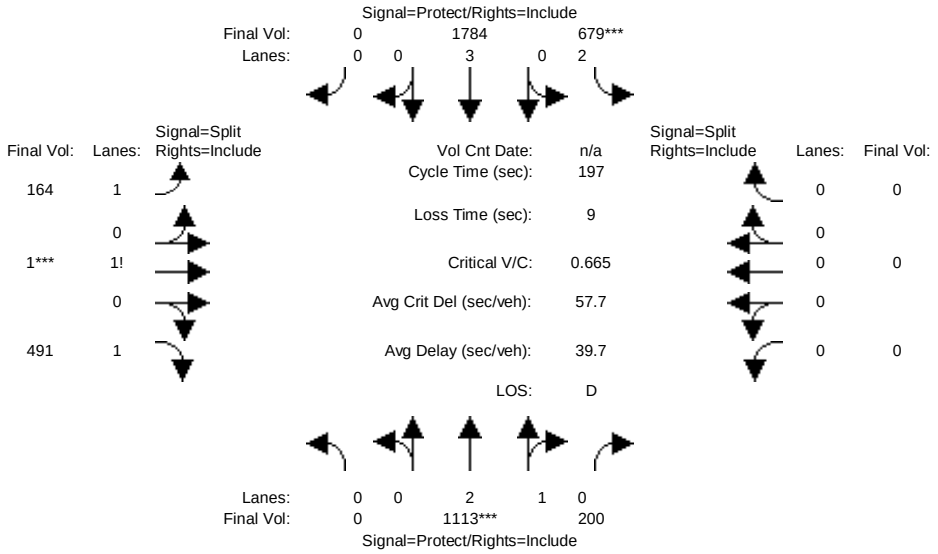


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol: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

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

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

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

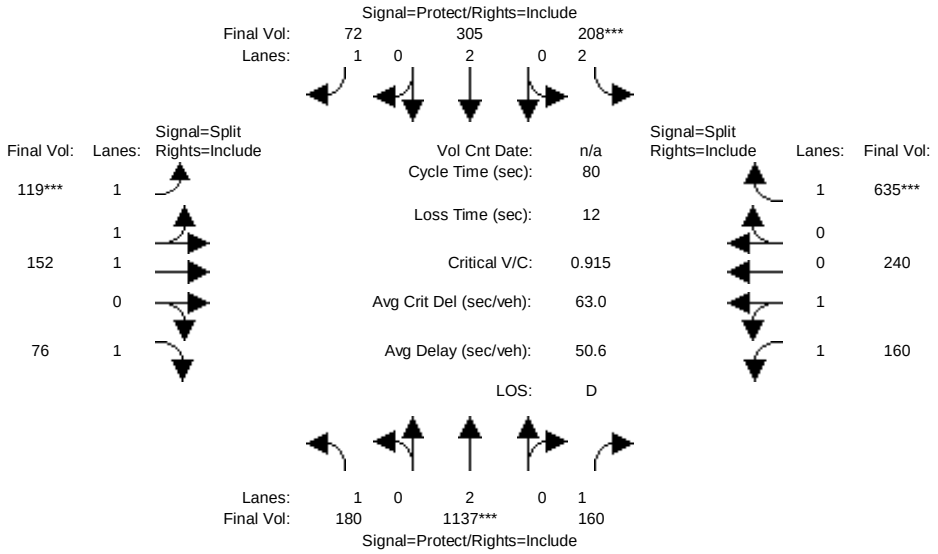


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										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

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

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

Intersection #16: Saratoga Sunnyvale Road/Prospect Road

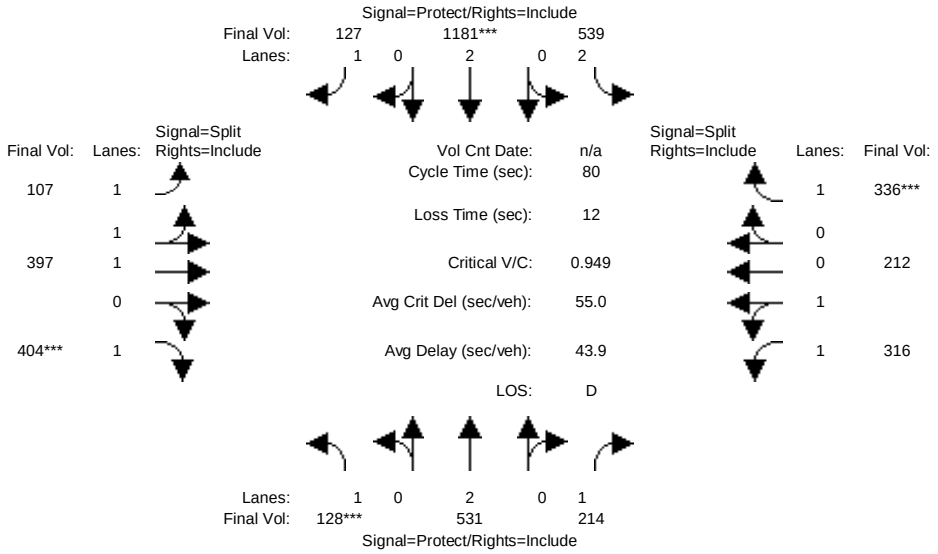


Street Name:	Saratoga Sunnyvale Road						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1133	160	208	303	72	119	148	76	160	238	635
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1133	160	208	303	72	119	148	76	160	238	635
Added Vol:	0	4	0	0	2	0	0	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1137	160	208	305	72	119	152	76	160	240	635
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1137	160	208	305	72	119	152	76	160	240	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1137	160	208	305	72	119	152	76	160	240	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1137	160	208	305	72	119	152	76	160	240	635
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.36	1.64	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2391	3055	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.09	0.07	0.08	0.04	0.05	0.05	0.04	0.09	0.13	0.36
Crit Moves:		****		****			****					****
Green Time:	13.6	23.0	23.0	7.0	16.5	16.5	10.0	10.0	10.0	28.0	28.0	28.0
Volume/Cap:	0.61	1.04	0.32	0.75	0.39	0.20	0.40	0.40	0.35	0.26	0.36	1.04
Uniform Del:	30.7	28.5	22.3	35.7	27.4	26.3	32.2	32.2	32.0	18.6	19.4	26.0
IncremntDel:	8.9	37.7	1.7	17.4	1.5	1.2	1.7	1.7	4.3	0.4	0.9	46.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.7	66.2	24.0	53.0	28.9	27.5	34.0	34.0	36.3	19.1	20.3	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	66.2	24.0	53.0	28.9	27.5	34.0	34.0	36.3	19.1	20.3	72.8
LOS by Move:	D	E	C	D-	C	C	C-	C-	D+	B-	C+	E
HCM2kAvgQ:	136	562	87	122	89	42	64	64	55	78	113	658

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

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

Intersection #16: Saratoga Sunnyvale Road/Prospect Road

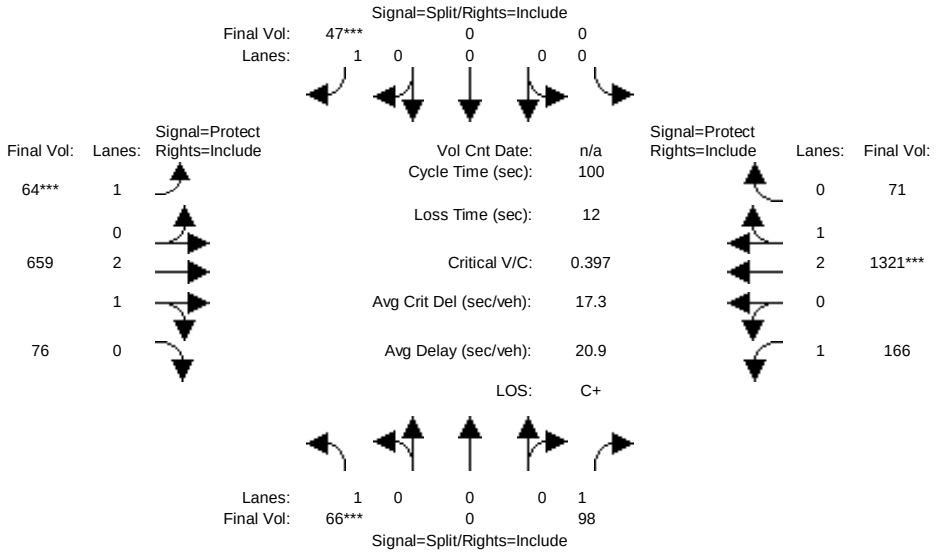


Street Name:	Saratoga Sunnyvale Road						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	518	214	539	1166	127	107	384	404	316	197	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	518	214	539	1166	127	107	384	404	316	197	336
Added Vol:	0	13	0	0	15	0	0	13	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	531	214	539	1181	127	107	397	404	316	212	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	531	214	539	1181	127	107	397	404	316	212	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	531	214	539	1181	127	107	397	404	316	212	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	531	214	539	1181	127	107	397	404	316	212	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.21	0.79	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	2124	1425	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.12	0.17	0.31	0.07	0.06	0.10	0.23	0.15	0.15	0.19
Crit Moves:	****				****				****			****
Green Time:	7.0	14.8	14.8	18.1	25.8	25.8	19.2	19.2	19.2	16.0	16.0	16.0
Volume/Cap:	0.84	0.76	0.66	0.76	0.96	0.22	0.25	0.44	0.96	0.75	0.75	0.96
Uniform Del:	35.9	30.9	30.3	28.9	26.6	19.8	24.6	25.8	30.0	30.1	30.1	31.7
IncremntDel:	39.1	7.5	10.3	7.4	18.1	0.9	0.3	1.2	35.4	7.0	7.0	39.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	38.4	40.6	36.3	44.7	20.7	24.9	27.0	65.4	37.1	37.1	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	38.4	40.6	36.3	44.7	20.7	24.9	27.0	65.4	37.1	37.1	71.2
LOS by Move:	E-	D+	D	D+	D	C+	C	C	E	D+	D+	E
HCM2kAvgQ:	146	203	164	234	504	63	61	112	401	209	209	349

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

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

Intersection #17: Stevens Creek Boulevard/Torre Avenue

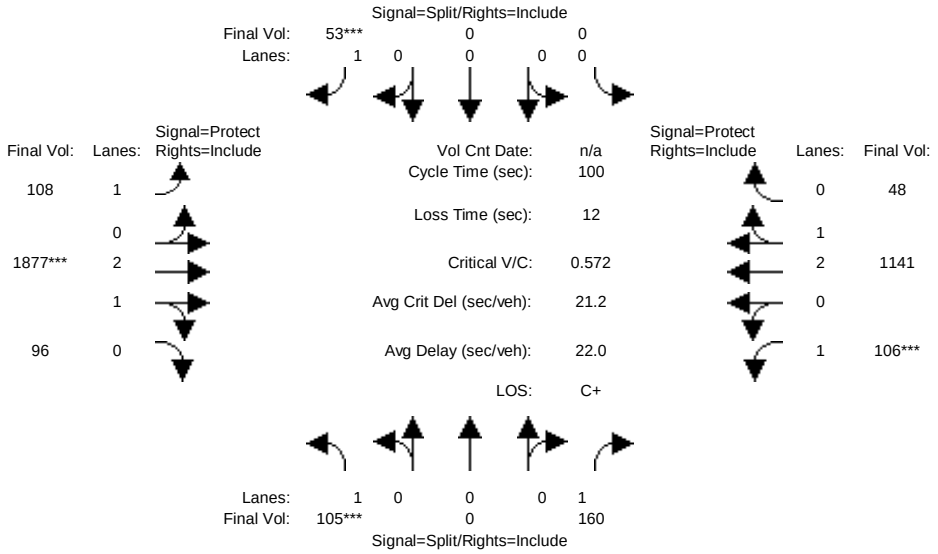


Street Name:	Torre Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	0	98	0	0	47	64	598	76	166	1284	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	98	0	0	47	64	598	76	166	1284	71
Added Vol:	0	0	0	0	0	0	0	61	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	98	0	0	47	64	659	76	166	1321	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	98	0	0	47	64	659	76	166	1321	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	98	0	0	47	64	659	76	166	1321	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	98	0	0	47	64	659	76	166	1321	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.68	0.32	1.00	2.84	0.16
Final Sat.:	1750	0	1750	0	0	1750	1750	5020	579	1750	5314	286
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.03	0.04	0.13	0.13	0.09	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	14.1	0.0	14.1	0.0	0.0	10.0	8.2	37.1	37.1	26.8	55.7	55.7
Volume/Cap:	0.27	0.00	0.40	0.00	0.00	0.27	0.45	0.35	0.35	0.35	0.45	0.45
Uniform Del:	38.3	0.0	39.1	0.0	0.0	41.6	43.7	22.8	22.8	29.6	13.1	13.1
IncremntDel:	2.6	0.0	4.7	0.0	0.0	3.7	9.7	0.5	0.5	2.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.0	0.0	43.8	0.0	0.0	45.4	53.5	23.2	23.2	31.7	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	0.0	43.8	0.0	0.0	45.4	53.5	23.2	23.2	31.7	13.5	13.5
LOS by Move:	D	A	D	A	A	D	D-	C	C	C	B	B
HCM2kAvgQ:	53	0	83	0	0	42	65	139	139	115	213	213

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

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

Intersection #17: Stevens Creek Boulevard/Torre Avenue

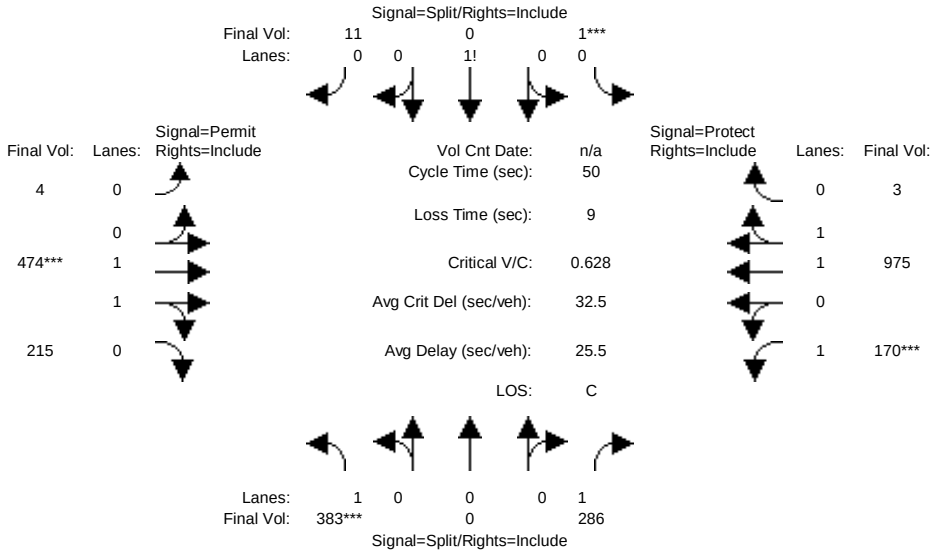


Street Name:	Torre Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	0	160	0	0	53	108	1669	96	106	916	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	160	0	0	53	108	1669	96	106	916	48
Added Vol:	0	0	0	0	0	0	0	208	0	0	225	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	160	0	0	53	108	1877	96	106	1141	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	160	0	0	53	108	1877	96	106	1141	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	160	0	0	53	108	1877	96	106	1141	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	160	0	0	53	108	1877	96	106	1141	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.85	0.15	1.00	2.87	0.13
Final Sat.:	1750	0	1750	0	0	1750	1750	5327	272	1750	5374	226
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.06	0.35	0.35	0.06	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	14.1	0.0	14.1	0.0	0.0	10.0	15.8	54.5	54.5	9.4	48.0	48.0
Volume/Cap:	0.42	0.00	0.65	0.00	0.00	0.30	0.39	0.65	0.65	0.65	0.44	0.44
Uniform Del:	39.2	0.0	40.6	0.0	0.0	41.8	37.8	16.0	16.0	43.7	17.1	17.1
IncremntDel:	5.3	0.0	12.4	0.0	0.0	4.4	4.1	1.1	1.1	18.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	0.0	52.9	0.0	0.0	46.2	41.8	17.1	17.1	61.8	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	0.0	52.9	0.0	0.0	46.2	41.8	17.1	17.1	61.8	17.7	17.7
LOS by Move:	D	A	D-	A	A	D	D	B	B	E	B	B
HCM2kAvgQ:	90	0	154	0	0	48	89	371	371	115	204	204

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

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

Intersection #18: Homestead Road/Blaney Avenue

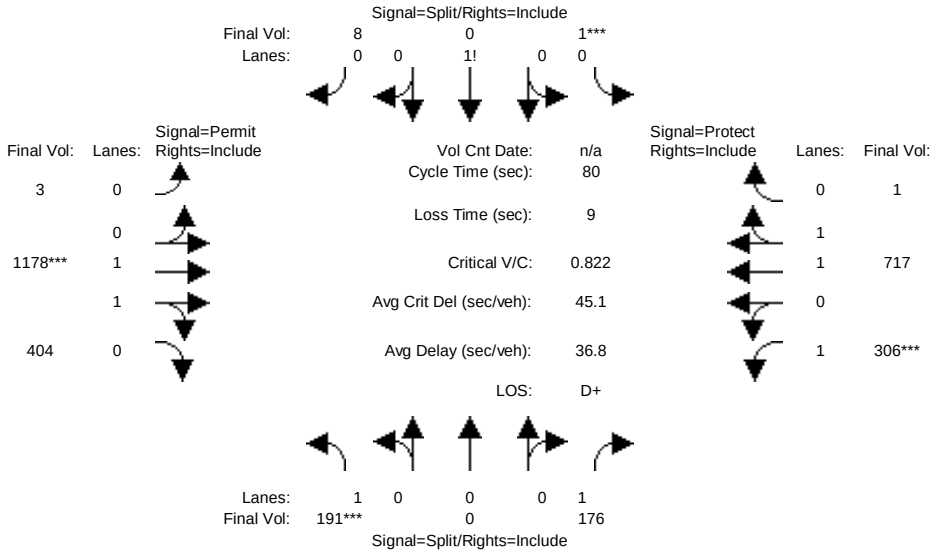


Street Name:	Homestead Road						Blaney Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	377	0	282	1	0	11	4	474	205	164	975	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	0	282	1	0	11	4	474	205	164	975	3
Added Vol:	6	0	4	0	0	0	0	0	10	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	0	286	1	0	11	4	474	215	170	975	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	0	286	1	0	11	4	474	215	170	975	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	0	286	1	0	11	4	474	215	170	975	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	0	286	1	0	11	4	474	215	170	975	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.08	0.00	0.92	0.01	1.37	0.62	1.00	1.99	0.01
Final Sat.:	1750	0	1750	146	0	1604	21	2462	1117	1750	3689	11
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.16	0.01	0.00	0.01	0.19	0.19	0.19	0.10	0.26	0.26
Crit Moves:	****			****				****		****		
Green Time:	12.8	0.0	12.8	10.0	0.0	10.0	11.2	11.2	11.2	7.0	18.2	18.2
Volume/Cap:	0.86	0.00	0.64	0.03	0.00	0.03	0.86	0.86	0.86	0.69	0.72	0.72
Uniform Del:	17.7	0.0	16.6	16.1	0.0	16.1	18.6	18.6	18.6	20.5	13.7	13.7
IncremntDel:	18.7	0.0	6.9	0.2	0.0	0.2	11.3	11.3	11.3	15.0	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	0.0	23.4	16.3	0.0	16.3	30.0	30.0	30.0	35.5	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	23.4	16.3	0.0	16.3	30.0	30.0	30.0	35.5	17.1	17.1
LOS by Move:	D+	A	C	B	A	B	C	C	C	D+	B	B
HCM2kAvgQ:	240	0	137	5	0	5	221	221	221	109	210	210

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

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

Intersection #18: Homestead Road/Blaney Avenue

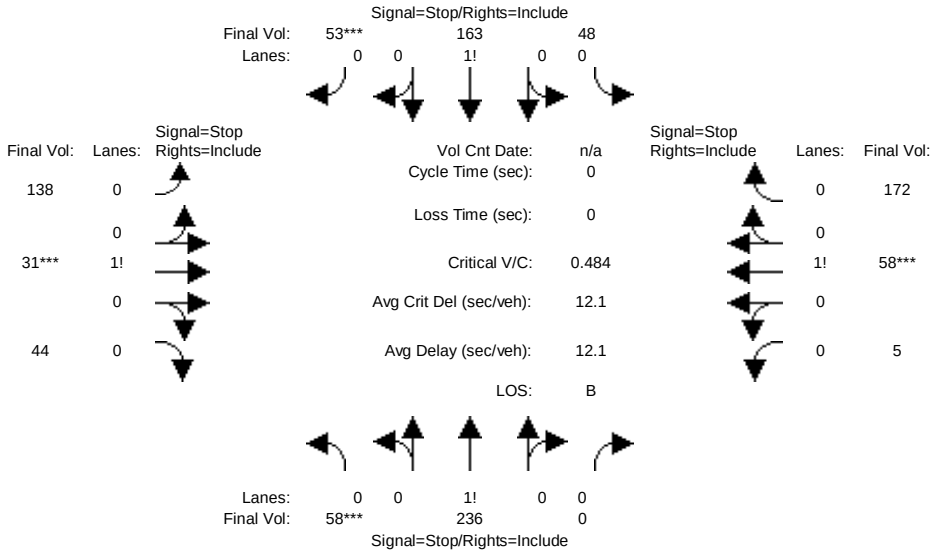


Street Name:	Homestead Road						Blaney Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol: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

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

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

Intersection #19: Blaney Avenue/Merritt Drive

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Street Name:          Blaney Avenue                    Merritt Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      58  226     0    48  147    53   138   31    44     5   58   172
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   58  226     0    48  147    53   138   31    44     5   58   172
Added Vol:      0   10     0     0   16     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58  236     0    48  163    53   138   31    44     5   58   172
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58  236     0    48  163    53   138   31    44     5   58   172
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58  236     0    48  163    53   138   31    44     5   58   172
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   58  236     0    48  163    53   138   31    44     5   58   172
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.80  0.00  0.18 0.62  0.20  0.65 0.14  0.21  0.02 0.25  0.73
Final Sat.:   120  488     0   111  377   122   369   83   118    13  152   451
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.48 0.48  xxxx  0.43 0.43  0.43  0.37 0.37  0.37  0.38 0.38  0.38
Crit Moves:  ****                       ****       ****             ****
Delay/Veh:   13.1 13.1   0.0  12.2 12.2  12.2  11.7 11.7  11.7  11.1 11.1  11.1
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  13.1 13.1   0.0  12.2 12.2  12.2  11.7 11.7  11.7  11.1 11.1  11.1
LOS by Move:    B    B     *     B    B     B     B    B     B     B    B     B
ApproachDel:       13.1             12.2             11.7             11.1
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        13.1             12.2             11.7             11.1
LOS by Appr:          B                B                B                B
AllWayAvgQ:  19.3 19.3  19.3  15.6 15.6  15.6  11.8 11.8  11.8  12.0 12.0  12.0
Note: Queue reported is the distance per lane in feet.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #19 Blaney Avenue/Merritt Drive
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Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

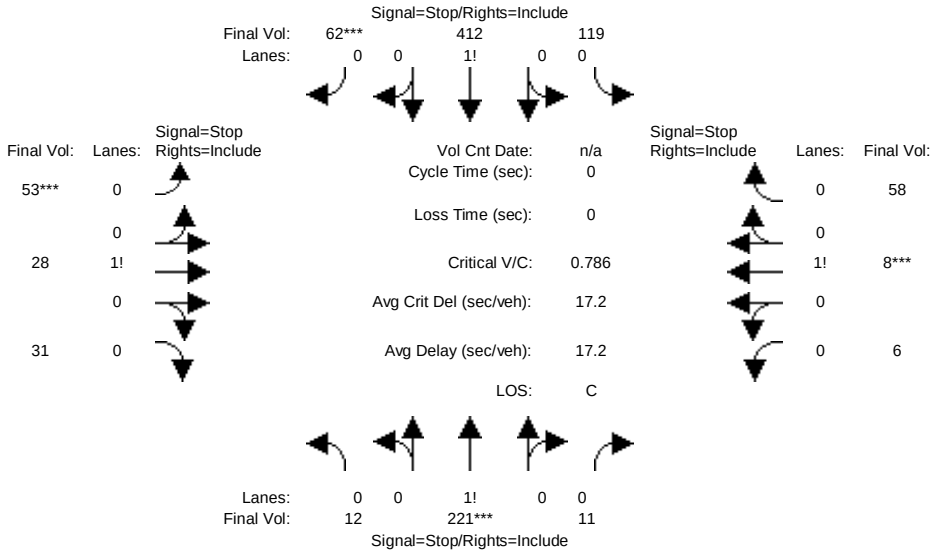
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #19: Blaney Avenue/Merritt Drive




```
Street Name:          Blaney Avenue                    Merritt Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12  163    11   119  358    62    53   28    31     6    8    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12  163    11   119  358    62    53   28    31     6    8    58
Added Vol:      0   58     0     0   54     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12  221    11   119  412    62    53   28    31     6    8    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12  221    11   119  412    62    53   28    31     6    8    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12  221    11   119  412    62    53   28    31     6    8    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   12  221    11   119  412    62    53   28    31     6    8    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.05 0.91  0.04  0.20 0.70  0.10  0.47 0.25  0.28  0.08 0.11  0.81
Final Sat.:    33  611    30   151  524    79   264  139   154    48   64   464
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.36 0.36  0.36  0.79 0.79  0.79  0.20 0.20  0.20  0.13 0.13  0.13
Crit Moves:       ****                    ****  ****                    ****
Delay/Veh:   10.8 10.8  10.8  22.1 22.1  22.1  10.2 10.2  10.2   9.2  9.2   9.2
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.8 10.8  10.8  22.1 22.1  22.1  10.2 10.2  10.2   9.2  9.2   9.2
LOS by Move:    B    B     B     C    C     C     B    B     B     A    A     A
ApproachDel:       10.8              22.1              10.2              9.2
Delay Adj:         1.00              1.00              1.00             1.00
ApprAdjDel:        10.8              22.1              10.2              9.2
LOS by Appr:          B                 C                 B                 A
AllWayAvgQ:  12.5 12.5  12.5  75.2 75.2  75.2   5.0  5.0   5.0   2.8  2.8   2.8
Note: Queue reported is the distance per lane in feet.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #19 Blaney Avenue/Merritt Drive
********************************************************************************
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Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

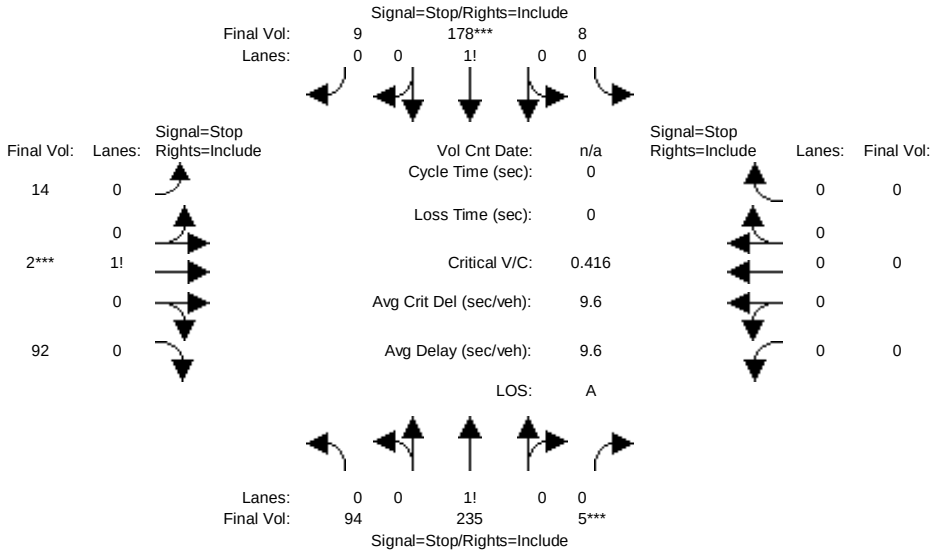
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #20: Blaney Avenue/Forest Avenue



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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #20 Blaney Avenue/Forest Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

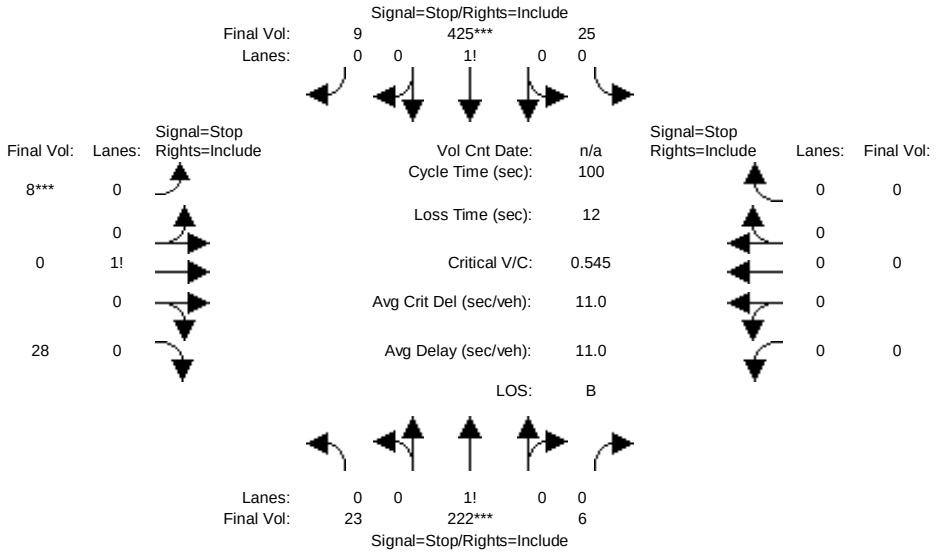
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #20: Blaney Avenue/Forest Avenue



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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #20 Blaney Avenue/Forest Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

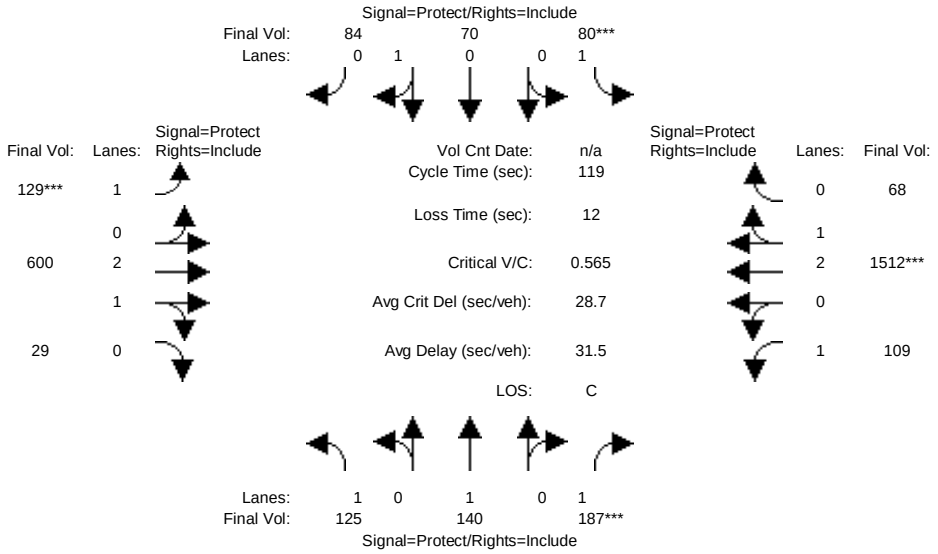
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #21: Stevens Creek Boulevard/Blaney Avenue

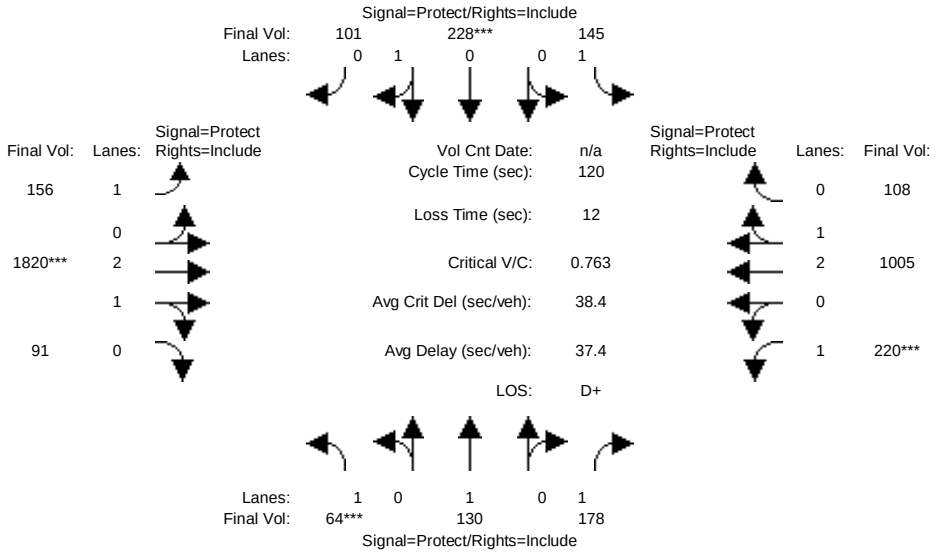


Street Name:	Blaney Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base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

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

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

Intersection #21: Stevens Creek Boulevard/Blaney Avenue

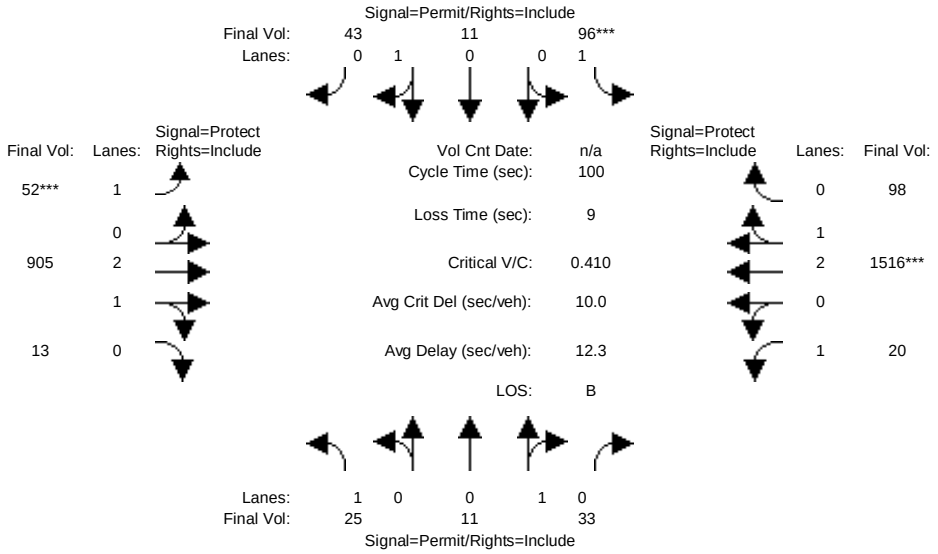


Street Name:	Blaney Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base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

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

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

Intersection #22: Stevens Creek Boulevard/Portal Avenue

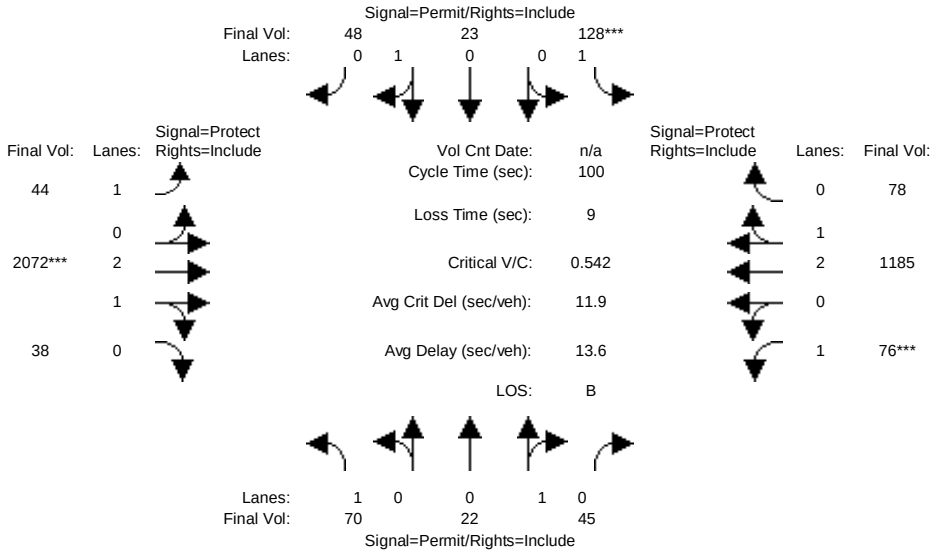


Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												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

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

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

Intersection #22: Stevens Creek Boulevard/Portal Avenue

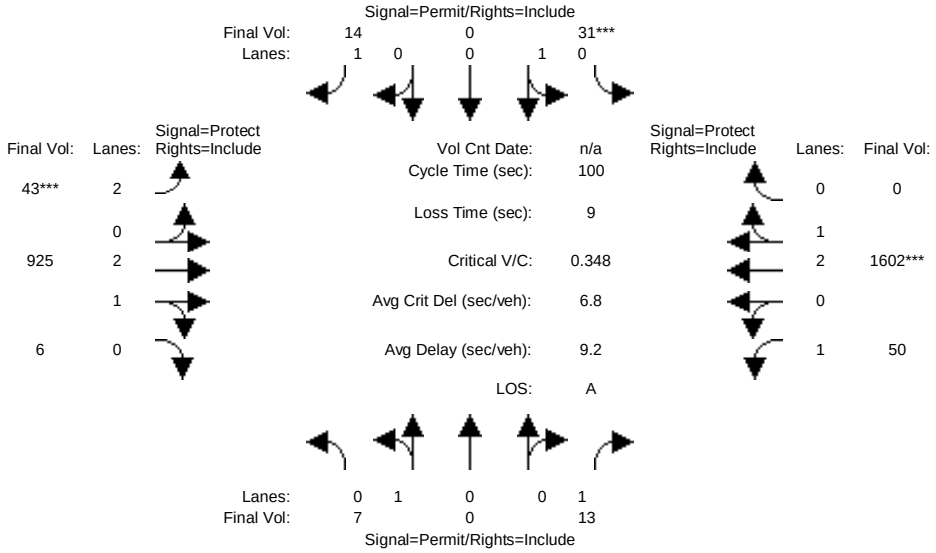


Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												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

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

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

Intersection #23: Stevens Creek Boulevard/Perimeter Road

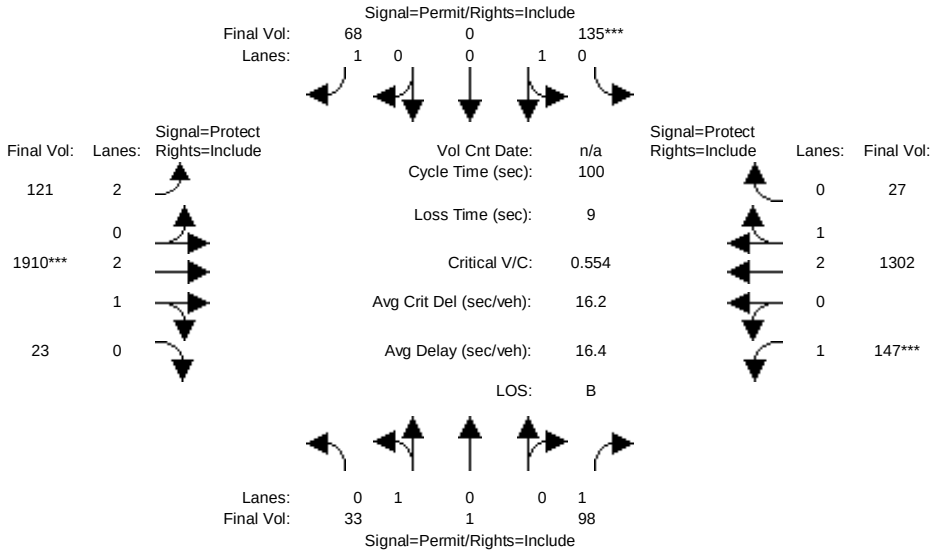


Street Name:	Perimeter Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	13	31	0	14	43	925	6	50	1602	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	13	31	0	14	43	925	6	50	1602	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	13	31	0	14	43	925	6	50	1602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	13	31	0	14	43	925	6	50	1602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	13	31	0	14	43	925	6	50	1602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	13	31	0	14	43	925	6	50	1602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	2.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1800	0	1750	1800	0	1750	3150	5564	36	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.01	0.01	0.17	0.17	0.03	0.29	0.00
Crit Moves:				****			****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	57.0	57.0	24.0	74.0	0.0
Volume/Cap:	0.04	0.00	0.07	0.17	0.00	0.08	0.20	0.29	0.29	0.12	0.39	0.00
Uniform Del:	40.7	0.0	40.8	41.2	0.0	40.8	43.8	11.1	11.1	29.7	4.7	0.0
IncremntDel:	0.4	0.0	0.8	2.1	0.0	0.9	2.0	0.2	0.2	0.6	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.1	0.0	41.6	43.3	0.0	41.7	45.8	11.3	11.3	30.3	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	0.0	41.6	43.3	0.0	41.7	45.8	11.3	11.3	30.3	5.0	0.0
LOS by Move:	D	A	D	D	A	D	D	B+	B+	C	A	A
HCM2kAvgQ:	6	0	11	26	0	12	23	123	123	31	149	0

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

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

Intersection #23: Stevens Creek Boulevard/Perimeter Road

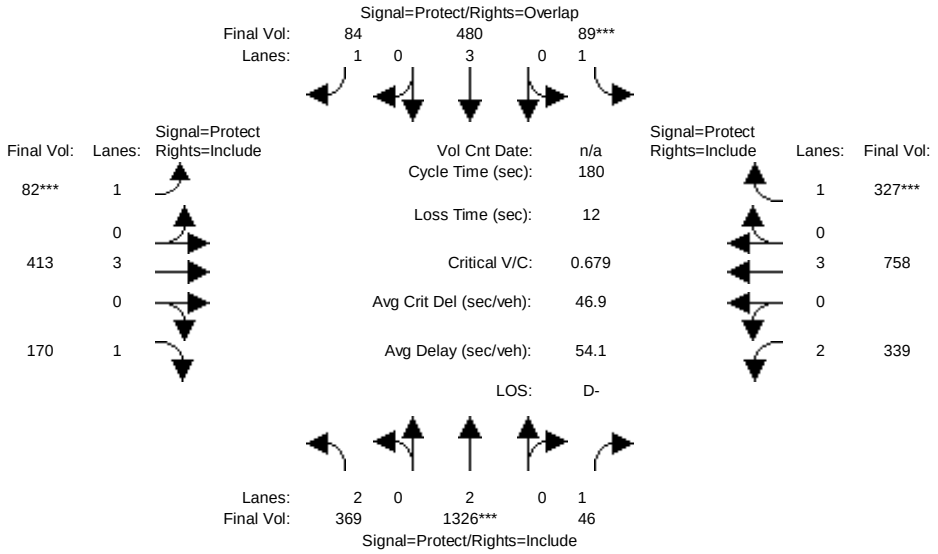


Street Name:	Perimeter Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	1	98	135	0	68	121	1910	23	147	1302	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	98	135	0	68	121	1910	23	147	1302	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1	98	135	0	68	121	1910	23	147	1302	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1	98	135	0	68	121	1910	23	147	1302	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1	98	135	0	68	121	1910	23	147	1302	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1	98	135	0	68	121	1910	23	147	1302	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	1.00	0.00	1.00	2.00	2.96	0.04	1.00	2.94	0.06
Final Sat.:	1747	53	1750	1800	0	1750	3150	5533	67	1750	5486	114
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.08	0.00	0.04	0.04	0.35	0.35	0.08	0.24	0.24
Crit Moves:				****				****		****		
Green Time:	13.5	13.5	13.5	13.5	0.0	13.5	17.6	62.3	62.3	15.2	59.8	59.8
Volume/Cap:	0.14	0.14	0.41	0.55	0.00	0.29	0.22	0.55	0.55	0.55	0.40	0.40
Uniform Del:	38.1	38.1	39.6	40.4	0.0	38.9	35.3	10.9	10.9	39.3	10.6	10.6
IncremntDel:	1.2	1.2	5.3	8.8	0.0	3.0	0.9	0.6	0.6	8.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	39.3	44.9	49.2	0.0	41.9	36.2	11.5	11.5	47.4	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	39.3	44.9	49.2	0.0	41.9	36.2	11.5	11.5	47.4	10.9	10.9
LOS by Move:	D	D	D	D	A	D	D+	B+	B+	D	B+	B+
HCM2kAvgQ:	26	26	85	121	0	56	50	293	293	110	176	176

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

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

Intersection #24: Wolfe Road/El Camino Real

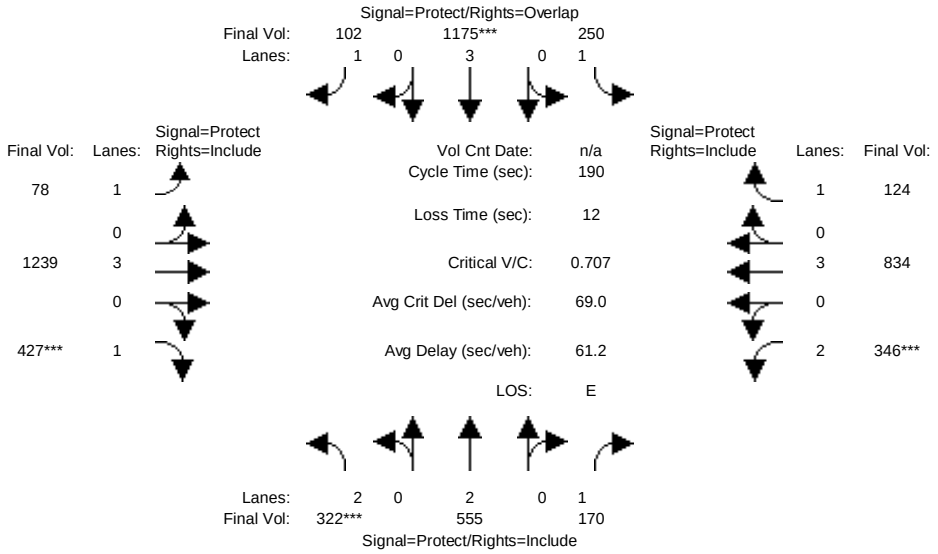


Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	355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

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

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

Intersection #24: Wolfe Road/El Camino Real

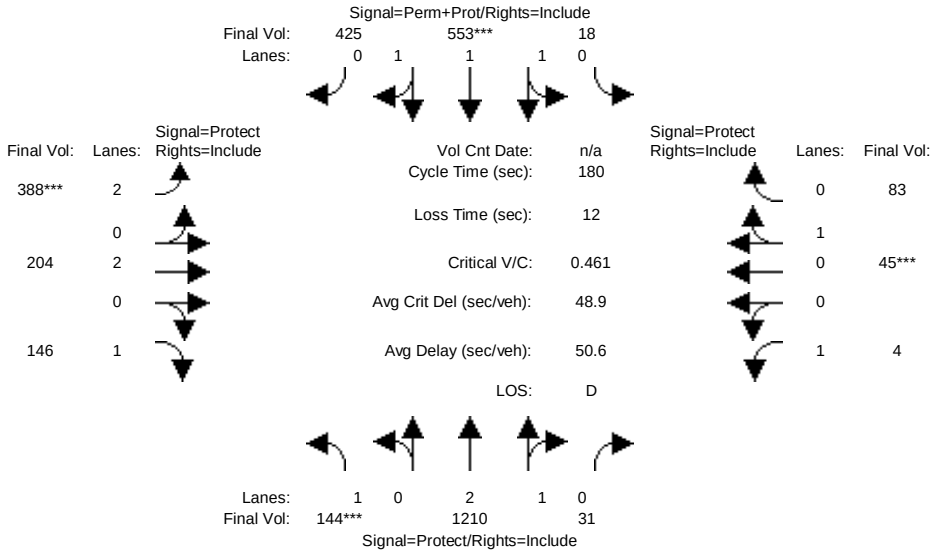


Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	235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

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

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

Intersection #25: Wolfe Road/Fremont Avenue

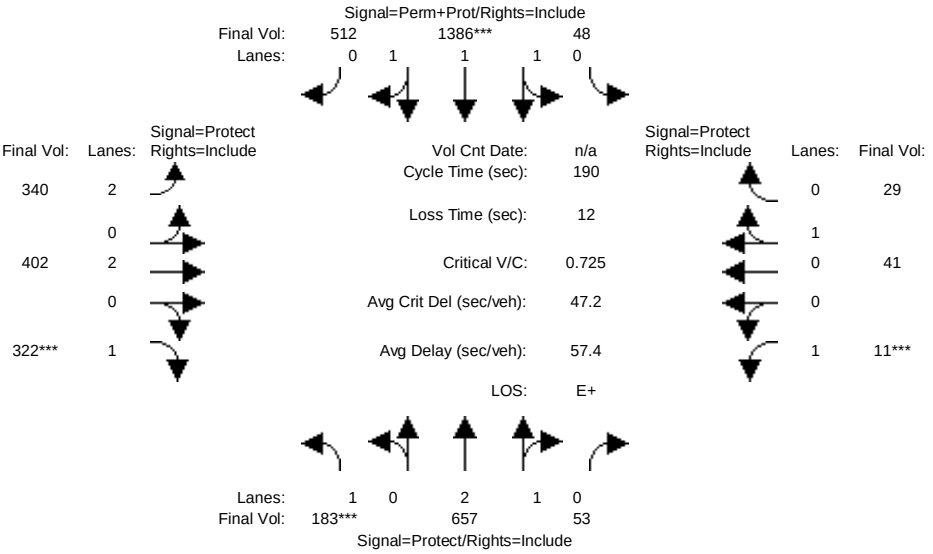


Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	144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

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

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

Intersection #25: Wolfe Road/Fremont Avenue

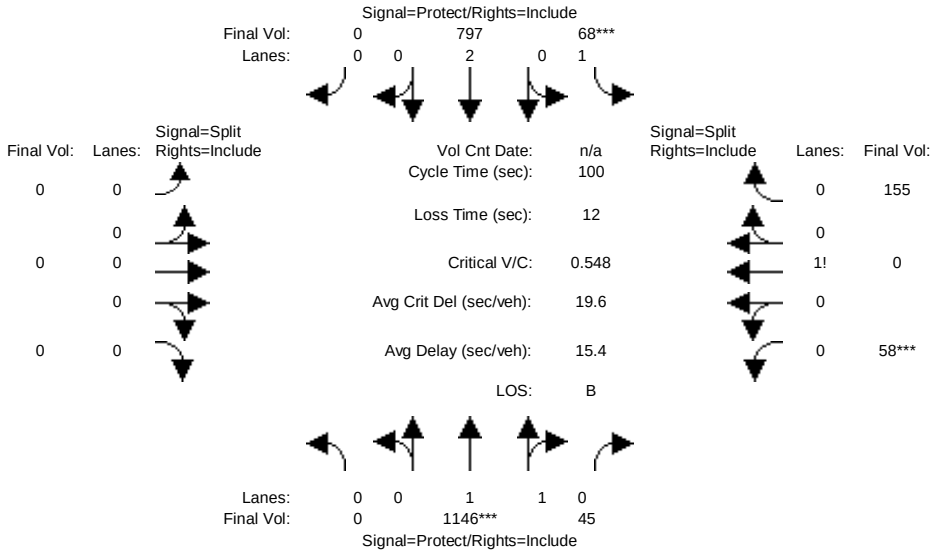


Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183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

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

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

Intersection #26: Wolfe Road/Marion Way

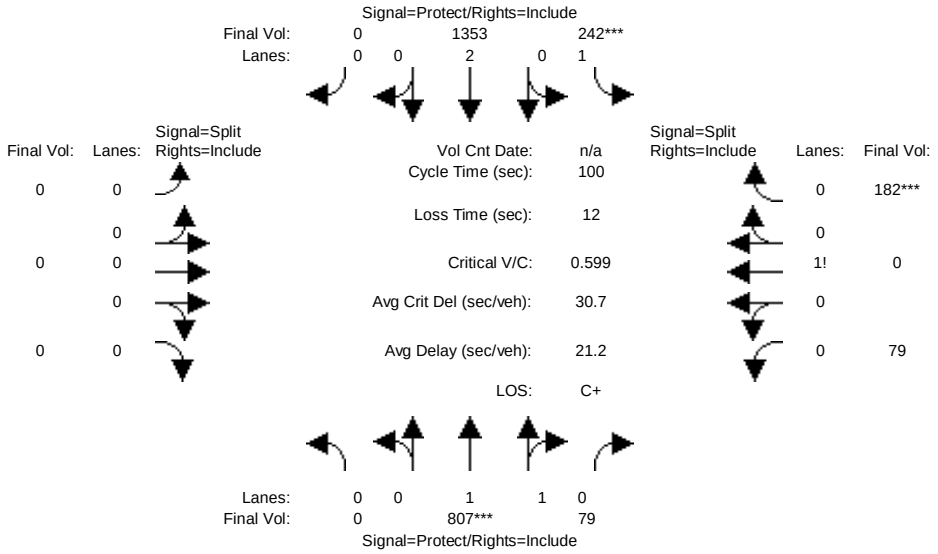


Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1122	40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

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

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

Intersection #26: Wolfe Road/Marion Way

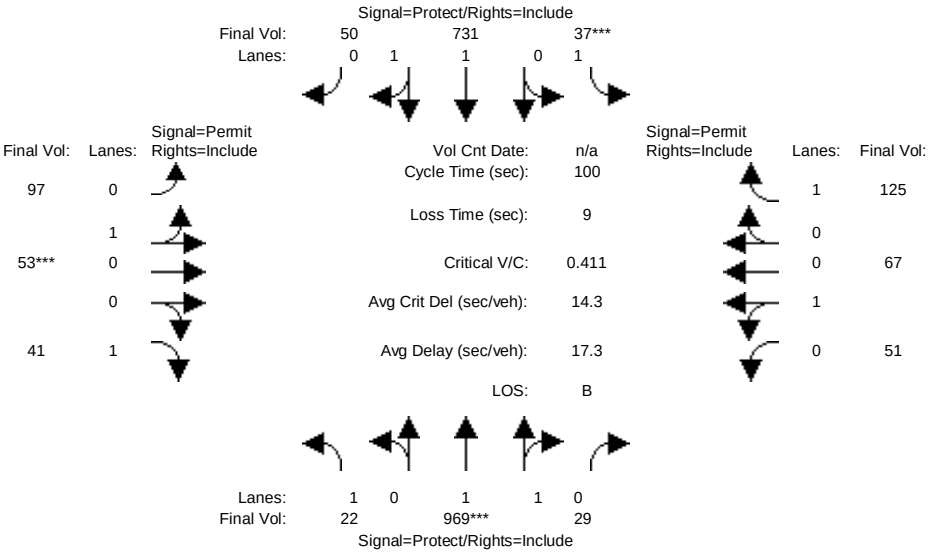


Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	662	50	242	1219	0	0	0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

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

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

Intersection #27: Wolfe Road/Iverness Avenue

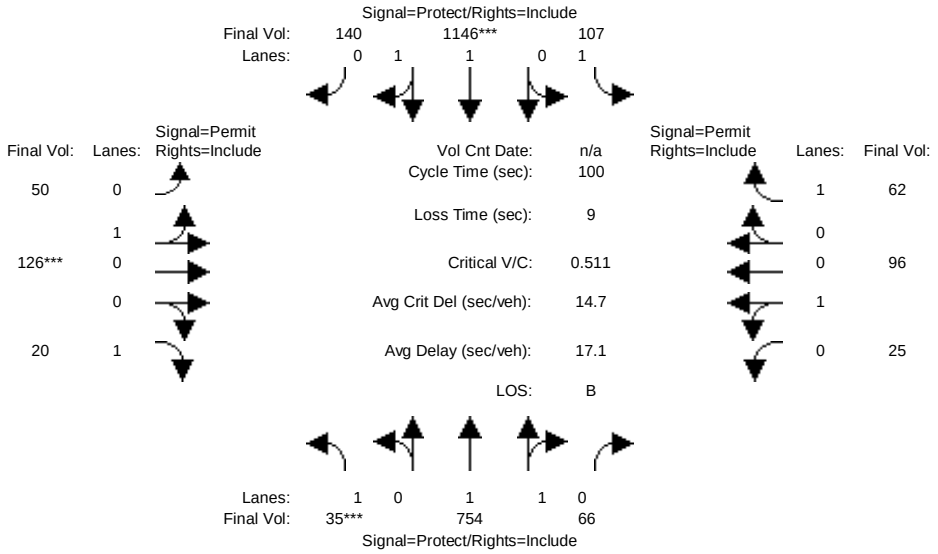


Street Name:	Wolfe Road						Iverness Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22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

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

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

Intersection #27: Wolfe Road/Iverness Avenue

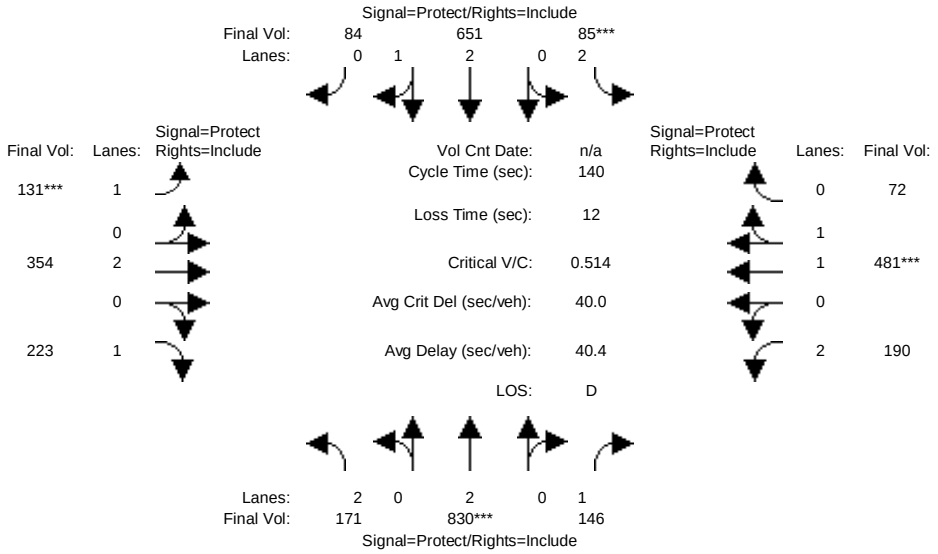


Street Name:	Wolfe Road						Iverness Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	580	66	107	985	140	50	126	20	25	96	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	580	66	107	985	140	50	126	20	25	96	62
Added Vol:	0	174	0	0	161	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	754	66	107	1146	140	50	126	20	25	96	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	754	66	107	1146	140	50	126	20	25	96	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	754	66	107	1146	140	50	126	20	25	96	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	754	66	107	1146	140	50	126	20	25	96	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.78	0.22	0.28	0.72	1.00	0.21	0.79	1.00
Final Sat.:	1750	3402	298	1750	3297	403	511	1289	1750	372	1428	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.06	0.35	0.35	0.10	0.10	0.01	0.07	0.07	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	55.1	55.1	17.4	65.6	65.6	18.4	18.4	18.4	18.4	18.4	18.4
Volume/Cap:	0.29	0.40	0.40	0.35	0.53	0.53	0.53	0.53	0.06	0.36	0.36	0.19
Uniform Del:	44.1	12.9	12.9	36.3	9.1	9.1	36.9	36.9	33.6	35.7	35.7	34.5
IncremntDel:	5.8	0.6	0.6	3.2	0.8	0.8	6.0	6.0	0.4	3.1	3.1	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.9	13.5	13.5	39.5	9.9	9.9	42.8	42.8	34.0	38.7	38.7	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	13.5	13.5	39.5	9.9	9.9	42.8	42.8	34.0	38.7	38.7	35.8
LOS by Move:	D	B	B	D	A	A	D	D	C-	D+	D+	D+
HCM2kAvgQ:	35	185	185	84	270	270	143	143	14	92	92	45

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

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

Intersection #28: Wolfe Road/Homestead Road

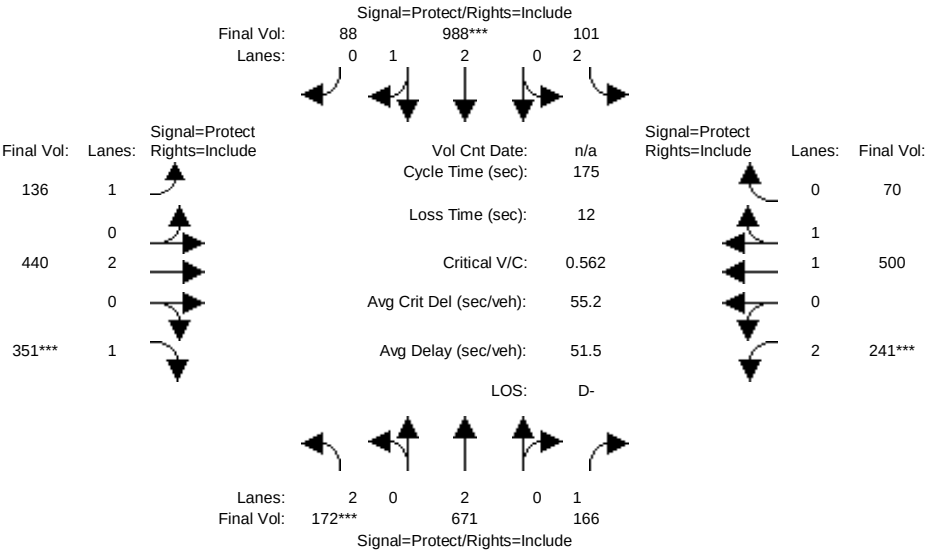


Street Name:	Wolfe Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	171	801	127	85	604	84	131	354	223	135	481	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	801	127	85	604	84	131	354	223	135	481	72
Added Vol:	0	29	19	0	47	0	0	0	0	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	830	146	85	651	84	131	354	223	190	481	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	830	146	85	651	84	131	354	223	190	481	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	830	146	85	651	84	131	354	223	190	481	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	830	146	85	651	84	131	354	223	190	481	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.64	0.36	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	4959	640	1750	3800	1750	3150	3218	482
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.08	0.03	0.13	0.13	0.07	0.09	0.13	0.06	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	19.6	59.5	59.5	7.4	47.3	47.3	20.4	41.5	41.5	19.6	40.7	40.7
Volume/Cap:	0.39	0.51	0.20	0.51	0.39	0.39	0.51	0.31	0.43	0.43	0.51	0.51
Uniform Del:	54.8	29.6	25.2	64.6	35.3	35.3	55.2	38.2	39.7	55.1	41.4	41.4
IncremntDel:	2.6	1.2	0.6	10.9	0.6	0.6	7.2	0.7	2.6	3.0	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	30.8	25.8	75.5	35.9	35.9	62.4	38.9	42.3	58.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	30.8	25.8	75.5	35.9	35.9	62.4	38.9	42.3	58.1	43.1	43.1
LOS by Move:	E+	C	C	E-	D+	D+	E	D+	D	E+	D	D
HCM2kAvgQ:	107	323	103	71	200	200	153	145	208	120	256	256

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

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

Intersection #28: Wolfe Road/Homestead Road

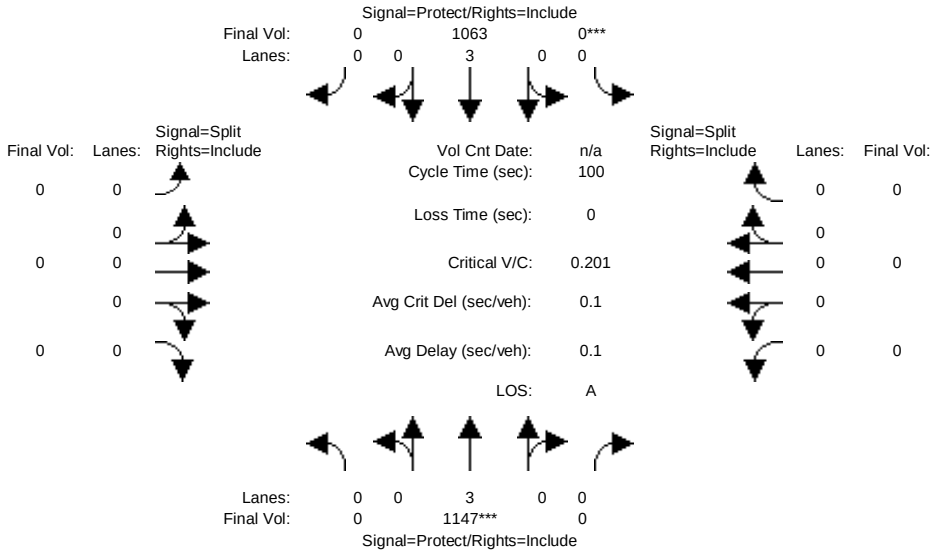


Street Name:	Wolfe Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	172	497	50	101	827	88	136	440	351	53	500	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	497	50	101	827	88	136	440	351	53	500	70
Added Vol:	0	174	116	0	161	0	0	0	0	188	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	671	166	101	988	88	136	440	351	241	500	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	671	166	101	988	88	136	440	351	241	500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	671	166	101	988	88	136	440	351	241	500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	671	166	101	988	88	136	440	351	241	500	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.75	0.25	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5141	458	1750	3800	1750	3150	3245	454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.09	0.03	0.19	0.19	0.08	0.12	0.20	0.08	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	17.0	62.6	62.6	14.2	59.8	59.8	28.9	62.4	62.4	23.8	57.3	57.3
Volume/Cap:	0.56	0.49	0.27	0.40	0.56	0.56	0.47	0.32	0.56	0.56	0.47	0.47
Uniform Del:	75.5	43.8	39.9	76.3	46.9	46.9	66.1	41.0	45.3	70.7	46.8	46.8
IncremntDel:	7.3	1.3	1.0	4.5	1.2	1.2	5.4	0.6	3.6	5.3	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.7	45.1	40.9	80.9	48.1	48.1	71.5	41.6	48.9	76.0	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	45.1	40.9	80.9	48.1	48.1	71.5	41.6	48.9	76.0	48.1	48.1
LOS by Move:	F	D	D	F	D	D	E	D	D	E-	D	D
HCM2kAvgQ:	149	342	164	86	393	393	184	206	404	195	305	305

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

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

Intersection #29: Wolfe Road/Apple Campus 2 Driveway

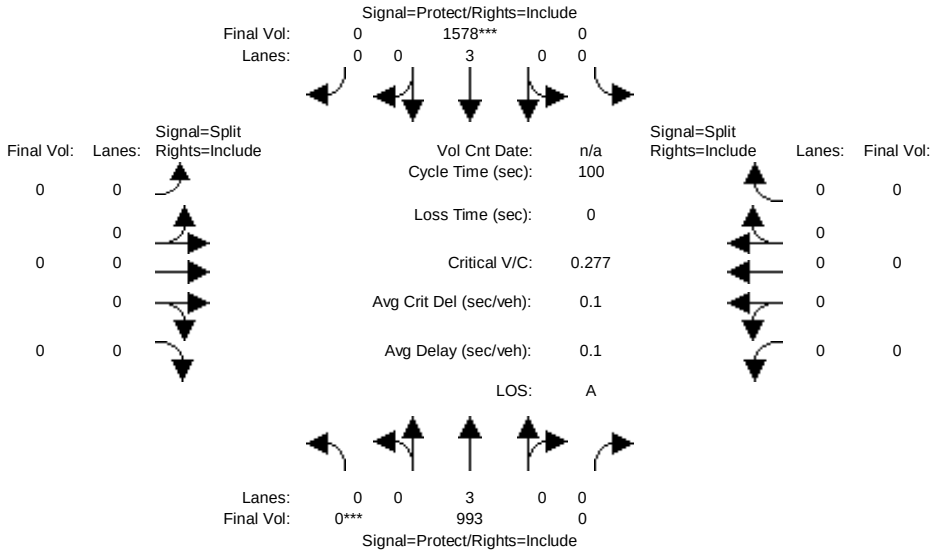


Street Name:	Wolfe Road						Apple Campus 2 Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1099	0	0	961	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	0	0	961	0	0	0	0	0	0	0
Added Vol:	0	48	0	0	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1147	0	0	1063	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1147	0	0	1063	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1147	0	0	1063	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1147	0	0	1063	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5700	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	100	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	6	0	0	0	0	0	0	0

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

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

Intersection #29: Wolfe Road/Apple Campus 2 Driveway

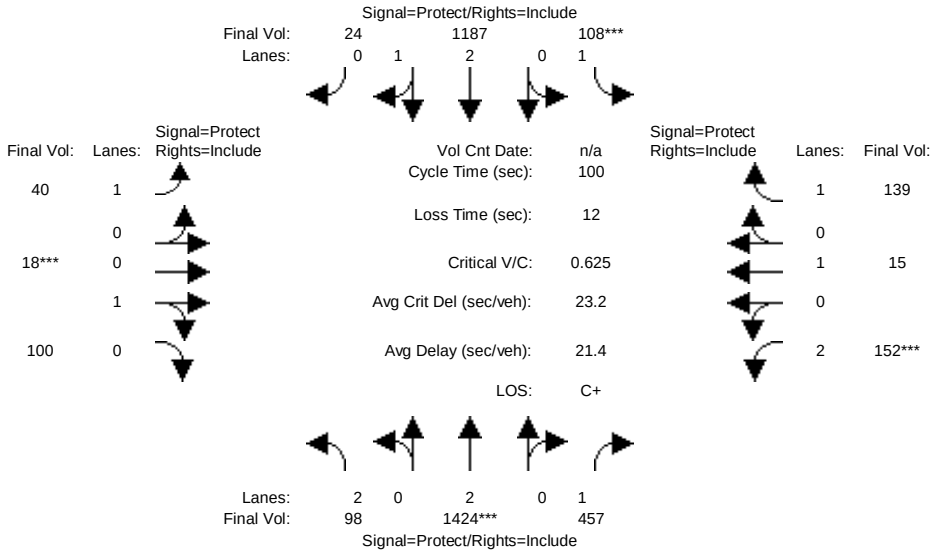


Street Name:	Wolfe Road						Apple Campus 2 Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	703	0	0	1230	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	703	0	0	1230	0	0	0	0	0	0	0
Added Vol:	0	290	0	0	348	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	993	0	0	1578	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	993	0	0	1578	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	993	0	0	1578	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	993	0	0	1578	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5700	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green Time:	0.0	100	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	10	0	0	0	0	0	0	0

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

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

Intersection #30: Wolfe Road/Pruneridge Avenue

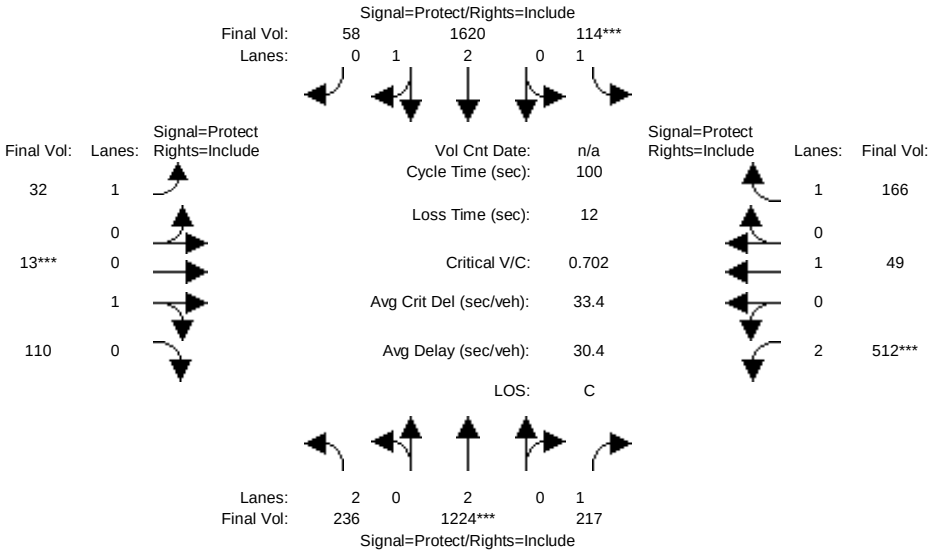


Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	98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

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

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

Intersection #30: Wolfe Road/Pruneridge Avenue

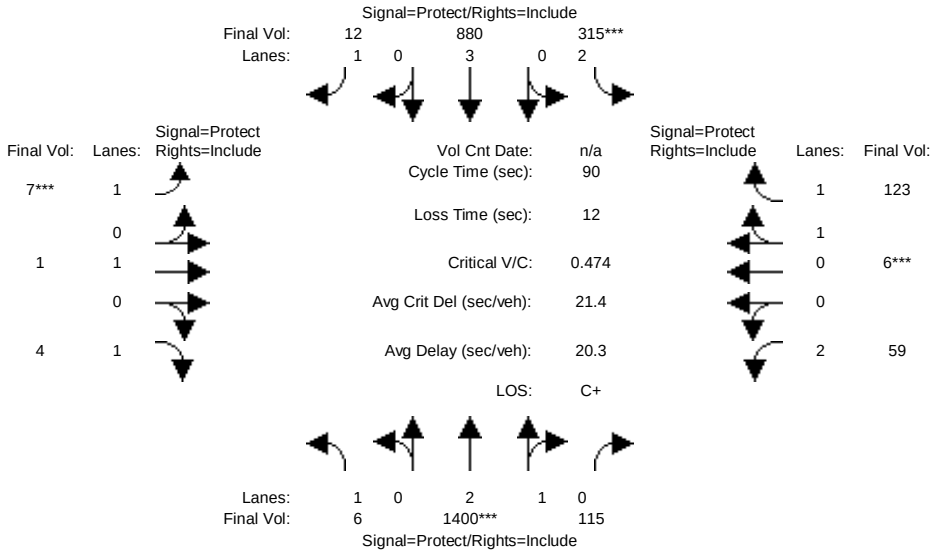


Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	236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

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

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

Intersection #33: Wolfe Road/Vallco Parkway

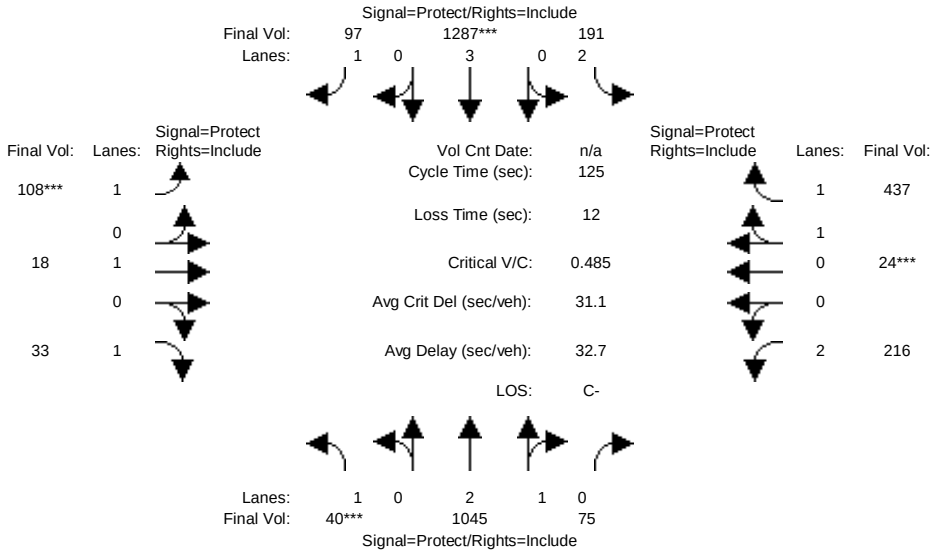


Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	1400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

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

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

Intersection #33: Wolfe Road/Vallco Parkway

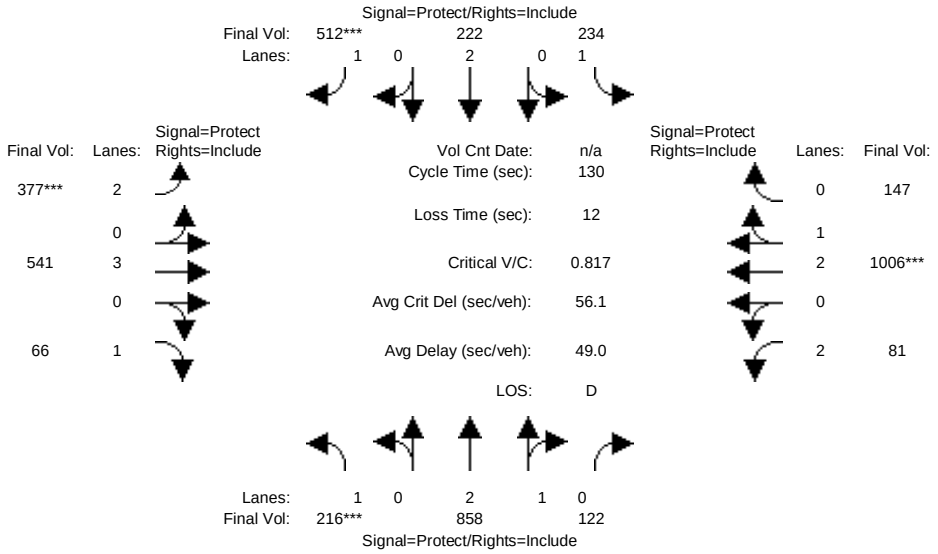


Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1045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

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

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

Intersection #34: Wolfe Road/Stevens Creek Boulevard

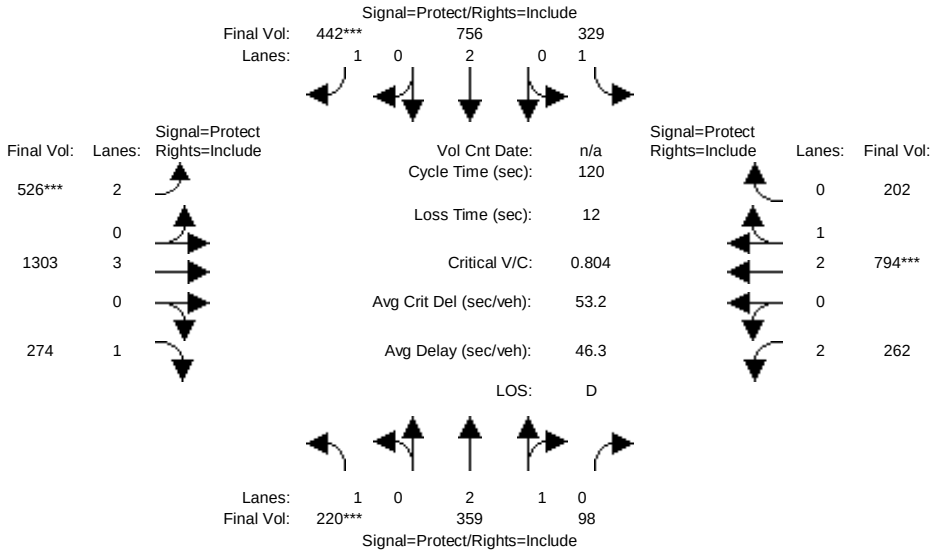


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	216	858	122	234	222	512	377	541	66	81	1006	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	858	122	234	222	512	377	541	66	81	1006	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	858	122	234	222	512	377	541	66	81	1006	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	858	122	234	222	512	377	541	66	81	1006	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	858	122	234	222	512	377	541	66	81	1006	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	858	122	234	222	512	377	541	66	81	1006	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.61	0.39	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.60	0.40
Final Sat.:	1750	4902	697	1750	3800	1750	3150	5700	1750	3150	4885	714
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.13	0.06	0.29	0.12	0.09	0.04	0.03	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	19.6	37.5	37.5	28.7	46.6	46.6	19.0	33.1	33.1	18.8	32.8	32.8
Volume/Cap:	0.82	0.61	0.61	0.61	0.16	0.82	0.82	0.37	0.15	0.18	0.82	0.82
Uniform Del:	53.4	39.9	39.9	45.6	28.4	37.9	53.8	39.9	37.6	48.9	45.8	45.8
IncremntDel:	23.6	1.7	1.7	6.9	0.3	11.3	14.8	0.7	0.7	0.9	5.3	5.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.1	41.6	41.6	52.5	28.7	49.1	68.6	40.7	38.3	49.7	51.1	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	41.6	41.6	52.5	28.7	49.1	68.6	40.7	38.3	49.7	51.1	51.1
LOS by Move:	E-	D	D	D-	C	D	E	D	D+	D	D-	D-
HCM2kAvgQ:	281	295	295	234	74	551	249	147	54	44	418	418

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

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

Intersection #34: Wolfe Road/Stevens Creek Boulevard

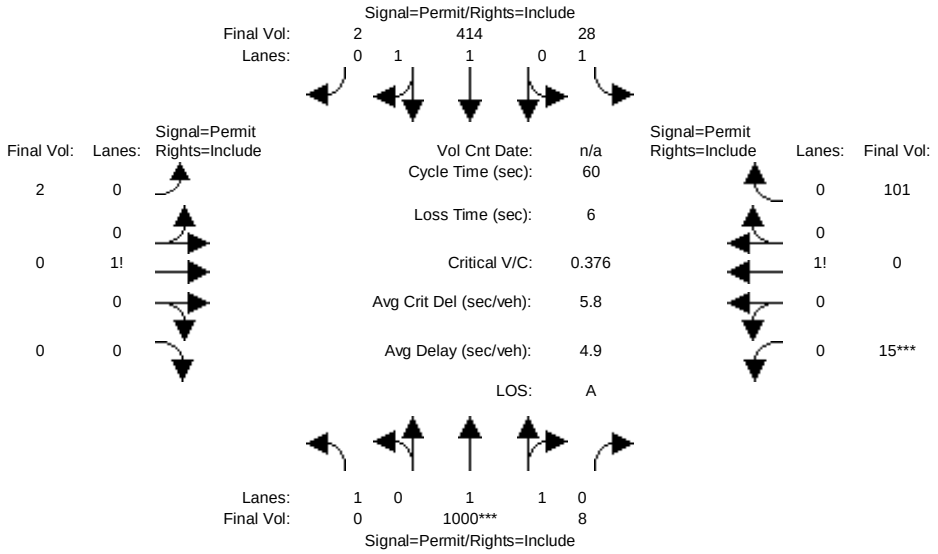


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	359	98	329	756	442	526	1303	274	262	794	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	359	98	329	756	442	526	1303	274	262	794	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	359	98	329	756	442	526	1303	274	262	794	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	359	98	329	756	442	526	1303	274	262	794	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	359	98	329	756	442	526	1303	274	262	794	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	359	98	329	756	442	526	1303	274	262	794	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.33	0.67	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.37	0.63
Final Sat.:	1750	4398	1200	1750	3800	1750	3150	5700	1750	3150	4463	1135
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.19	0.20	0.25	0.17	0.23	0.16	0.08	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	18.8	17.4	17.4	39.1	37.7	37.7	24.9	37.8	37.8	13.7	26.6	26.6
Volume/Cap:	0.80	0.56	0.56	0.58	0.63	0.80	0.80	0.73	0.50	0.73	0.80	0.80
Uniform Del:	48.8	47.8	47.8	33.5	35.2	37.7	45.2	36.5	33.4	51.3	44.2	44.2
IncremntDel:	21.6	2.8	2.8	4.2	2.6	11.8	10.1	2.6	3.2	12.1	5.6	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.4	50.6	50.6	37.7	37.8	49.5	55.3	39.1	36.6	63.4	49.8	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:	70.4	50.6	50.6	37.7	37.8	49.5	55.3	39.1	36.6	63.4	49.8	49.8
LOS by Move:	E	D	D	D+	D+	D	E+	D	D+	E	D	D
HCM2kAvgQ:	265	150	150	275	304	439	302	370	221	179	345	345

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

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

Intersection #35: Miller Avenue/Calle De Barcelona

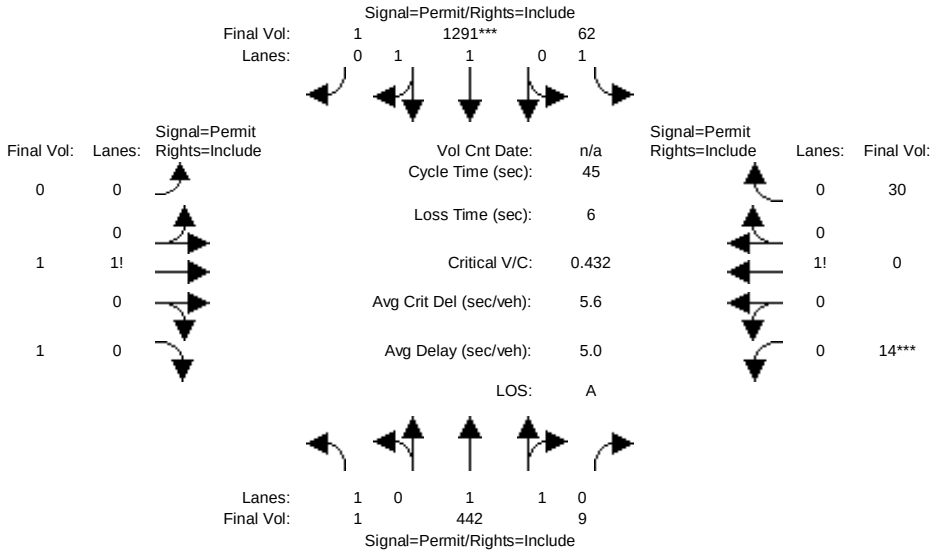


Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	965	8	28	392	2	2	0	0	15	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	965	8	28	392	2	2	0	0	15	0	101
Added Vol:	0	35	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1000	8	28	414	2	2	0	0	15	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1000	8	28	414	2	2	0	0	15	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1000	8	28	414	2	2	0	0	15	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1000	8	28	414	2	2	0	0	15	0	101
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	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	1.00	0.00	0.00	0.13	0.00	0.87
Final Sat.:	1750	3671	29	1750	3682	18	1750	0	0	226	0	1524
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.02	0.11	0.11	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****								****		
Green Time:	0.0	43.4	43.4	43.4	43.4	43.4	10.6	0.0	0.0	10.6	0.0	10.6
Volume/Cap:	0.00	0.38	0.38	0.02	0.16	0.16	0.01	0.00	0.00	0.38	0.00	0.38
Uniform Del:	0.0	3.1	3.1	2.3	2.6	2.6	20.4	0.0	0.0	21.8	0.0	21.8
IncremntDel:	0.0	0.4	0.4	0.0	0.1	0.1	0.0	0.0	0.0	3.5	0.0	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	3.5	3.5	2.4	2.7	2.7	20.4	0.0	0.0	25.3	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	3.5	2.4	2.7	2.7	20.4	0.0	0.0	25.3	0.0	25.3
LOS by Move:	A	A	A	A	A	A	C+	A	A	C	A	C
HCM2kAvgQ:	0	97	97	4	32	32	1	0	0	61	0	61

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

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

Intersection #35: Miller Avenue/Calle De Barcelona

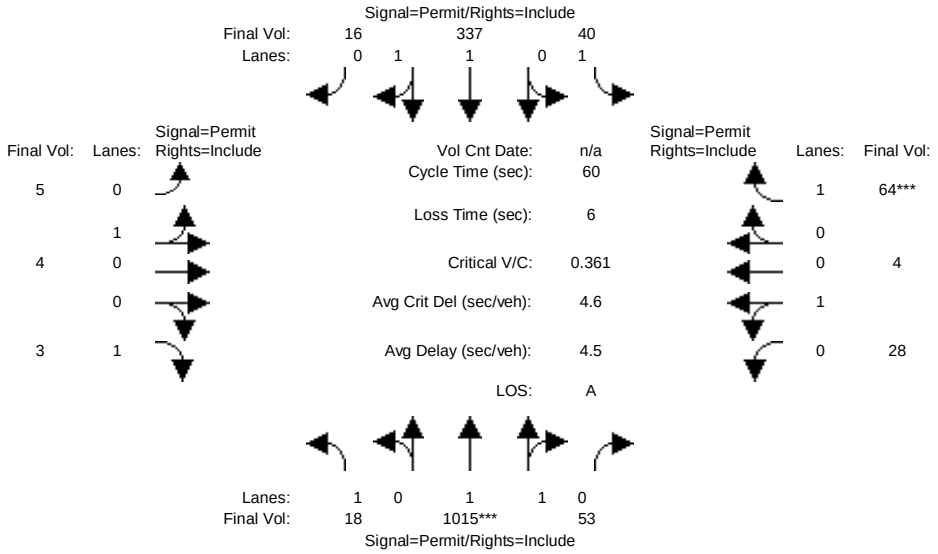


Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	321	9	62	1160	1	0	1	1	14	0	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:	1	321	9	62	1160	1	0	1	1	14	0	30
Added Vol:	0	121	0	0	131	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	442	9	62	1291	1	0	1	1	14	0	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:	1	442	9	62	1291	1	0	1	1	14	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	442	9	62	1291	1	0	1	1	14	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	442	9	62	1291	1	0	1	1	14	0	30
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	0.00	0.50	0.50	0.32	0.00	0.68
Final Sat.:	1750	3626	74	1750	3697	3	0	900	900	557	0	1193
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.04	0.35	0.35	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:					****					****		
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	0.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.19	0.19	0.05	0.54	0.54	0.00	0.01	0.01	0.11	0.00	0.11
Uniform Del:	2.8	3.2	3.2	2.9	4.4	4.4	0.0	13.6	13.6	14.0	0.0	14.0
IncremntDel:	0.0	0.2	0.2	0.1	0.9	0.9	0.0	0.0	0.0	0.6	0.0	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	2.8	3.4	3.4	3.0	5.3	5.3	0.0	13.6	13.6	14.6	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	3.4	3.4	3.0	5.3	5.3	0.0	13.6	13.6	14.6	0.0	14.6
LOS by Move:	A	A	A	A	A	A	A	B	B	B	A	B
HCM2kAvgQ:	0	35	35	9	142	142	0	1	1	15	0	15

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

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

Intersection #36: Miller Avenue/Phil Lane

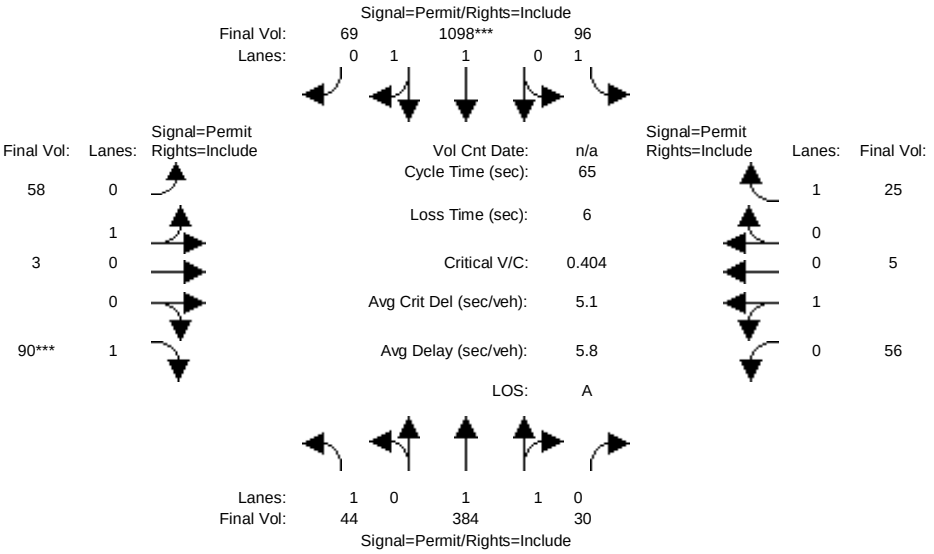


Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	980	53	40	315	16	5	4	3	28	4	64
Growth Adj:	1.00	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	980	53	40	315	16	5	4	3	28	4	64
Added Vol:	0	35	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1015	53	40	337	16	5	4	3	28	4	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:	18	1015	53	40	337	16	5	4	3	28	4	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1015	53	40	337	16	5	4	3	28	4	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:	18	1015	53	40	337	16	5	4	3	28	4	64
Saturation 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	1.90	0.10	1.00	1.91	0.09	0.56	0.44	1.00	0.87	0.13	1.00
Final Sat.:	1750	3516	184	1750	3532	168	1000	800	1750	1575	225	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.02	0.10	0.10	0.01	0.01	0.00	0.02	0.02	0.04
Crit Moves:		****										****
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.39	0.39	0.03	0.13	0.13	0.03	0.03	0.01	0.11	0.11	0.22
Uniform Del:	2.2	3.0	3.0	2.2	2.4	2.4	20.9	20.9	20.9	21.2	21.2	21.6
IncremntDel:	0.0	0.4	0.4	0.0	0.1	0.1	0.2	0.2	0.1	0.7	0.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	3.4	3.4	2.2	2.5	2.5	21.1	21.1	20.9	21.9	21.9	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:	2.2	3.4	3.4	2.2	2.5	2.5	21.1	21.1	20.9	21.9	21.9	23.4
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C
HCM2kAvgQ:	3	102	102	6	26	26	4	4	1	15	15	32

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

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

Intersection #36: Miller Avenue/Phil Lane

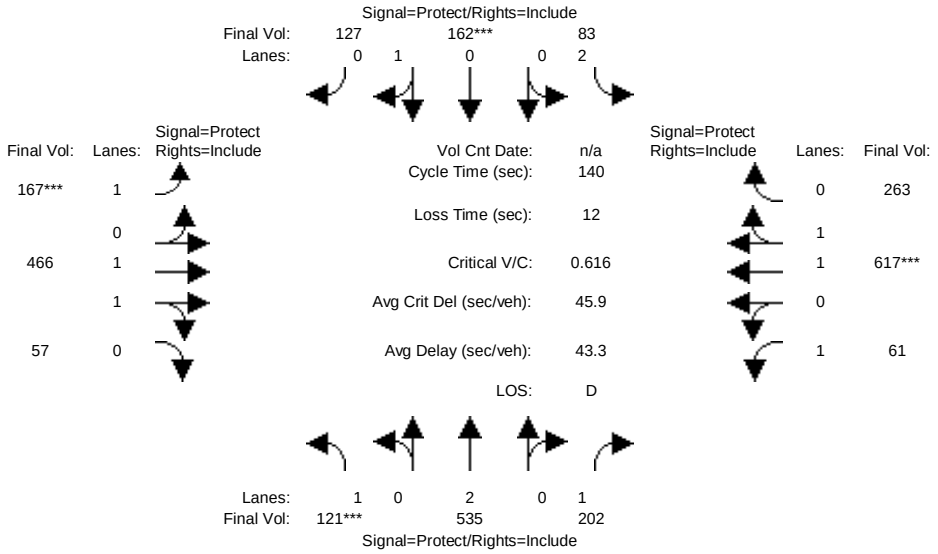


Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	263	30	96	967	69	58	3	90	56	5	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:	44	263	30	96	967	69	58	3	90	56	5	25
Added Vol:	0	121	0	0	131	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	384	30	96	1098	69	58	3	90	56	5	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	384	30	96	1098	69	58	3	90	56	5	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	384	30	96	1098	69	58	3	90	56	5	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	384	30	96	1098	69	58	3	90	56	5	25
Saturation 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	1.85	0.15	1.00	1.88	0.12	0.95	0.05	1.00	0.92	0.08	1.00
Final Sat.:	1750	3432	268	1750	3481	219	1711	89	1750	1652	148	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.05	0.32	0.32	0.03	0.03	0.05	0.03	0.03	0.01
Crit Moves:					****				****			
Green Time:	49.0	49.0	49.0	49.0	49.0	49.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.15	0.15	0.07	0.42	0.42	0.22	0.22	0.33	0.22	0.22	0.09
Uniform Del:	2.0	2.2	2.2	2.1	2.9	2.9	24.1	24.1	24.5	24.1	24.1	23.6
IncremntDel:	0.0	0.1	0.1	0.1	0.5	0.5	1.8	1.8	3.3	1.8	1.8	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.1	2.3	2.3	2.2	3.3	3.3	25.9	25.9	27.9	25.9	25.9	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:	2.1	2.3	2.3	2.2	3.3	3.3	25.9	25.9	27.9	25.9	25.9	24.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	31	31	14	115	115	32	32	52	32	32	13

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

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

Intersection #37: Miller Avenue/Bollinger Road

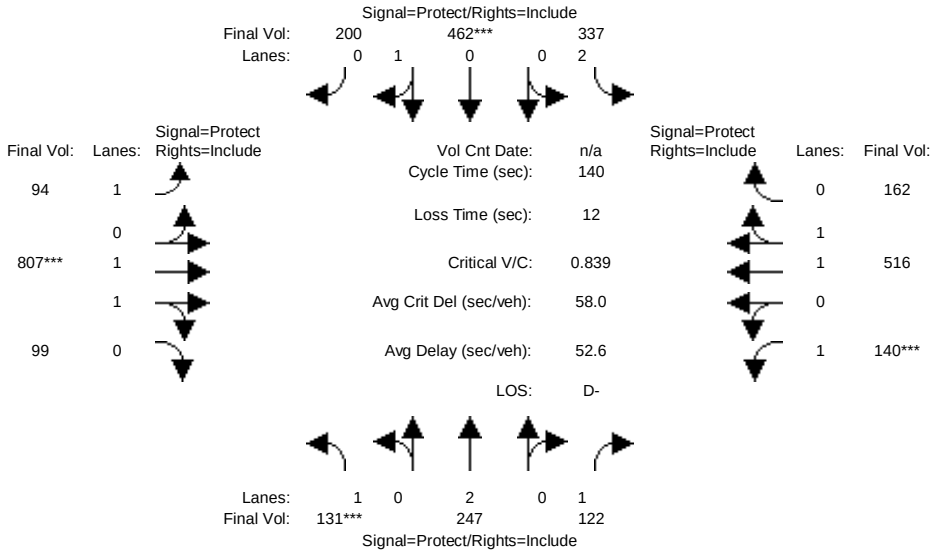


Street Name:	Miller Avenue						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	514	202	79	149	122	159	466	57	61	617	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:	121	514	202	79	149	122	159	466	57	61	617	257
Added Vol:	0	21	0	4	13	5	8	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	535	202	83	162	127	167	466	57	61	617	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:	121	535	202	83	162	127	167	466	57	61	617	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	535	202	83	162	127	167	466	57	61	617	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
FinalVolume:	121	535	202	83	162	127	167	466	57	61	617	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	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	0.56	0.44	1.00	1.78	0.22	1.00	1.39	0.61
Final Sat.:	1750	3800	1750	3150	1009	791	1750	3296	403	1750	2593	1105
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.12	0.03	0.16	0.16	0.10	0.14	0.14	0.03	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	15.7	38.5	38.5	13.7	36.5	36.5	21.7	56.0	56.0	19.8	54.1	54.1
Volume/Cap:	0.62	0.51	0.42	0.27	0.62	0.62	0.62	0.35	0.35	0.25	0.62	0.62
Uniform Del:	59.3	42.8	41.6	58.5	45.6	45.6	55.3	29.4	29.4	53.5	34.6	34.6
IncremntDel:	13.6	1.8	2.7	2.1	5.9	5.9	10.1	0.7	0.7	2.4	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.9	44.6	44.2	60.7	51.5	51.5	65.3	30.0	30.0	55.8	36.6	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:	72.9	44.6	44.2	60.7	51.5	51.5	65.3	30.0	30.0	55.8	36.6	36.6
LOS by Move:	E	D	D	E	D-	D-	E	C	C	E+	D+	D+
HCM2kAvgQ:	157	245	192	54	299	299	201	196	196	65	392	392

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

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

Intersection #37: Miller Avenue/Bollinger Road

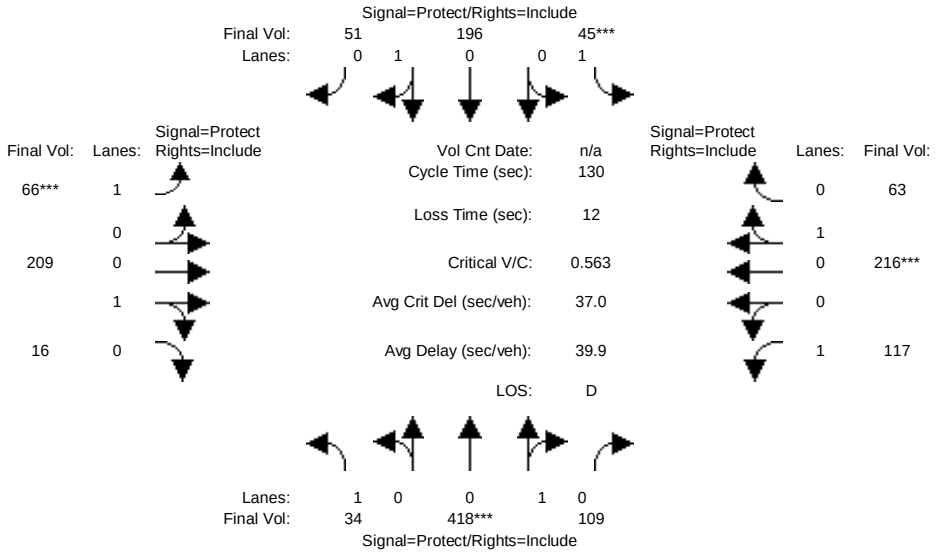


Street Name:	Miller Avenue						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	175	122	314	384	171	67	807	99	140	516	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	175	122	314	384	171	67	807	99	140	516	141
Added Vol:	0	72	0	23	78	29	27	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	247	122	337	462	200	94	807	99	140	516	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:	131	247	122	337	462	200	94	807	99	140	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	247	122	337	462	200	94	807	99	140	516	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
FinalVolume:	131	247	122	337	462	200	94	807	99	140	516	162
Saturation 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	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	0.70	0.30	1.00	1.78	0.22	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	3150	1256	544	1750	3295	404	1750	2815	884
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.37	0.37	0.05	0.24	0.24	0.08	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	12.5	29.6	29.6	44.3	61.3	61.3	12.3	40.8	40.8	13.3	41.9	41.9
Volume/Cap:	0.84	0.31	0.33	0.34	0.84	0.84	0.61	0.84	0.84	0.84	0.61	0.61
Uniform Del:	62.8	46.6	46.8	36.7	35.0	35.0	61.6	46.5	46.5	62.3	42.1	42.1
IncremntDel:	39.1	1.0	2.4	0.9	10.4	10.4	16.9	7.9	7.9	37.2	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	101.9	47.6	49.2	37.6	45.4	45.4	78.5	54.4	54.4	99.5	44.6	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:	101.9	47.6	49.2	37.6	45.4	45.4	78.5	54.4	54.4	99.5	44.6	44.6
LOS by Move:	F	D	D	D+	D	D	E-	D-	D-	F	D	D
HCM2kAvgQ:	207	112	121	164	708	708	129	521	521	218	328	328

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

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

Intersection #38: Miller Avenue/Rainbow Drive

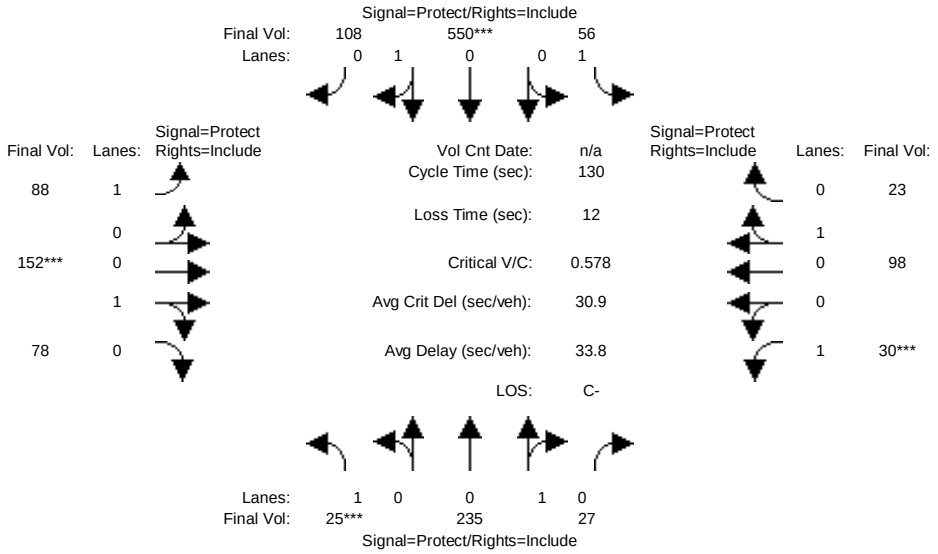


Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	398	109	44	184	51	66	209	16	117	216	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	398	109	44	184	51	66	209	16	117	216	61
Added Vol:	0	20	0	1	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	418	109	45	196	51	66	209	16	117	216	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	418	109	45	196	51	66	209	16	117	216	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	418	109	45	196	51	66	209	16	117	216	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
FinalVolume:	34	418	109	45	196	51	66	209	16	117	216	63
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.79	0.21	1.00	0.79	0.21	1.00	0.93	0.07	1.00	0.77	0.23
Final Sat.:	1750	1428	372	1750	1428	372	1750	1672	128	1750	1394	406
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.03	0.14	0.14	0.04	0.13	0.13	0.07	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	20.8	66.9	66.9	7.0	53.1	53.1	8.6	28.7	28.7	15.4	35.4	35.4
Volume/Cap:	0.12	0.57	0.57	0.48	0.34	0.34	0.57	0.57	0.57	0.57	0.57	0.57
Uniform Del:	46.7	21.6	21.6	59.7	26.4	26.4	58.9	45.1	45.1	54.2	40.7	40.7
IncremntDel:	0.9	2.5	2.5	16.3	1.2	1.2	18.6	5.7	5.7	10.8	4.7	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.6	24.2	24.2	76.1	27.6	27.6	77.5	50.8	50.8	64.9	45.4	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:	47.6	24.2	24.2	76.1	27.6	27.6	77.5	50.8	50.8	64.9	45.4	45.4
LOS by Move:	D	C	C	E-	C	C	E-	D	D	E	D	D
HCM2kAvgQ:	32	377	377	63	174	174	91	222	222	138	260	260

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

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

Intersection #38: Miller Avenue/Rainbow Drive

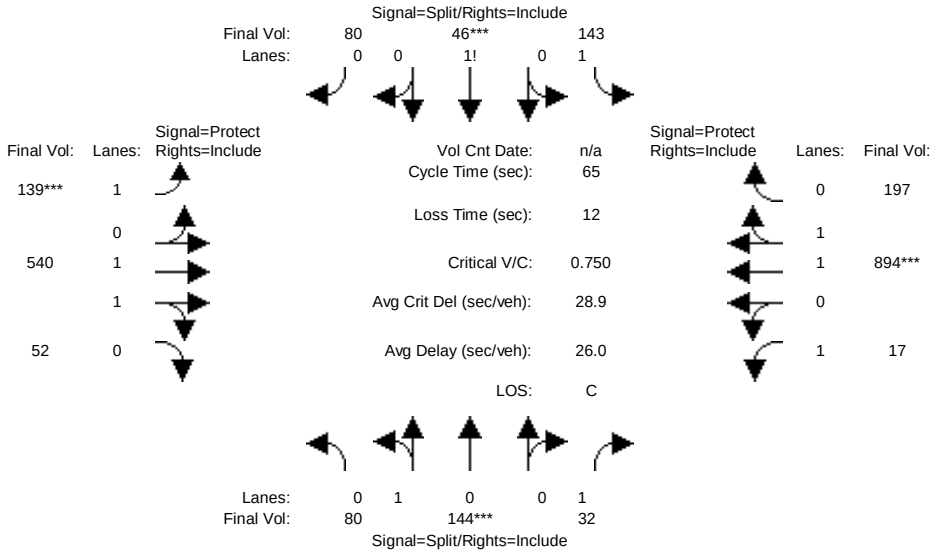


Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	168	27	50	477	108	88	152	78	30	98	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	168	27	50	477	108	88	152	78	30	98	18
Added Vol:	0	67	0	6	73	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	235	27	56	550	108	88	152	78	30	98	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:	25	235	27	56	550	108	88	152	78	30	98	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	235	27	56	550	108	88	152	78	30	98	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	235	27	56	550	108	88	152	78	30	98	23
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.84	0.16	1.00	0.66	0.34	1.00	0.81	0.19
Final Sat.:	1750	1615	185	1750	1505	295	1750	1190	610	1750	1458	342
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.03	0.37	0.37	0.05	0.13	0.13	0.02	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	61.4	61.4	22.7	77.1	77.1	14.0	26.9	26.9	7.0	20.0	20.0
Volume/Cap:	0.27	0.31	0.31	0.18	0.62	0.62	0.47	0.62	0.62	0.32	0.44	0.44
Uniform Del:	59.0	21.2	21.2	45.7	17.0	17.0	54.5	46.8	46.8	59.2	49.9	49.9
IncremntDel:	6.8	0.9	0.9	1.3	2.7	2.7	8.1	7.4	7.4	8.7	5.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	22.1	22.1	47.1	19.7	19.7	62.7	54.3	54.3	67.9	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:	65.8	22.1	22.1	47.1	19.7	19.7	62.7	54.3	54.3	67.9	54.9	54.9
LOS by Move:	E	C+	C+	D	B-	B-	E	D-	D-	E	D-	D-
HCM2kAvgQ:	32	165	165	52	442	442	102	236	236	39	123	123

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

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

Intersection #39: Miller Avenue/Prospect Road

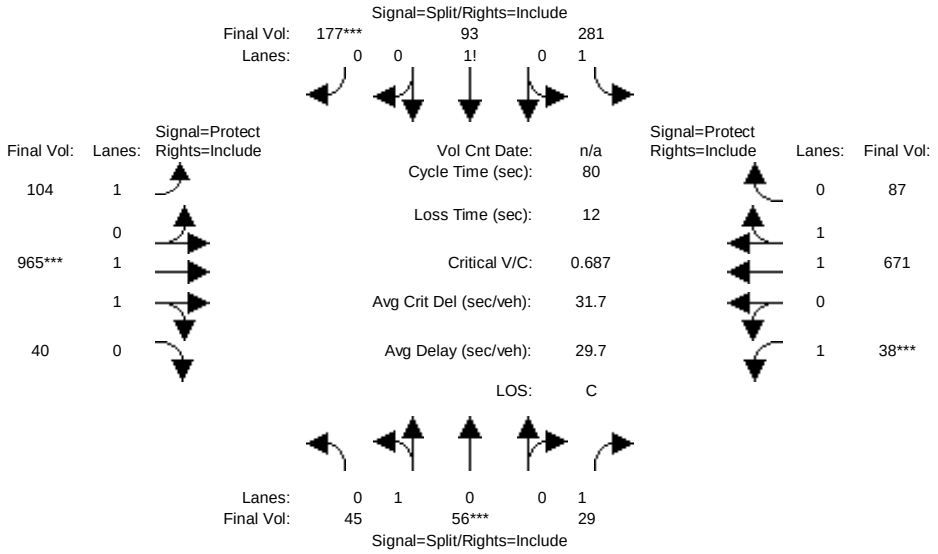


Street Name:	Miller Avenue						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	139	32	140	43	74	130	540	52	17	894	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	139	32	140	43	74	130	540	52	17	894	192
Added Vol:	0	5	0	3	3	6	9	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	144	32	143	46	80	139	540	52	17	894	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:	80	144	32	143	46	80	139	540	52	17	894	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	144	32	143	46	80	139	540	52	17	894	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
FinalVolume:	80	144	32	143	46	80	139	540	52	17	894	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.36	0.64	1.00	1.36	0.23	0.41	1.00	1.82	0.18	1.00	1.63	0.37
Final Sat.:	643	1157	1750	2384	408	709	1750	3375	325	1750	3031	668
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.06	0.11	0.11	0.08	0.16	0.16	0.01	0.29	0.29
Crit Moves:		****			****		****				****	
Green Time:	10.7	10.7	10.7	10.0	10.0	10.0	7.0	19.3	19.3	13.0	25.3	25.3
Volume/Cap:	0.76	0.76	0.11	0.39	0.73	0.73	0.74	0.54	0.54	0.05	0.76	0.76
Uniform Del:	25.9	25.9	23.1	24.8	26.2	26.2	28.1	19.1	19.1	21.0	17.2	17.2
IncremntDel:	16.5	16.5	0.8	1.7	12.3	12.3	22.5	1.9	1.9	0.3	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.4	42.4	23.9	26.4	38.5	38.5	50.6	21.0	21.0	21.3	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	42.4	23.9	26.4	38.5	38.5	50.6	21.0	21.0	21.3	20.9	20.9
LOS by Move:	D	D	C	C	D+	D+	D	C+	C+	C+	C+	C+
HCM2kAvgQ:	164	164	16	62	148	148	119	143	143	8	288	288

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

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

Intersection #39: Miller Avenue/Prospect Road

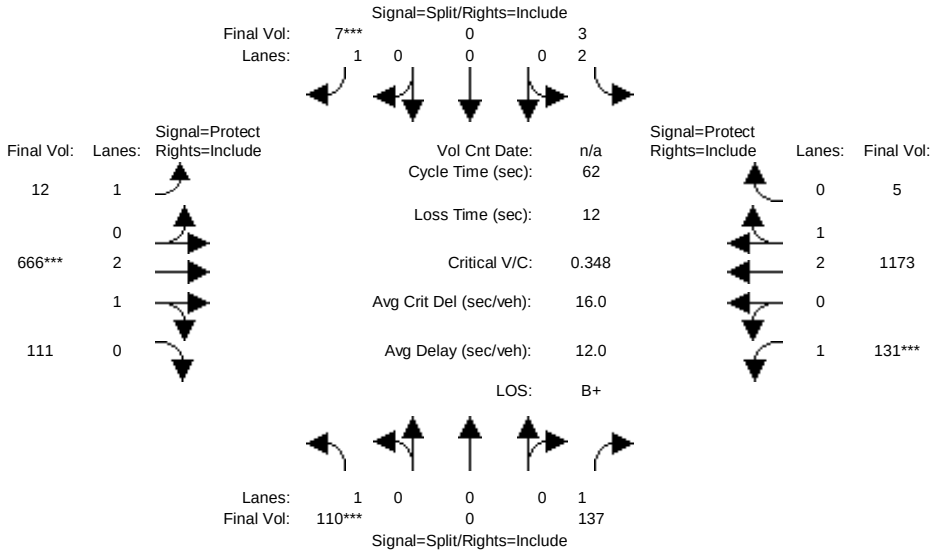


Street Name:	Miller Avenue						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	40	29	261	76	142	72	965	40	38	671	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	40	29	261	76	142	72	965	40	38	671	68
Added Vol:	0	16	0	20	17	35	32	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	56	29	281	93	177	104	965	40	38	671	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:	45	56	29	281	93	177	104	965	40	38	671	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	56	29	281	93	177	104	965	40	38	671	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
FinalVolume:	45	56	29	281	93	177	104	965	40	38	671	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.45	0.55	1.00	1.34	0.23	0.43	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	802	998	1750	2349	396	755	1750	3553	147	1750	3275	425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.12	0.23	0.23	0.06	0.27	0.27	0.02	0.20	0.20
Crit Moves:		****				****		****		****		
Green Time:	10.0	10.0	10.0	23.6	23.6	23.6	10.3	27.4	27.4	7.0	24.1	24.1
Volume/Cap:	0.45	0.45	0.13	0.40	0.79	0.79	0.46	0.79	0.79	0.25	0.68	0.68
Uniform Del:	32.4	32.4	31.1	22.6	25.9	25.9	32.3	23.8	23.8	34.0	24.6	24.6
IncremntDel:	6.4	6.4	1.3	0.9	9.1	9.1	6.7	5.2	5.2	3.8	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.8	38.8	32.4	23.5	35.0	35.0	39.0	29.0	29.0	37.9	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:	38.8	38.8	32.4	23.5	35.0	35.0	39.0	29.0	29.0	37.9	27.9	27.9
LOS by Move:	D+	D+	C-	C	D+	D+	D+	C	C	D+	C	C
HCM2kAvgQ:	74	74	19	118	307	307	79	340	340	29	239	239

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

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

Intersection #40: Stevens Creek Boulevard/Finch Avenue

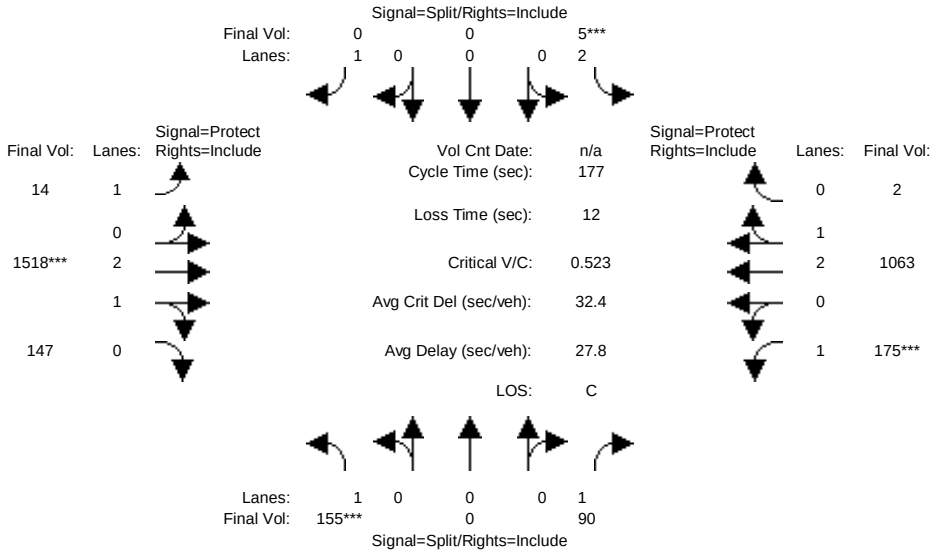


Street Name:	Finch Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	137	3	0	7	12	624	111	131	1149	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:	110	0	137	3	0	7	12	624	111	131	1149	5
Added Vol:	0	0	0	0	0	0	0	42	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	137	3	0	7	12	666	111	131	1173	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	0	137	3	0	7	12	666	111	131	1173	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	137	3	0	7	12	666	111	131	1173	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	0	137	3	0	7	12	666	111	131	1173	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.56	0.44	1.00	2.99	0.01
Final Sat.:	1750	0	1750	3150	0	1750	1750	4799	800	1750	5576	24
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.01	0.14	0.14	0.07	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	14.0	0.0	14.0	0.7	0.0	0.7	1.2	24.7	24.7	13.3	36.9	36.9
Volume/Cap:	0.28	0.00	0.35	0.08	0.00	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Uniform Del:	19.9	0.0	20.2	30.3	0.0	30.4	30.0	13.0	13.0	20.6	6.4	6.4
IncremntDel:	1.8	0.0	2.4	4.4	0.0	41.8	26.6	0.4	0.4	2.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.6	0.0	22.6	34.8	0.0	72.2	56.6	13.4	13.4	23.2	6.7	6.7
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:	21.6	0.0	22.6	34.8	0.0	72.2	56.6	13.4	13.4	23.2	6.7	6.7
LOS by Move:	C+	A	C+	C-	A	E	E+	B	B	C	A	A
HCM2kAvgQ:	52	0	67	3	0	14	17	92	92	65	102	102

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

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

Intersection #40: Stevens Creek Boulevard/Finch Avenue

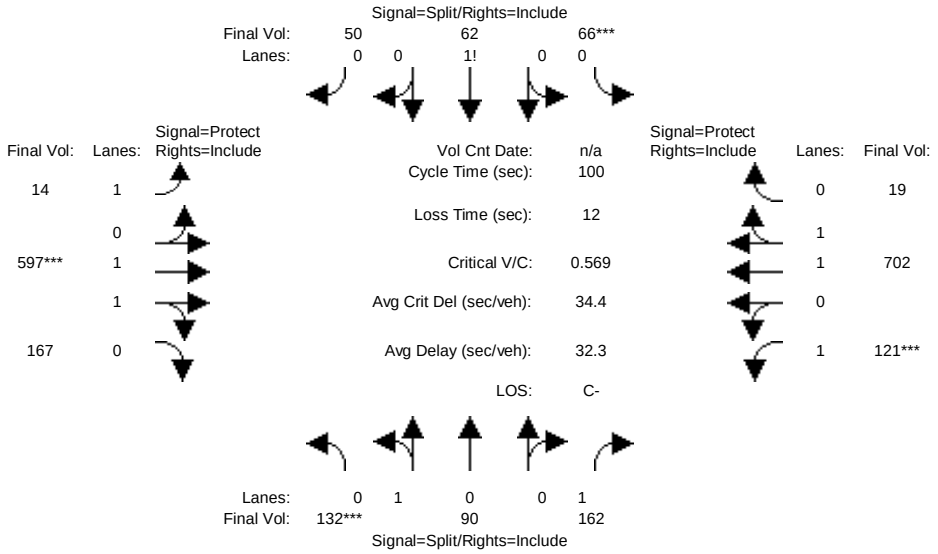


Street Name:	Finch Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	90	5	0	0	14	1264	147	175	983	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	0	90	5	0	0	14	1264	147	175	983	2
Added Vol:	0	0	0	0	0	0	0	254	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	0	90	5	0	0	14	1518	147	175	1063	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	90	5	0	0	14	1518	147	175	1063	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	90	5	0	0	14	1518	147	175	1063	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	0	90	5	0	0	14	1518	147	175	1063	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.73	0.27	1.00	2.99	0.01
Final Sat.:	1750	0	1750	3150	0	1750	1750	5105	494	1750	5589	11
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.05	0.00	0.00	0.00	0.01	0.30	0.30	0.10	0.19	0.19
Crit Moves:	****			****				****		****		
Green Time:	30.0	0.0	30.0	0.5	0.0	0.0	23.2	101	100.6	33.8	111	111.3
Volume/Cap:	0.52	0.00	0.30	0.52	0.00	0.00	0.06	0.52	0.52	0.52	0.30	0.30
Uniform Del:	67.0	0.0	64.4	88.1	0.0	0.0	67.4	23.4	23.4	64.3	15.0	15.0
IncremntDel:	6.5	0.0	2.6	128.9	0.0	0.0	0.5	0.6	0.6	5.7	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.5	0.0	67.0	217.1	0.0	0.0	67.9	24.1	24.1	70.1	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:	73.5	0.0	67.0	217.1	0.0	0.0	67.9	24.1	24.1	70.1	15.3	15.3
LOS by Move:	E	A	E	F	A	A	E	C	C	E	B	B
HCM2kAvgQ:	215	0	116	15	0	0	18	453	453	236	214	214

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

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

Intersection #41: Tantau Avenue/Homestead Road

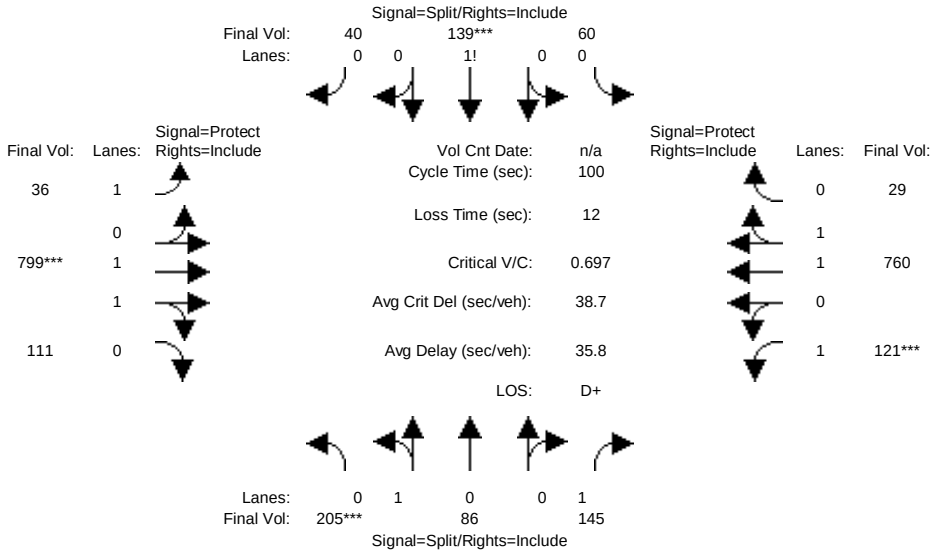


Street Name:	Tantau Avenu						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	90	162	66	62	50	14	578	167	121	655	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:	124	90	162	66	62	50	14	578	167	121	655	19
Added Vol:	8	0	0	0	0	0	0	19	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	90	162	66	62	50	14	597	167	121	702	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:	132	90	162	66	62	50	14	597	167	121	702	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	90	162	66	62	50	14	597	167	121	702	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
FinalVolume:	132	90	162	66	62	50	14	597	167	121	702	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.59	0.41	1.00	0.37	0.35	0.28	1.00	1.55	0.45	1.00	1.95	0.05
Final Sat.:	1070	730	1750	649	610	492	1750	2891	809	1750	3602	98
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.10	0.10	0.10	0.01	0.21	0.21	0.07	0.19	0.19
Crit Moves:	****			****				****		****		
Green Time:	21.7	21.7	21.7	17.9	17.9	17.9	12.8	36.3	36.3	12.2	35.6	35.6
Volume/Cap:	0.57	0.57	0.43	0.57	0.57	0.57	0.06	0.57	0.57	0.57	0.55	0.55
Uniform Del:	35.0	35.0	33.8	37.5	37.5	37.5	38.3	25.6	25.6	41.5	25.7	25.7
IncremntDel:	5.9	5.9	3.5	7.3	7.3	7.3	0.5	1.8	1.8	10.6	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.9	40.9	37.3	44.9	44.9	44.9	38.9	27.3	27.3	52.0	27.4	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:	40.9	40.9	37.3	44.9	44.9	44.9	38.9	27.3	27.3	52.0	27.4	27.4
LOS by Move:	D	D	D+	D	D	D	D+	C	C	D-	C	C
HCM2kAvgQ:	177	177	124	154	154	154	11	251	251	116	235	235

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

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

Intersection #41: Tantau Avenue/Homestead Road

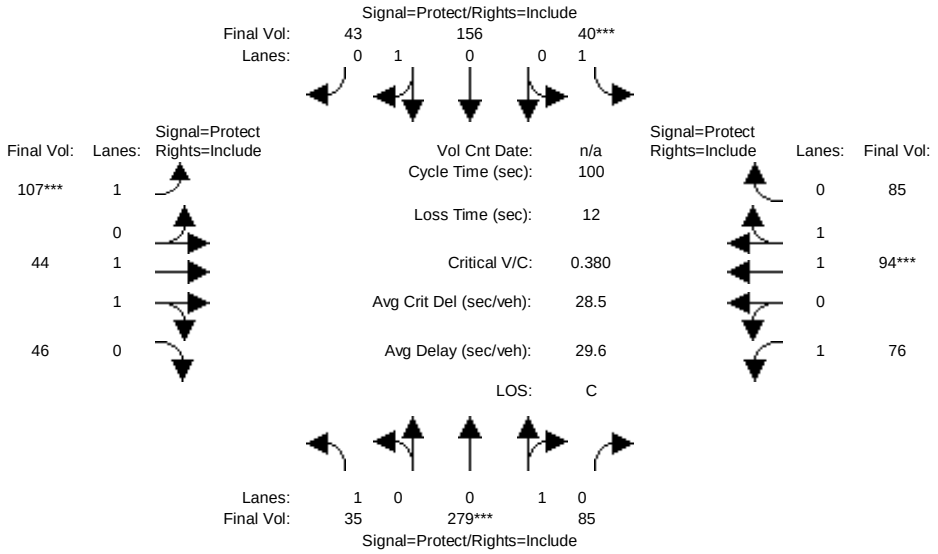


Street Name:	Tantau Avenu						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	86	145	60	139	40	36	683	111	121	599	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	86	145	60	139	40	36	683	111	121	599	29
Added Vol:	27	0	0	0	0	0	0	116	0	0	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	86	145	60	139	40	36	799	111	121	760	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	86	145	60	139	40	36	799	111	121	760	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	86	145	60	139	40	36	799	111	121	760	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	86	145	60	139	40	36	799	111	121	760	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.70	0.30	1.00	0.25	0.58	0.17	1.00	1.75	0.25	1.00	1.92	0.08
Final Sat.:	1268	532	1750	439	1018	293	1750	3248	451	1750	3564	136
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.08	0.14	0.14	0.14	0.02	0.25	0.25	0.07	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	23.2	23.2	23.2	19.6	19.6	19.6	11.2	35.3	35.3	9.9	34.0	34.0
Volume/Cap:	0.70	0.70	0.36	0.70	0.70	0.70	0.18	0.70	0.70	0.70	0.63	0.63
Uniform Del:	35.2	35.2	32.2	37.4	37.4	37.4	40.3	27.8	27.8	43.6	27.7	27.7
IncremntDel:	9.3	9.3	2.4	11.2	11.2	11.2	2.1	3.1	3.1	20.7	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	44.5	34.6	48.6	48.6	48.6	42.3	30.9	30.9	64.3	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:	44.5	44.5	34.6	48.6	48.6	48.6	42.3	30.9	30.9	64.3	30.0	30.0
LOS by Move:	D	D	C-	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	247	247	105	218	218	218	30	332	332	134	276	276

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

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

Intersection #42: Tantau Avenue/Pruneridge Avenue

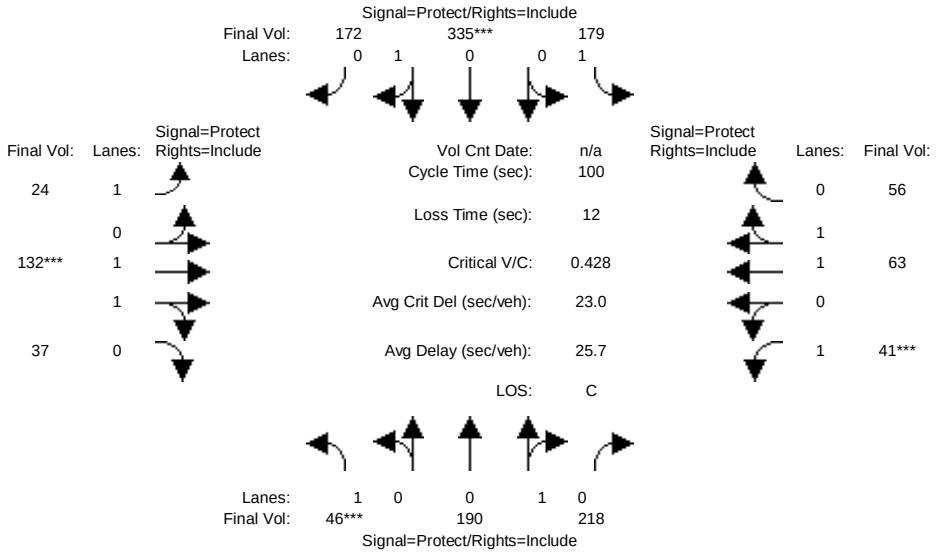


Street Name:	Tantau Avenu						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	279	80	40	156	43	107	44	46	76	94	77
Growth Adj:	1.00	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	279	80	40	156	43	107	44	46	76	94	77
Added Vol:	0	0	5	0	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	279	85	40	156	43	107	44	46	76	94	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:	35	279	85	40	156	43	107	44	46	76	94	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	279	85	40	156	43	107	44	46	76	94	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	279	85	40	156	43	107	44	46	76	94	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	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	0.77	0.23	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.02	0.98
Final Sat.:	1750	1380	420	1750	1411	389	1750	1900	1750	1750	1942	1756
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.02	0.11	0.11	0.06	0.02	0.03	0.04	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	23.1	52.5	52.5	7.0	36.5	36.5	15.9	16.7	16.7	11.7	12.6	12.6
Volume/Cap:	0.09	0.38	0.38	0.33	0.30	0.30	0.38	0.14	0.16	0.37	0.38	0.38
Uniform Del:	30.2	14.1	14.1	44.3	22.7	22.7	37.7	35.5	35.6	40.7	40.2	40.2
IncremntDel:	0.4	1.2	1.2	7.0	1.2	1.2	4.0	0.4	0.6	5.1	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.6	15.3	15.3	51.2	23.9	23.9	41.7	35.9	36.2	45.8	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	15.3	15.3	51.2	23.9	23.9	41.7	35.9	36.2	45.8	42.6	42.6
LOS by Move:	C	B	B	D-	C	C	D	D+	D+	D	D	D
HCM2kAvgQ:	23	174	174	40	115	115	88	30	34	67	74	74

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

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

Intersection #42: Tantau Avenue/Pruneridge Avenue

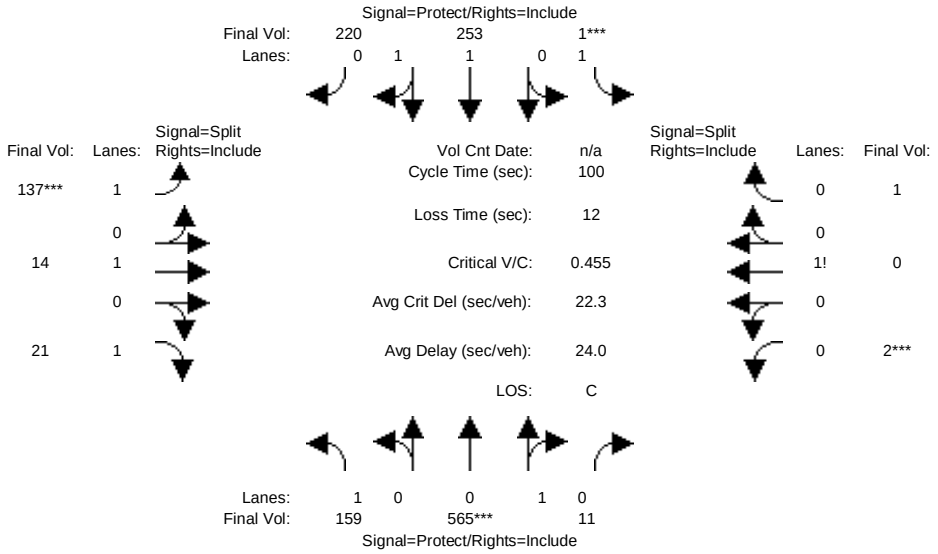


Street Name:	Tantau Avenu						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	190	189	179	335	172	24	132	37	41	63	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	190	189	179	335	172	24	132	37	41	63	29
Added Vol:	0	0	29	0	0	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	190	218	179	335	172	24	132	37	41	63	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:	46	190	218	179	335	172	24	132	37	41	63	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	190	218	179	335	172	24	132	37	41	63	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
FinalVolume:	46	190	218	179	335	172	24	132	37	41	63	56
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	1.00	0.95
Lanes:	1.00	0.47	0.53	1.00	0.66	0.34	1.00	1.55	0.45	1.00	1.03	0.97
Final Sat.:	1750	838	962	1750	1189	611	1750	2889	810	1750	1958	1740
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.10	0.28	0.28	0.01	0.05	0.05	0.02	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	48.7	48.7	22.0	63.7	63.7	7.1	10.3	10.3	7.0	10.2	10.2
Volume/Cap:	0.38	0.47	0.47	0.47	0.44	0.44	0.19	0.44	0.44	0.33	0.32	0.32
Uniform Del:	44.4	17.0	17.0	33.9	9.2	9.2	43.7	42.1	42.1	44.3	41.7	41.7
IncremntDel:	8.6	1.8	1.8	4.0	1.2	1.2	3.4	3.7	3.7	7.2	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.0	18.8	18.8	37.9	10.4	10.4	47.1	45.8	45.8	51.5	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:	53.0	18.8	18.8	37.9	10.4	10.4	47.1	45.8	45.8	51.5	43.9	43.9
LOS by Move:	D-	B-	B-	D+	B+	B+	D	D	D	D-	D	D
HCM2kAvgQ:	47	220	220	138	208	208	23	75	75	41	51	51

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

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

Intersection #43: Tantau Avenue/Vallco Parkway

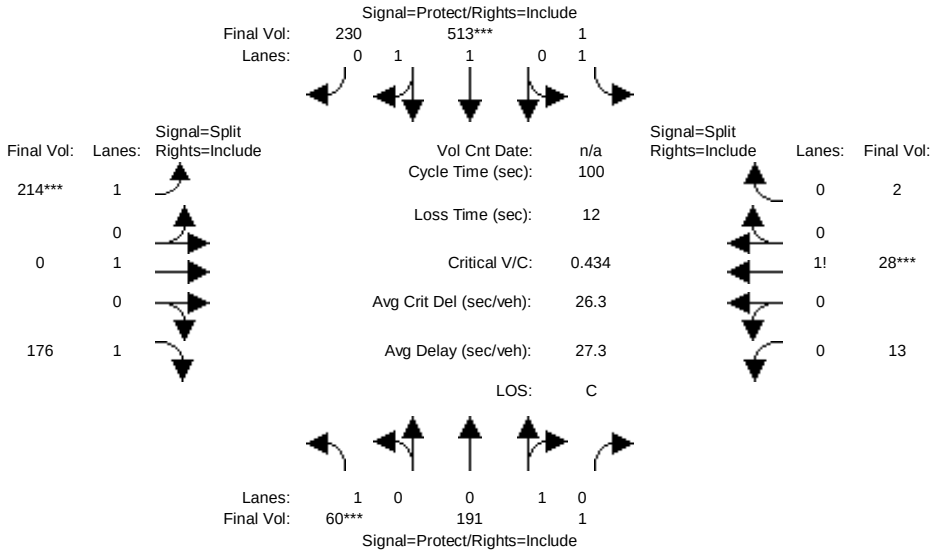


Street Name:	Tantau Avenu						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	565	11	1	253	220	137	14	21	2	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	565	11	1	253	220	137	14	21	2	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	565	11	1	253	220	137	14	21	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	565	11	1	253	220	137	14	21	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	565	11	1	253	220	137	14	21	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	565	11	1	253	220	137	14	21	2	0	1
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	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	1.00	1.04	0.96	1.00	1.00	1.00	0.67	0.00	0.33
Final Sat.:	1750	1766	34	1750	1978	1720	1750	1900	1750	1167	0	583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.00	0.13	0.13	0.08	0.01	0.01	0.00	0.00	0.00
Crit Moves:		****			****			****			****	
Green Time:	26.6	57.0	57.0	7.0	37.4	37.4	14.0	14.0	14.0	10.0	0.0	10.0
Volume/Cap:	0.34	0.56	0.56	0.01	0.34	0.34	0.56	0.05	0.09	0.02	0.00	0.02
Uniform Del:	29.6	13.6	13.6	43.3	22.4	22.4	40.2	37.3	37.5	40.6	0.0	40.6
IncremntDel:	2.0	2.2	2.2	0.1	0.7	0.7	9.0	0.4	0.7	0.2	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	31.6	15.8	15.8	43.4	23.1	23.1	49.2	37.7	38.2	40.7	0.0	40.7
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:	31.6	15.8	15.8	43.4	23.1	23.1	49.2	37.7	38.2	40.7	0.0	40.7
LOS by Move:	C	B	B	D	C	C	D	D+	D+	D	A	D
HCM2kAvgQ:	110	298	298	1	134	134	126	10	16	2	0	2

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

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

Intersection #43: Tantau Avenue/Vallco Parkway

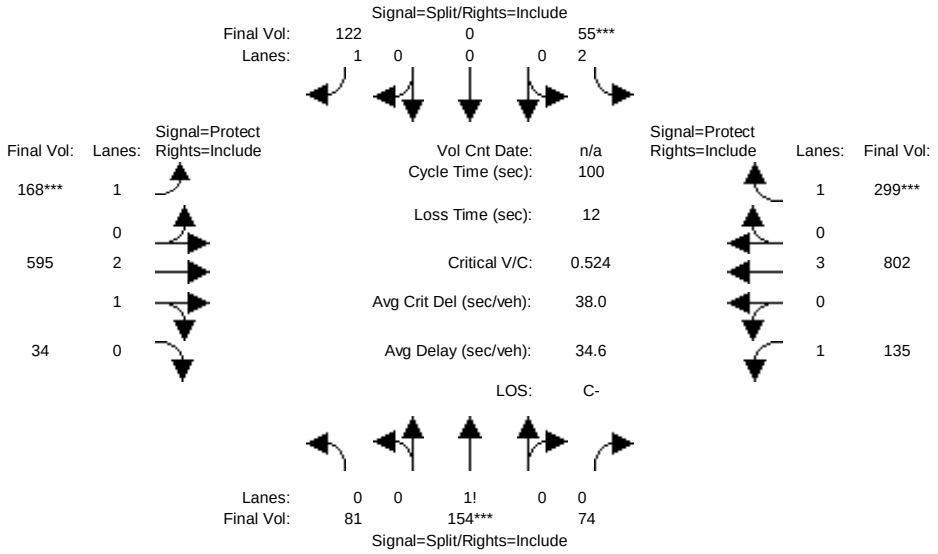


Street Name:	Tantau Avenu						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	191	1	1	513	230	214	0	176	13	28	2
Growth Adj:	1.00	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	191	1	1	513	230	214	0	176	13	28	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	191	1	1	513	230	214	0	176	13	28	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	191	1	1	513	230	214	0	176	13	28	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	191	1	1	513	230	214	0	176	13	28	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	191	1	1	513	230	214	0	176	13	28	2
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	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.99	0.01	1.00	1.36	0.64	1.00	1.00	1.00	0.30	0.65	0.05
Final Sat.:	1750	1791	9	1750	2554	1145	1750	1900	1750	529	1140	81
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.00	0.20	0.20	0.12	0.00	0.10	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.5	31.0	31.0	20.3	43.8	43.8	26.7	0.0	26.7	10.0	10.0	10.0
Volume/Cap:	0.46	0.34	0.34	0.00	0.46	0.46	0.46	0.00	0.38	0.25	0.25	0.25
Uniform Del:	44.3	26.7	26.7	31.8	19.7	19.7	30.6	0.0	29.9	41.5	41.5	41.5
IncremntDel:	11.1	1.7	1.7	0.0	0.9	0.9	3.2	0.0	2.3	3.3	3.3	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.4	28.3	28.3	31.8	20.7	20.7	33.8	0.0	32.2	44.8	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	28.3	28.3	31.8	20.7	20.7	33.8	0.0	32.2	44.8	44.8	44.8
LOS by Move:	E+	C	C	C	C+	C+	C-	A	C-	D	D	D
HCM2kAvgQ:	63	122	122	1	207	207	155	0	123	38	38	38

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

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

Intersection #44: Tantau Avenue/Stevens Creek Boulevard

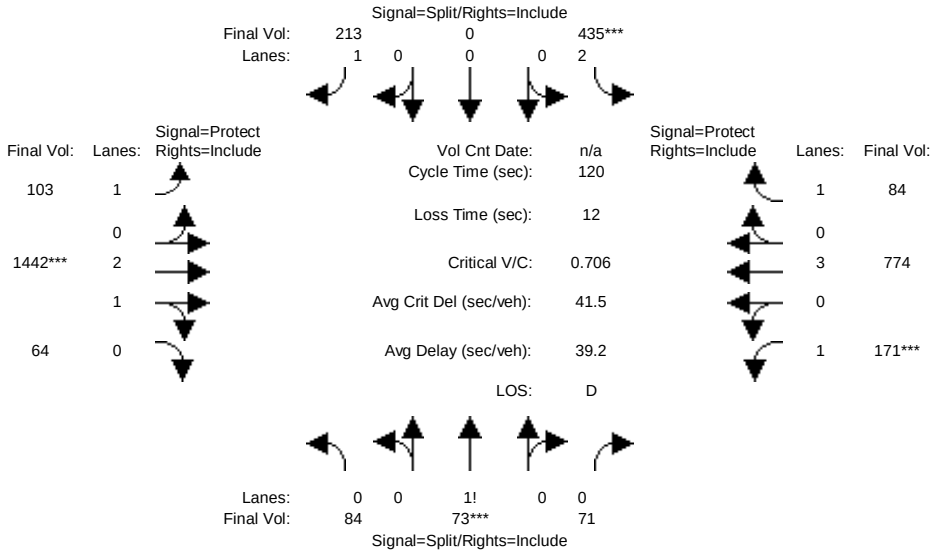


Street Name:	Tantau Avenu						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	154	74	55	0	122	168	595	34	135	802	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:	81	154	74	55	0	122	168	595	34	135	802	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	154	74	55	0	122	168	595	34	135	802	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	154	74	55	0	122	168	595	34	135	802	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	154	74	55	0	122	168	595	34	135	802	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	154	74	55	0	122	168	595	34	135	802	299
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:	0.26	0.50	0.24	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	459	872	419	3150	0	1750	1750	5297	303	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.02	0.00	0.07	0.10	0.11	0.11	0.08	0.14	0.17
Crit Moves:		****		****			****					****
Green Time:	29.7	29.7	29.7	13.3	0.0	13.3	16.2	26.6	26.6	18.3	28.8	28.8
Volume/Cap:	0.59	0.59	0.59	0.13	0.00	0.52	0.59	0.42	0.42	0.42	0.49	0.59
Uniform Del:	30.0	30.0	30.0	38.2	0.0	40.4	38.9	30.3	30.3	36.2	29.5	30.6
IncremntDel:	4.9	4.9	4.9	0.6	0.0	8.2	8.9	0.9	0.9	4.0	1.0	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.9	34.9	34.9	38.9	0.0	48.6	47.7	31.2	31.2	40.2	30.6	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:	34.9	34.9	34.9	38.9	0.0	48.6	47.7	31.2	31.2	40.2	30.6	35.7
LOS by Move:	C-	C-	C-	D+	A	D	D	C	C	D	C	D+
HCM2kAvgQ:	234	234	234	24	0	111	151	140	140	108	177	228

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

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

Intersection #44: Tantau Avenue/Stevens Creek Boulevard

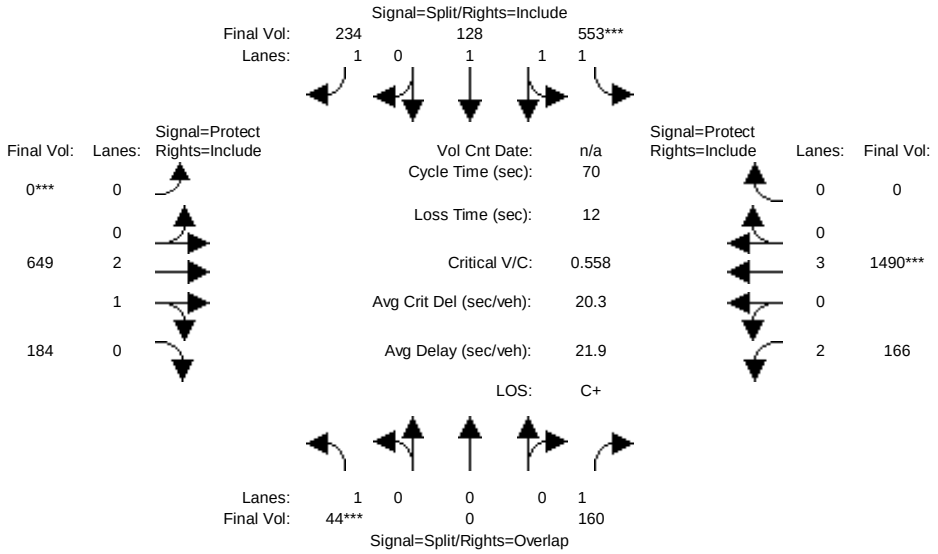


Street Name:	Tantau Avenu						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	73	71	435	0	213	103	1442	64	171	774	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:	84	73	71	435	0	213	103	1442	64	171	774	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	73	71	435	0	213	103	1442	64	171	774	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:	84	73	71	435	0	213	103	1442	64	171	774	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	73	71	435	0	213	103	1442	64	171	774	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
FinalVolume:	84	73	71	435	0	213	103	1442	64	171	774	84
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:	0.37	0.32	0.31	2.00	0.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	645	560	545	3150	0	1750	1750	5362	238	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.00	0.12	0.06	0.27	0.27	0.10	0.14	0.05
Crit Moves:		****		****				****		****		
Green Time:	22.2	22.2	22.2	23.5	0.0	23.5	18.9	45.7	45.7	16.6	43.5	43.5
Volume/Cap:	0.71	0.71	0.71	0.71	0.00	0.62	0.37	0.71	0.71	0.71	0.37	0.13
Uniform Del:	45.9	45.9	45.9	45.0	0.0	44.2	45.3	31.4	31.4	49.4	28.2	25.6
IncremntDel:	12.2	12.2	12.2	6.7	0.0	8.2	3.9	2.0	2.0	15.9	0.5	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.1	58.1	58.1	51.7	0.0	52.4	49.2	33.4	33.4	65.2	28.7	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:	58.1	58.1	58.1	51.7	0.0	52.4	49.2	33.4	33.4	65.2	28.7	26.0
LOS by Move:	E+	E+	E+	D-	A	D-	D	C-	C-	E	C	C
HCM2kAvgQ:	245	245	245	256	0	214	98	416	416	197	173	55

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

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

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

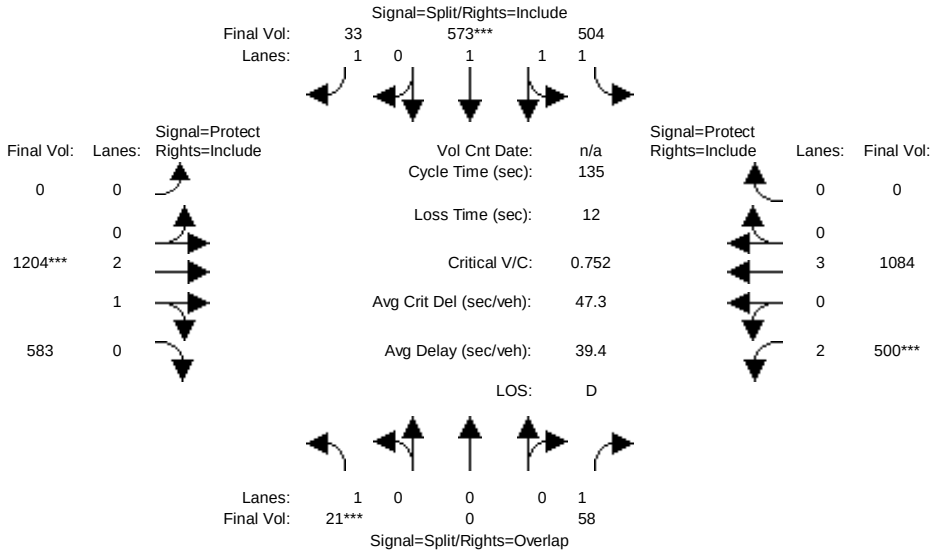


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	160	553	128	234	0	625	137	166	1419	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	160	553	128	234	0	625	137	166	1419	0
Added Vol:	0	0	0	0	0	0	0	24	47	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	160	553	128	234	0	649	184	166	1490	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:	44	0	160	553	128	234	0	649	184	166	1490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	160	553	128	234	0	649	184	166	1490	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	160	553	128	234	0	649	184	166	1490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	1.00	1.00	0.00	2.31	0.69	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3150	1900	1750	0	4361	1237	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.09	0.18	0.07	0.13	0.00	0.15	0.15	0.05	0.26	0.00
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	21.5	19.3	19.3	19.3	0.0	17.2	17.2	11.5	28.7	0.0
Volume/Cap:	0.18	0.00	0.30	0.64	0.24	0.49	0.00	0.61	0.61	0.32	0.64	0.00
Uniform Del:	26.4	0.0	18.5	22.3	19.7	21.2	0.0	23.4	23.4	25.8	16.5	0.0
IncremntDel:	1.5	0.0	1.4	2.9	0.2	3.5	0.0	2.0	2.0	1.6	1.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	27.9	0.0	19.9	25.2	19.9	24.7	0.0	25.4	25.4	27.4	17.8	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:	27.9	0.0	19.9	25.2	19.9	24.7	0.0	25.4	25.4	27.4	17.8	0.0
LOS by Move:	C	A	B-	C	B-	C	A	C	C	C	B	A
HCM2kAvgQ:	26	0	75	184	56	126	0	158	158	54	235	0

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

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

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

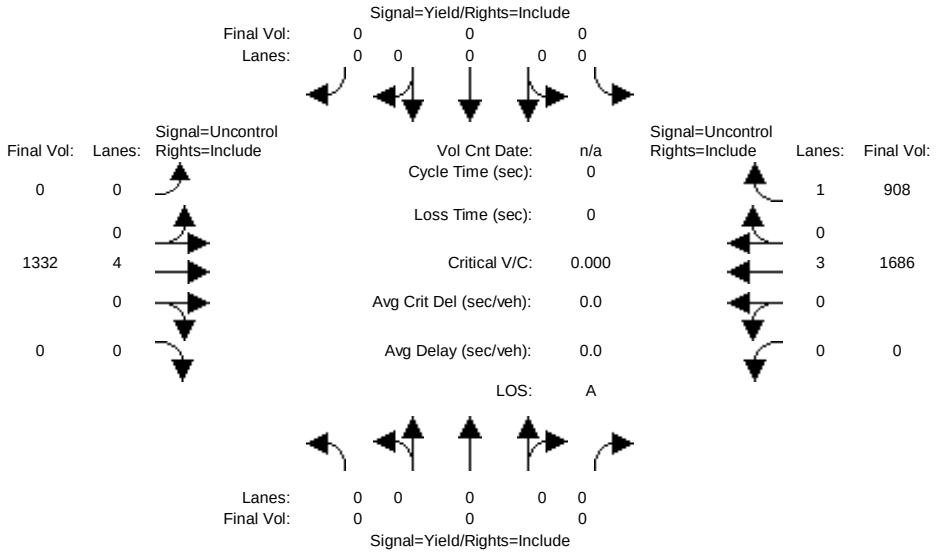


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	0	58	504	573	33	0	1059	300	500	843	0
Growth Adj:	1.00	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	0	58	504	573	33	0	1059	300	500	843	0
Added Vol:	0	0	0	0	0	0	0	145	283	0	241	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	58	504	573	33	0	1204	583	500	1084	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:	21	0	58	504	573	33	0	1204	583	500	1084	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	58	504	573	33	0	1204	583	500	1084	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	0	58	504	573	33	0	1204	583	500	1084	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.44	1.56	1.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	2549	2897	1750	0	3798	1800	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.20	0.20	0.02	0.00	0.32	0.32	0.16	0.19	0.00
Crit Moves:	****				****			****		****		
Green Time:	10.0	0.0	36.6	33.2	33.2	33.2	0.0	53.2	53.2	26.6	79.8	0.0
Volume/Cap:	0.16	0.00	0.12	0.80	0.80	0.08	0.00	0.80	0.82	0.80	0.32	0.00
Uniform Del:	58.6	0.0	37.1	47.9	47.9	39.1	0.0	36.3	36.7	51.7	13.9	0.0
IncremntDel:	2.7	0.0	0.5	5.2	5.2	0.3	0.0	3.2	3.7	10.6	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	61.2	0.0	37.6	53.1	53.1	39.5	0.0	39.5	40.3	62.3	14.2	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:	61.2	0.0	37.6	53.1	53.1	39.5	0.0	39.5	40.3	62.3	14.2	0.0
LOS by Move:	E	A	D+	D-	D-	D	A	D	D	E	B	A
HCM2kAvgQ:	25	0	48	412	412	28	0	588	611	347	183	0

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

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

Intersection #46: Stevens Creek Boulevard/I-280 Ramps East




```
Street Name:     Stevens Creek Boulevard              I-280 Ramps East
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1308     0     0 1615   908
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1308     0     0 1615   908
Added Vol:      0    0     0     0    0     0     0   24     0     0   71     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0 1332     0     0 1686   908
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  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     0    0     0     0 1332     0     0 1686   908
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0 1332     0     0 1686   908
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the distance per lane in feet.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #46 Stevens Creek Boulevard/I-280 Ramps East
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 4 0 0			0 0 3 0 1		
Initial Vol:	0	0	0	0	0	0	0	1332	0	0	1686	908
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #46 Stevens Creek Boulevard/I-280 Ramps East

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 4 0 0			0 0 3 0 1		
Initial Vol:	0	0	0	0	0	0	0	1332	0	0	1686	908

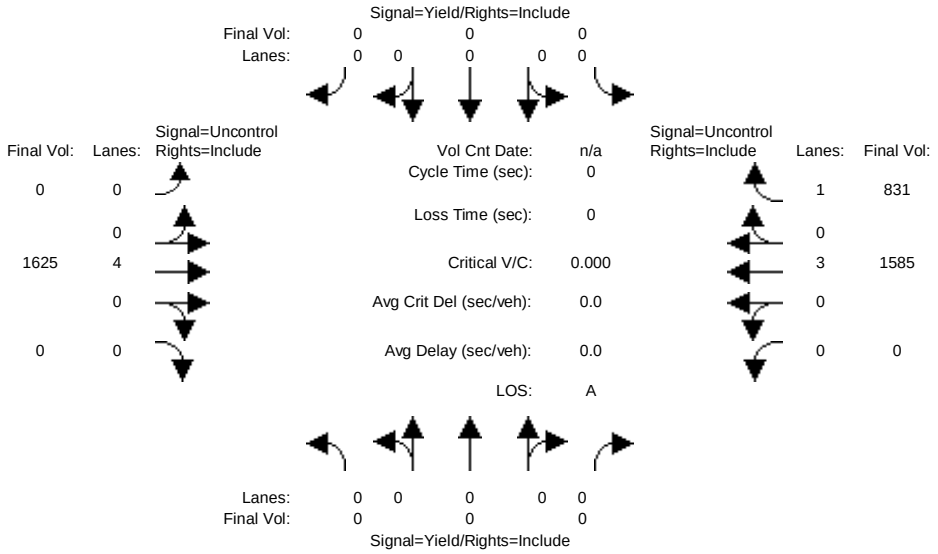
Major Street Volume: 3926
Minor Approach Volume: 0
Minor Approach Volume Threshold: -186 [less than minimum of 100]

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

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

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

Intersection #46: Stevens Creek Boulevard/I-280 Ramps East




```
Street Name:     Stevens Creek Boulevard              I-280 Ramps East
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1480     0     0 1344   831
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1480     0     0 1344   831
Added Vol:      0    0     0     0    0     0     0  145     0     0  241     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0 1625     0     0 1585   831
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  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     0    0     0     0 1625     0     0 1585   831
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0 1625     0     0 1585   831
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the distance per lane in feet.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #46 Stevens Creek Boulevard/I-280 Ramps East
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 4	0 0	0	0 0 3	0 1	
Initial Vol:	0	0	0	0	0	0	0	1625	0	0	1585	831
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 Stevens Creek Boulevard/I-280 Ramps East

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 4	0 0	0	0 0 3	0 1	
Initial Vol:	0	0	0	0	0	0	0	1625	0	0	1585	831

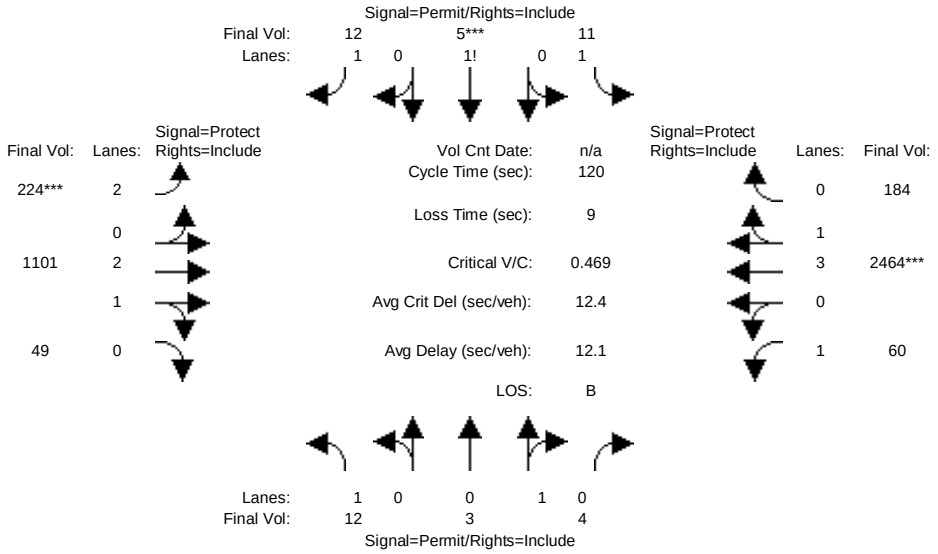
Major Street Volume: 4041
Minor Approach Volume: 0
Minor Approach Volume Threshold: -196 [less than minimum of 100]

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

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

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

Intersection #47: Stevens Creek Boulevard/Agilent Driveway

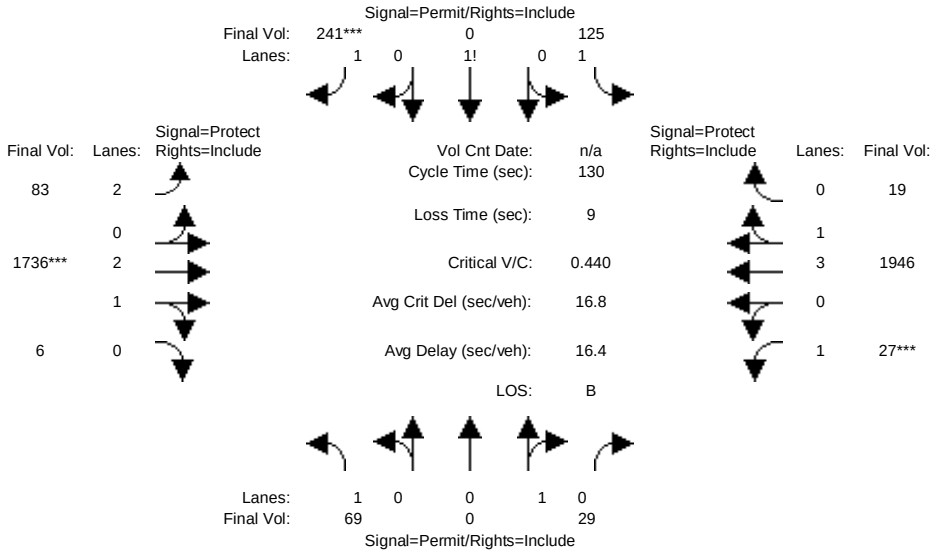


Street Name:	Stevens Creek Boulevard						Agilent Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	3	4	11	5	12	224	1077	49	60	2393	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:	12	3	4	11	5	12	224	1077	49	60	2393	184
Added Vol:	0	0	0	0	0	0	0	24	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	3	4	11	5	12	224	1101	49	60	2464	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	3	4	11	5	12	224	1101	49	60	2464	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	3	4	11	5	12	224	1101	49	60	2464	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	3	4	11	5	12	224	1101	49	60	2464	184
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	0.92	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.43	0.57	1.33	0.30	1.37	2.00	2.87	0.13	1.00	3.71	0.29
Final Sat.:	1750	771	1029	2333	530	2386	3150	5361	239	1750	6978	521
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.01	0.01	0.07	0.21	0.21	0.03	0.35	0.35
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.9	78.7	78.7	22.3	84.1	84.1
Volume/Cap:	0.08	0.05	0.05	0.06	0.11	0.06	0.50	0.31	0.31	0.18	0.50	0.50
Uniform Del:	50.8	50.6	50.6	50.7	50.9	50.7	47.7	9.0	9.0	41.1	8.3	8.3
IncremntDel:	1.1	0.6	0.6	0.2	0.9	0.2	4.0	0.2	0.2	1.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	51.2	51.2	50.9	51.8	50.9	51.7	9.2	9.2	42.4	8.7	8.7
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:	51.9	51.2	51.2	50.9	51.8	50.9	51.7	9.2	9.2	42.4	8.7	8.7
LOS by Move:	D-	D-	D-	D	D-	D	D-	A	A	D	A	A
HCM2kAvgQ:	12	7	7	8	17	9	128	152	152	51	284	284

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

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

Intersection #47: Stevens Creek Boulevard/Agilent Driveway

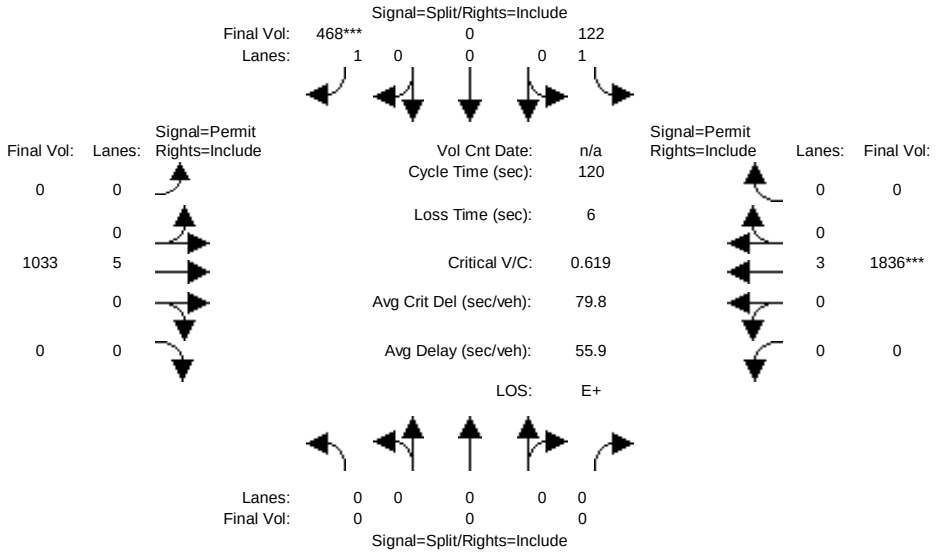


Street Name:	Stevens Creek Boulevard						Agilent Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	0	29	125	0	241	83	1591	6	27	1705	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:	69	0	29	125	0	241	83	1591	6	27	1705	19
Added Vol:	0	0	0	0	0	0	0	145	0	0	241	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	29	125	0	241	83	1736	6	27	1946	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:	69	0	29	125	0	241	83	1736	6	27	1946	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	29	125	0	241	83	1736	6	27	1946	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
FinalVolume:	69	0	29	125	0	241	83	1736	6	27	1946	19
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	1.34	0.00	1.66	2.00	2.99	0.01	1.00	3.96	0.04
Final Sat.:	1750	0	1800	2348	0	2902	3150	5581	19	1750	7427	73
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.05	0.00	0.08	0.03	0.31	0.31	0.02	0.26	0.26
Crit Moves:						****		****		****		
Green Time:	24.0	0.0	24.0	24.0	0.0	24.0	16.5	90.0	90.0	7.0	80.4	80.4
Volume/Cap:	0.21	0.00	0.09	0.29	0.00	0.45	0.21	0.45	0.45	0.29	0.42	0.42
Uniform Del:	45.0	0.0	43.9	45.6	0.0	47.1	50.9	8.9	8.9	59.1	12.8	12.8
IncremntDel:	1.5	0.0	0.5	0.6	0.0	1.8	1.2	0.4	0.4	7.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.5	0.0	44.4	46.2	0.0	48.9	52.0	9.3	9.3	66.6	13.1	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:	46.5	0.0	44.4	46.2	0.0	48.9	52.0	9.3	9.3	66.6	13.1	13.1
LOS by Move:	D	A	D	D	A	D	D-	A	A	E	B	B
HCM2kAvgQ:	64	0	25	89	0	146	47	259	259	35	250	250

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

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

Intersection #48: Stevens Creek Boulevard/Lawrence Expressway Ramps West

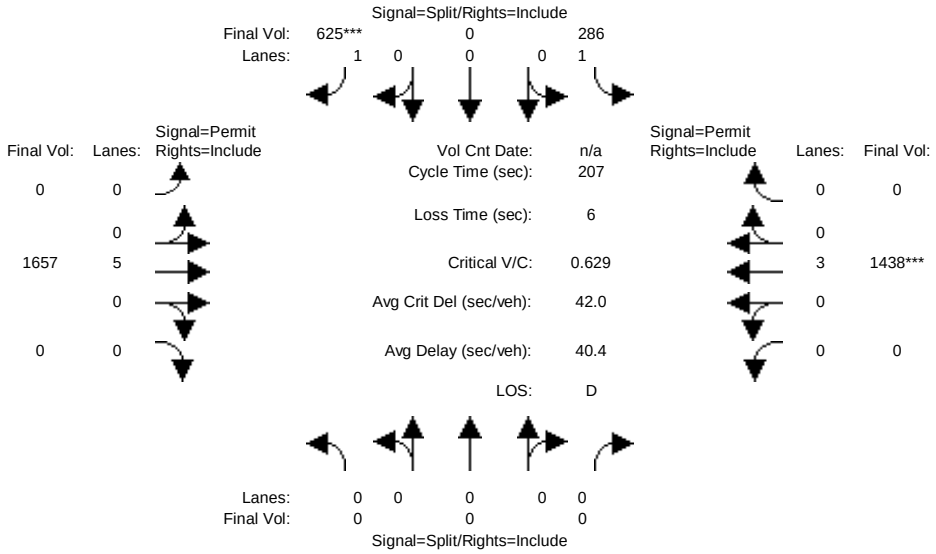


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	20	0	20	0	100	0	0	100	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	122	0	468	0	1009	0	0	1765	0
Growth Adj:	1.00	1.00	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	122	0	468	0	1009	0	0	1765	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	468	0	1033	0	0	1836	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	468	0	1033	0	0	1836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	468	0	1033	0	0	1836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	122	0	468	0	1033	0	0	1836	0
Saturation Flow 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	0.27	0.00	0.11	0.00	0.00	0.32	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	19.0	0.0	19.0	0.0	95.2	0.0	0.0	95.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	1.68	0.00	0.14	0.00	0.00	0.41	0.00
Uniform Del:	0.0	0.0	0.0	47.9	0.0	53.0	0.0	3.0	0.0	0.0	4.0	0.0
IncremntDel:	0.0	0.0	0.0	5.0	0.0	323.4	0.0	0.0	0.0	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	52.9	0.0	376.4	0.0	3.0	0.0	0.0	4.2	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	52.9	0.0	376.4	0.0	3.0	0.0	0.0	4.2	0.0
LOS by Move:	A	A	A	D-	A	F	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	124	0	1147	0	46	0	0	186	0

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

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

Intersection #48: Stevens Creek Boulevard/Lawrence Expressway Ramps West

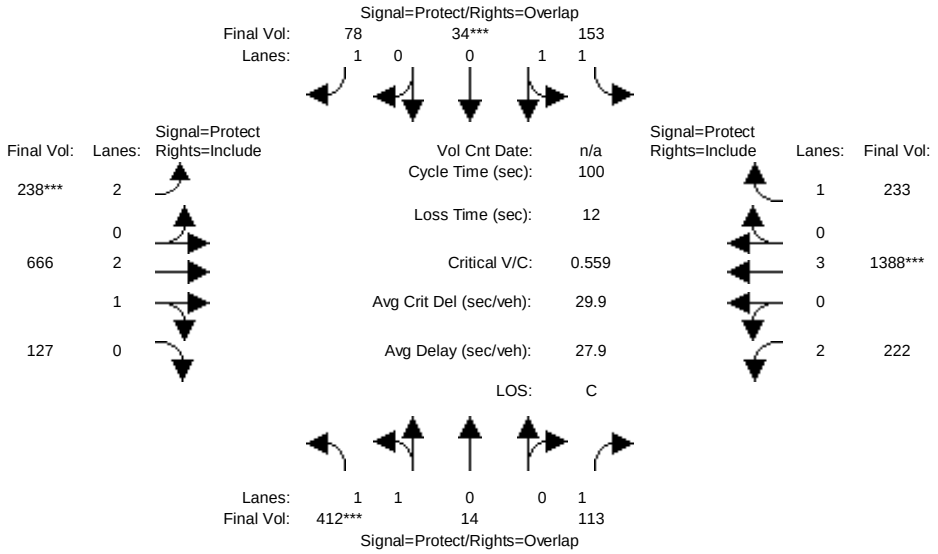


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	286	0	625	0	1512	0	0	1197	0
Growth Adj:	1.00	1.00	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	286	0	625	0	1512	0	0	1197	0
Added Vol:	0	0	0	0	0	0	0	145	0	0	241	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	0	625	0	1657	0	0	1438	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	286	0	625	0	1657	0	0	1438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	625	0	1657	0	0	1438	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	286	0	625	0	1657	0	0	1438	0
Saturation Flow 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	0.16	0.00	0.36	0.00	0.17	0.00	0.00	0.25	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	117.5	0.0	117.5	0.0	83.0	0.0	0.0	83.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.63	0.00	0.44	0.00	0.00	0.63	0.00
Uniform Del:	0.0	0.0	0.0	21.2	0.0	27.6	0.0	41.3	0.0	0.0	45.6	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	3.0	0.0	0.4	0.0	0.0	1.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	30.7	0.0	41.7	0.0	0.0	46.9	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	22.0	0.0	30.7	0.0	41.7	0.0	0.0	46.9	0.0
LOS by Move:	A	A	A	C+	A	C	A	D	A	A	D	A
HCM2kAvgQ:	0	0	0	222	0	643	0	336	0	0	558	0

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

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

Intersection #49: Lawrence Expressway Ramps/El Camino Real

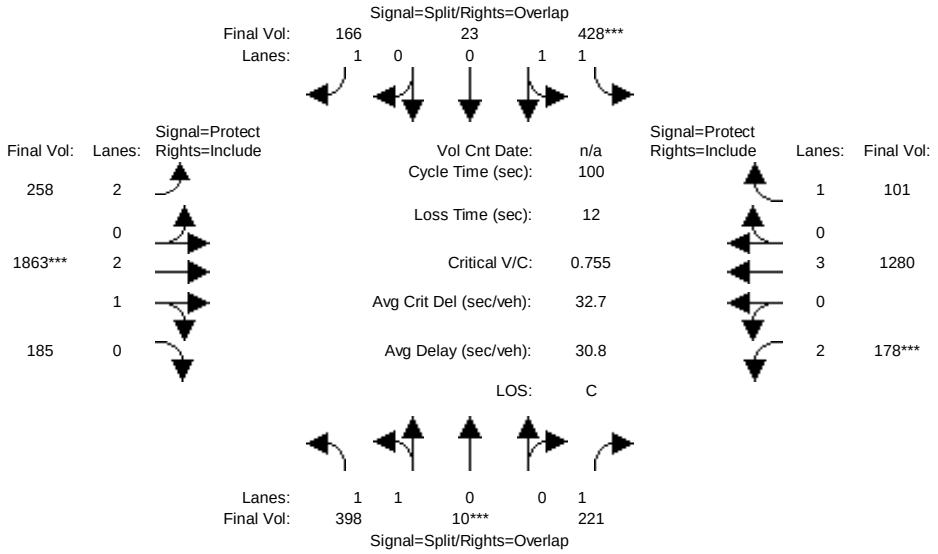


Street Name:	Lawrence Expressway Ramp						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	412	14	113	153	34	78	238	666	127	222	1388	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:	412	14	113	153	34	78	238	666	127	222	1388	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	14	113	153	34	78	238	666	127	222	1388	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:	412	14	113	153	34	78	238	666	127	222	1388	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	14	113	153	34	78	238	666	127	222	1388	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
FinalVolume:	412	14	113	153	34	78	238	666	127	222	1388	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:	1.94	0.06	1.00	1.64	0.36	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3433	117	1750	2904	645	1750	3150	4702	897	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.06	0.05	0.05	0.04	0.08	0.14	0.14	0.07	0.24	0.13
Crit Moves:	****				****		****				****	
Green Time:	21.3	19.8	38.6	11.5	10.0	23.4	13.4	37.8	37.8	18.8	43.3	43.3
Volume/Cap:	0.56	0.61	0.17	0.46	0.53	0.19	0.56	0.37	0.37	0.37	0.56	0.31
Uniform Del:	35.2	36.6	20.1	41.3	42.8	30.7	40.5	22.5	22.5	35.4	21.3	18.6
IncremntDel:	3.0	3.9	0.5	3.6	5.5	1.0	5.3	0.5	0.5	1.8	0.9	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.2	40.4	20.7	44.9	48.3	31.7	45.9	23.0	23.0	37.2	22.2	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:	38.2	40.4	20.7	44.9	48.3	31.7	45.9	23.0	23.0	37.2	22.2	19.6
LOS by Move:	D+	D	C+	D	D	C	D	C	C	D+	C+	B-
HCM2kAvgQ:	172	180	61	85	92	53	123	150	150	96	272	126

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

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

Intersection #49: Lawrence Expressway Ramps/El Camino Real

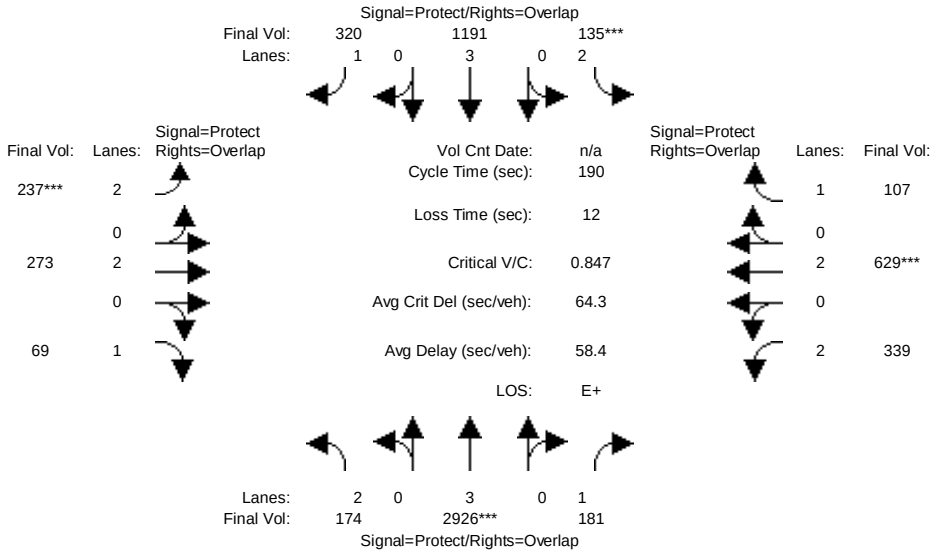


Street Name:	Lawrence Expressway Ramp						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	398	10	221	428	23	166	258	1863	185	178	1280	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:	398	10	221	428	23	166	258	1863	185	178	1280	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	10	221	428	23	166	258	1863	185	178	1280	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	10	221	428	23	166	258	1863	185	178	1280	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	10	221	428	23	166	258	1863	185	178	1280	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	10	221	428	23	166	258	1863	185	178	1280	101
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:	1.95	0.05	1.00	1.90	0.10	1.00	2.00	2.72	0.28	2.00	3.00	1.00
Final Sat.:	3463	87	1750	3369	181	1750	3150	5093	506	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.13	0.13	0.09	0.08	0.37	0.37	0.06	0.22	0.06
Crit Moves:		****		****				****		****		
Green Time:	15.2	15.2	22.7	16.8	16.8	31.8	15.0	48.5	48.5	7.5	41.0	41.0
Volume/Cap:	0.75	0.75	0.56	0.75	0.75	0.30	0.55	0.75	0.75	0.75	0.55	0.14
Uniform Del:	40.6	40.6	34.2	39.6	39.6	25.7	39.4	20.9	20.9	45.4	22.5	18.5
IncremntDel:	9.4	9.4	5.5	8.6	8.6	1.4	4.5	2.0	2.0	19.9	0.9	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	50.0	39.7	48.2	48.2	27.1	43.9	23.0	23.0	65.3	23.4	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	39.7	48.2	48.2	27.1	43.9	23.0	23.0	65.3	23.4	18.9
LOS by Move:	D	D	D	D	D	C	D	C+	C+	E	C	B-
HCM2kAvgQ:	206	206	177	221	221	105	128	462	462	125	255	52

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

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

Intersection #50: Lawrence Expressway/Homestead Road

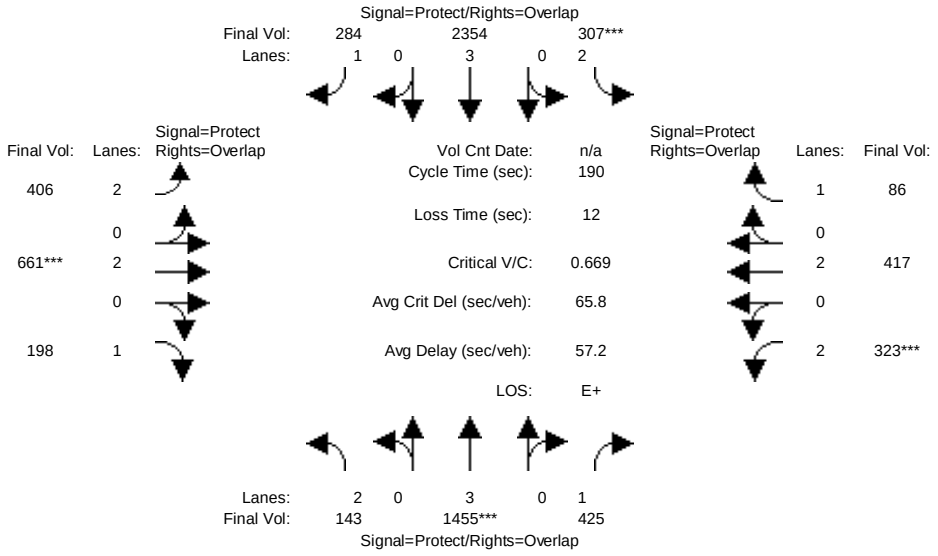


Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	158	3363	181	135	1369	308	230	261	69	339	609	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	3363	181	135	1369	308	230	261	69	339	609	107
Added Vol:	16	0	0	0	0	12	7	12	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	3363	181	135	1369	320	237	273	69	339	629	107
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2926	181	135	1191	320	237	273	69	339	629	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2926	181	135	1191	320	237	273	69	339	629	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
FinalVolume:	174	2926	181	135	1191	320	237	273	69	339	629	107
Saturation Flow 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:	0.06	0.51	0.10	0.04	0.21	0.18	0.08	0.07	0.04	0.11	0.17	0.06
Crit Moves:		****			****			****			****	
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.51	0.97	0.16	0.51	0.41	0.30	0.66	0.34	0.12	0.95	0.78	0.21
Uniform Del:	84.9	45.9	14.3	88.5	31.3	18.0	85.8	67.4	48.4	88.9	75.0	53.2
IncremntDel:	5.3	10.6	0.3	6.8	0.4	0.7	9.2	1.1	0.4	35.5	7.3	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.2	56.5	14.6	95.3	31.7	18.7	95.0	68.5	48.8	124.4	82.2	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:	90.2	56.5	14.6	95.3	31.7	18.7	95.0	68.5	48.8	124.4	82.2	54.1
LOS by Move:	F	E+	B	F	C	B-	F	E	D	F	F	D-
HCM2kAvgQ:	163	1554	114	133	366	238	233	175	78	394	486	128

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

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

Intersection #50: Lawrence Expressway/Homestead Road

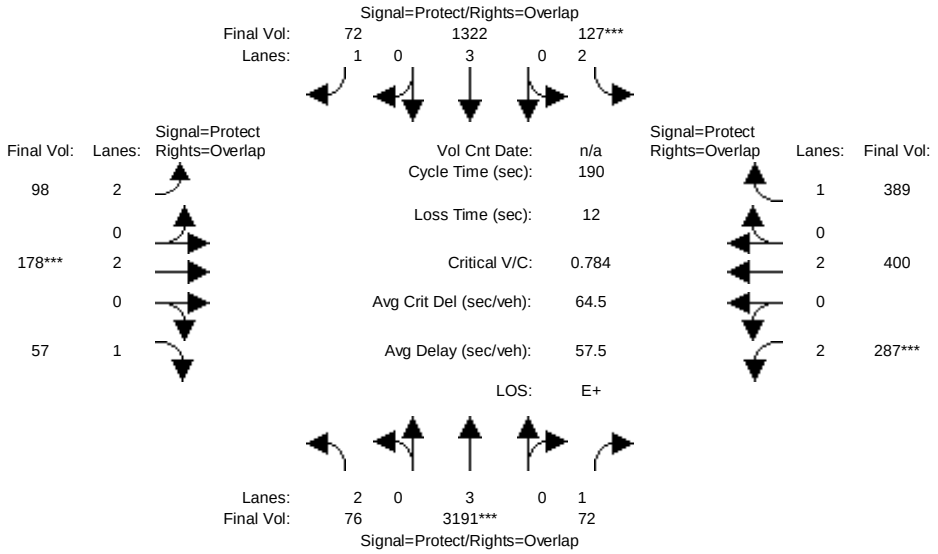


Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	1842	425	307	2980	244	362	588	198	323	350	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:	89	1842	425	307	2980	244	362	588	198	323	350	86
Added Vol:	54	0	0	0	0	40	44	73	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1842	425	307	2980	284	406	661	198	323	417	86
User Adj:	1.00	0.79	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:	143	1455	425	307	2354	284	406	661	198	323	417	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1455	425	307	2354	284	406	661	198	323	417	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1455	425	307	2354	284	406	661	198	323	417	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	0.26	0.24	0.10	0.41	0.16	0.13	0.17	0.11	0.10	0.11	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	124.2	25.4	35.7	51.7	28.2	38.6	64.0
Volume/Cap:	0.54	0.54	0.39	0.73	0.79	0.25	0.96	0.92	0.42	0.69	0.54	0.15
Uniform Del:	88.7	38.1	19.4	84.0	39.7	14.5	87.0	80.6	60.3	81.6	72.1	46.7
IncremntDel:	7.7	0.8	1.1	10.6	2.3	0.5	35.8	19.6	2.7	8.1	2.7	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.4	38.8	20.5	94.6	42.0	15.0	122.8	100	63.0	89.7	74.8	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	38.8	20.5	94.6	42.0	15.0	122.8	100	63.0	89.7	74.8	47.3
LOS by Move:	F	D+	C+	F	D	B	F	F	E	F	E	D
HCM2kAvgQ:	142	513	342	303	986	187	467	580	265	307	290	96

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

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

Intersection #51: Lawrence Expressway/Pruneridge Avenue

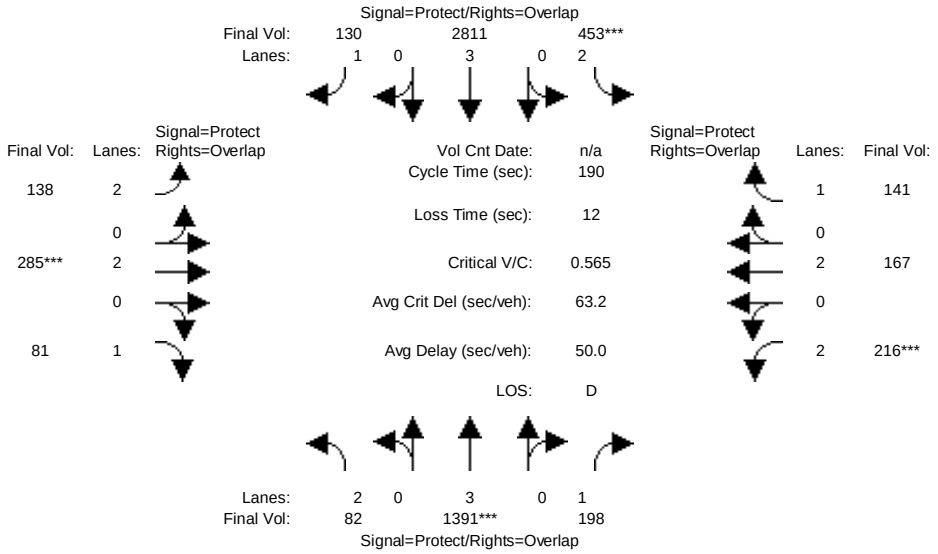


Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	3652	72	127	1519	72	98	173	57	287	392	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	3652	72	127	1519	72	98	173	57	287	392	389
Added Vol:	0	16	0	0	0	0	0	5	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	3668	72	127	1519	72	98	178	57	287	400	389
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	3191	72	127	1322	72	98	178	57	287	400	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	3191	72	127	1322	72	98	178	57	287	400	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	3191	72	127	1322	72	98	178	57	287	400	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	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:	0.02	0.56	0.04	0.04	0.23	0.04	0.03	0.05	0.03	0.09	0.11	0.22
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.26	1.00	0.06	0.51	0.42	0.06	0.33	0.26	0.12	0.77	0.51	0.78
Uniform Del:	85.5	44.3	10.9	89.7	27.1	13.7	86.1	71.2	55.0	86.8	71.4	66.6
IncremntDel:	2.1	15.2	0.1	7.3	0.4	0.1	3.0	0.9	0.5	14.3	2.3	11.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.6	59.5	11.0	97.1	27.6	13.8	89.1	72.1	55.5	101.1	73.7	77.9
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:	87.6	59.5	11.0	97.1	27.6	13.8	89.1	72.1	55.5	101.1	73.7	77.9
LOS by Move:	F	E+	B+	F	C	B	F	E	E+	F	E	E-
HCM2kAvgQ:	69	1777	38	127	385	43	90	116	69	298	275	620

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

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

Intersection #51: Lawrence Expressway/Pruneridge Avenue

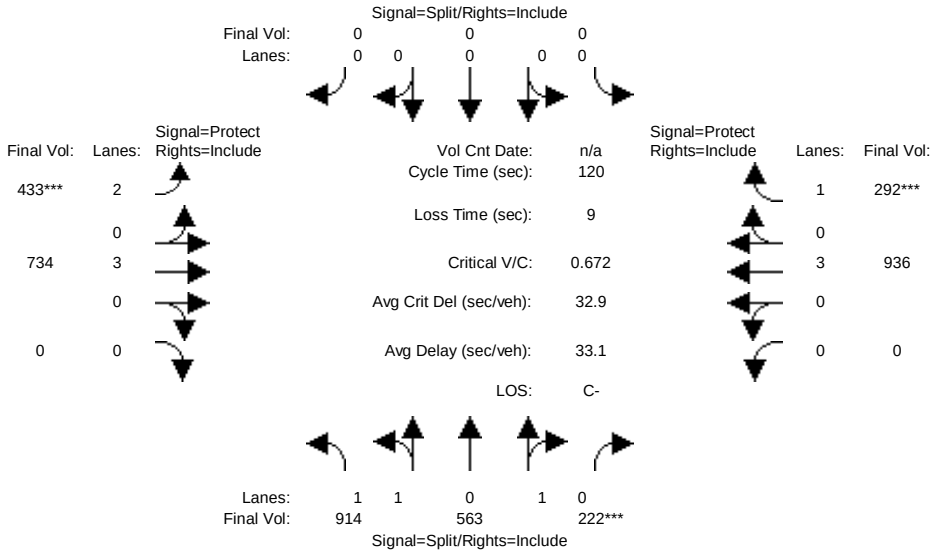


Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	1752	198	453	3428	130	138	256	81	216	140	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1752	198	453	3428	130	138	256	81	216	140	141
Added Vol:	0	54	0	0	0	0	0	29	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1806	198	453	3428	130	138	285	81	216	167	141
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1391	198	453	2811	130	138	285	81	216	167	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1391	198	453	2811	130	138	285	81	216	167	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1391	198	453	2811	130	138	285	81	216	167	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.11	0.14	0.49	0.07	0.04	0.08	0.05	0.07	0.04	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.29	0.46	0.18	1.04	0.85	0.11	0.52	0.46	0.18	0.63	0.23	0.25
Uniform Del:	86.0	29.5	14.9	87.0	35.3	12.4	88.6	76.4	59.2	86.1	69.6	49.8
IncremntDel:	2.6	0.5	0.3	53.1	3.0	0.2	7.1	2.4	0.9	8.5	0.8	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.7	30.1	15.2	140.1	38.3	12.6	95.7	78.9	60.1	94.6	70.4	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	30.1	15.2	140.1	38.3	12.6	95.7	78.9	60.1	94.6	70.4	50.8
LOS by Move:	F	C	B	F	D+	B	F	E-	E	F	E	D
HCM2kAvgQ:	75	426	128	546	1208	75	136	201	102	212	107	165

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

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

Intersection #52: Stevens Creek Boulevard/Lawrence Expressway Ramps East

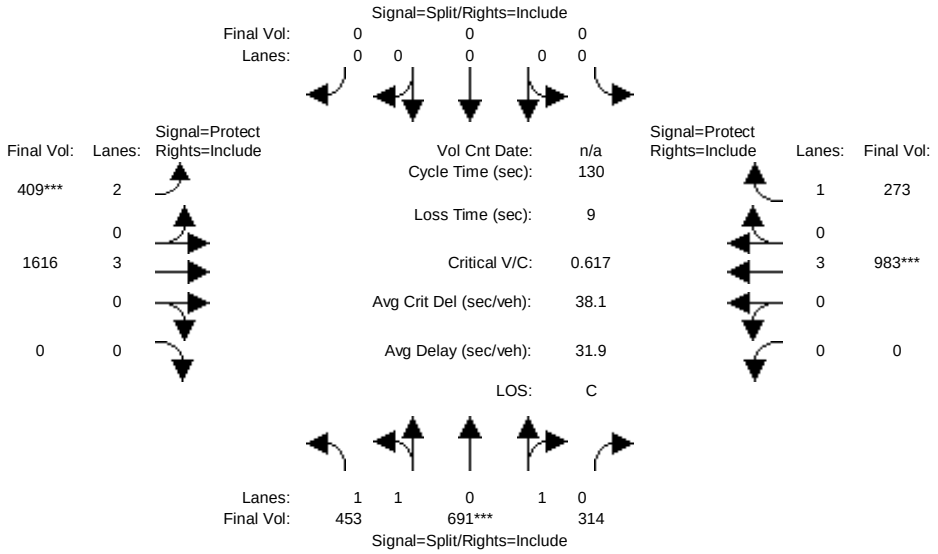


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	883	563	222	0	0	0	433	710	0	0	897	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	883	563	222	0	0	0	433	710	0	0	897	292
Added Vol:	31	0	0	0	0	0	0	24	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	914	563	222	0	0	0	433	734	0	0	936	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	914	563	222	0	0	0	433	734	0	0	936	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	914	563	222	0	0	0	433	734	0	0	936	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	914	563	222	0	0	0	433	734	0	0	936	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.63	0.98	0.39	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2878	1773	699	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.00	0.00	0.00	0.14	0.13	0.00	0.00	0.16	0.17
Crit Moves:			****				****					****
Green Time:	56.7	56.7	56.7	0.0	0.0	0.0	24.5	54.3	0.0	0.0	29.8	29.8
Volume/Cap:	0.67	0.67	0.67	0.00	0.00	0.00	0.67	0.28	0.00	0.00	0.66	0.67
Uniform Del:	24.5	24.5	24.5	0.0	0.0	0.0	44.0	20.6	0.0	0.0	40.6	40.7
IncremntDel:	1.4	1.4	1.4	0.0	0.0	0.0	5.5	0.3	0.0	0.0	2.4	8.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.9	25.9	25.9	0.0	0.0	0.0	49.6	20.9	0.0	0.0	43.0	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:	25.9	25.9	25.9	0.0	0.0	0.0	49.6	20.9	0.0	0.0	43.0	48.8
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D	D
HCM2kAvgQ:	438	438	438	0	0	0	235	140	0	0	279	285

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

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

Intersection #52: Stevens Creek Boulevard/Lawrence Expressway Ramps East

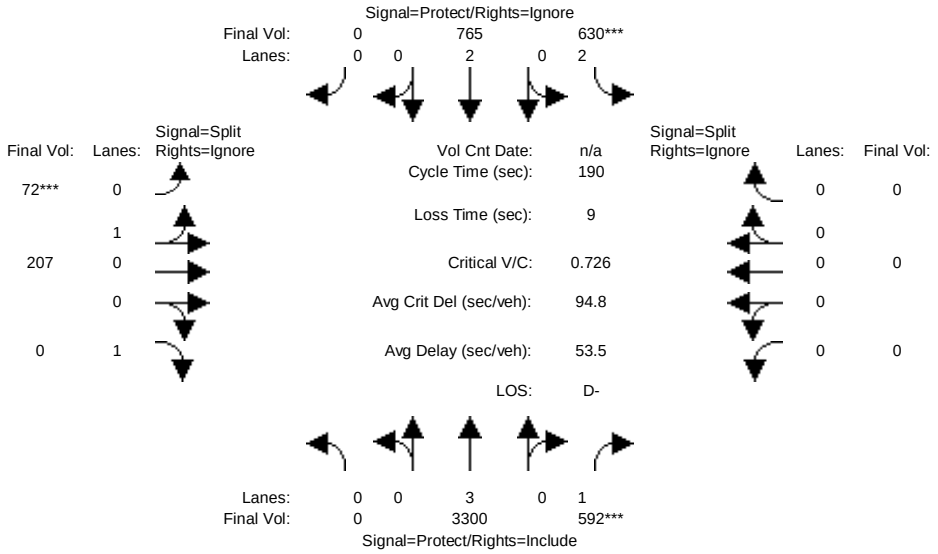


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	50	50	50	0	0	0	30	70	0	0	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	346	691	314	0	0	0	409	1471	0	0	849	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	691	314	0	0	0	409	1471	0	0	849	273
Added Vol:	107	0	0	0	0	0	0	145	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	691	314	0	0	0	409	1616	0	0	983	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	691	314	0	0	0	409	1616	0	0	983	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	691	314	0	0	0	409	1616	0	0	983	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	691	314	0	0	0	409	1616	0	0	983	273
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	0.92	1.00	0.92
Lanes:	1.00	1.36	0.64	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1750	2543	1156	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.27	0.00	0.00	0.00	0.13	0.28	0.00	0.00	0.17	0.16
Crit Moves:		****					****				****	
Green Time:	51.0	51.0	51.0	0.0	0.0	0.0	30.0	70.0	0.0	0.0	40.0	40.0
Volume/Cap:	0.66	0.69	0.69	0.00	0.00	0.00	0.56	0.53	0.00	0.00	0.56	0.51
Uniform Del:	32.4	33.0	33.0	0.0	0.0	0.0	44.2	19.3	0.0	0.0	37.6	36.9
IncremntDel:	1.6	1.9	1.9	0.0	0.0	0.0	3.1	0.7	0.0	0.0	1.3	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	34.0	34.9	34.9	0.0	0.0	0.0	47.3	20.0	0.0	0.0	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:	34.0	34.9	34.9	0.0	0.0	0.0	47.3	20.0	0.0	0.0	38.9	40.3
LOS by Move:	C-	C-	C-	A	A	A	D	B-	A	A	D+	D
HCM2kAvgQ:	410	441	441	0	0	0	220	350	0	0	278	245

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

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

Intersection #53: Lawrence Expressway/I-280 Ramps South

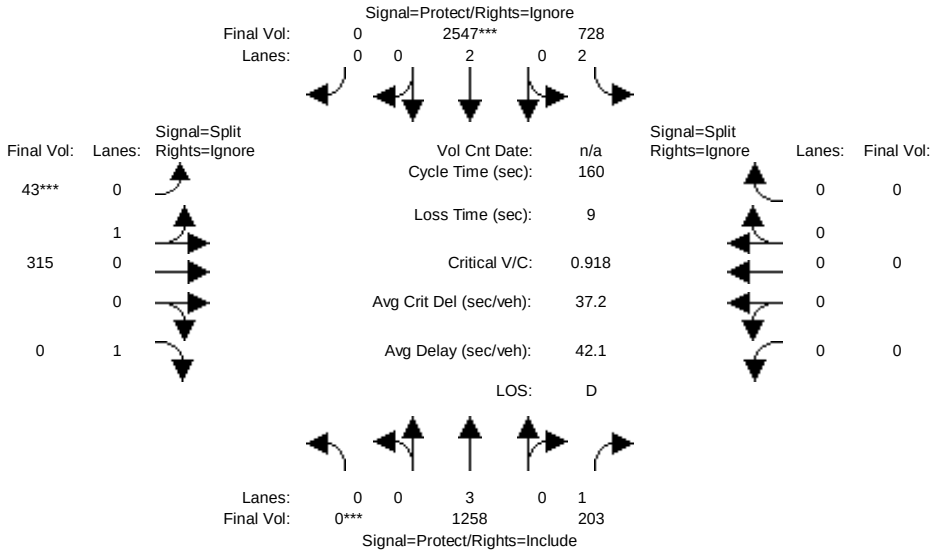


Street Name:	Lawrence Expressway						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	102	120	36	156	0	34	34	34	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3253	592	630	765	0	72	189	272	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	3253	592	630	765	0	72	189	272	0	0	0
Added Vol:	0	47	0	0	0	0	0	18	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3300	592	630	765	0	72	207	301	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	3300	592	630	765	0	72	207	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3300	592	630	765	0	72	207	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	3300	592	630	765	0	72	207	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	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.26	0.74	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	465	1335	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.34	0.20	0.20	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	115	114.6	34.4	149	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.96	0.56	1.11	0.26	0.00	0.91	0.91	0.00	0.00	0.00	0.00
Uniform Del:	0.0	37.2	23.7	81.5	5.8	0.0	81.0	81.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	8.5	2.2	70.0	0.2	0.0	32.3	32.3	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	45.8	25.9	151.5	6.0	0.0	113.2	113	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	45.8	25.9	151.5	6.0	0.0	113.2	113	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	F	A	A	F	F	A	A	A	A
HCM2kAvgQ:	0	1664	564	763	152	0	511	511	0	0	0	0

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

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

Intersection #53: Lawrence Expressway/I-280 Ramps South

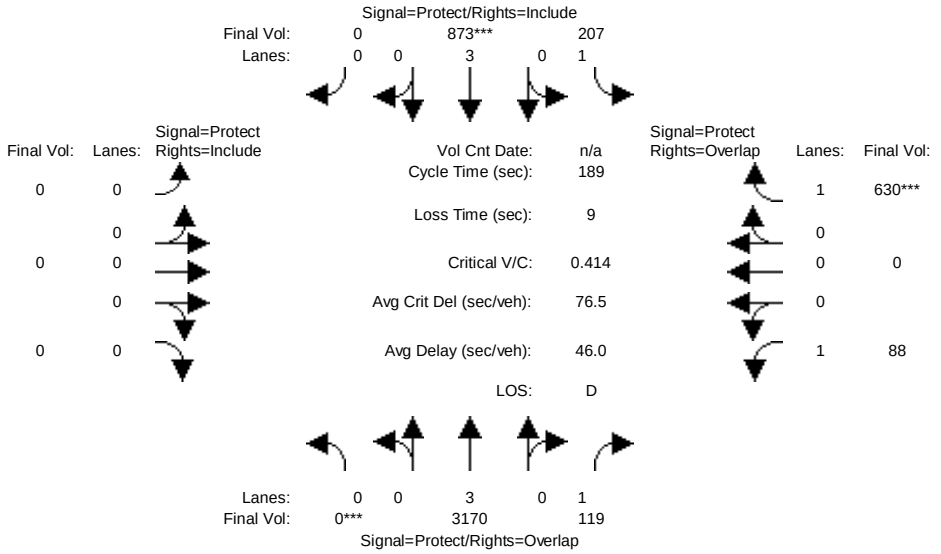


Street Name:	Lawrence Expressway						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	43	43	50	119	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1097	203	728	2547	0	43	206	643	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	1097	203	728	2547	0	43	206	643	0	0	0
Added Vol:	0	161	0	0	0	0	0	109	174	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1258	203	728	2547	0	43	315	817	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	1258	203	728	2547	0	43	315	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1258	203	728	2547	0	43	315	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	1258	203	728	2547	0	43	315	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	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.12	0.88	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	216	1584	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.12	0.23	0.67	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	52.1	52.1	60.6	113	0.0	38.8	38.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.36	0.61	0.95	0.00	0.82	0.82	0.00	0.00	0.00	0.00
Uniform Del:	0.0	49.3	43.5	42.4	22.4	0.0	60.5	60.5	0.0	0.0	0.0	0.0
IncremntDel:	0.0	2.0	1.7	2.3	9.3	0.0	15.7	15.7	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	51.3	45.2	44.8	31.7	0.0	76.2	76.2	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	51.3	45.2	44.8	31.7	0.0	76.2	76.2	0.0	0.0	0.0	0.0
LOS by Move:	A	D-	D	D	C	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	475	211	454	1572	0	505	505	0	0	0	0

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

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

Intersection #54: Lawrence Expressway/Mitty Way

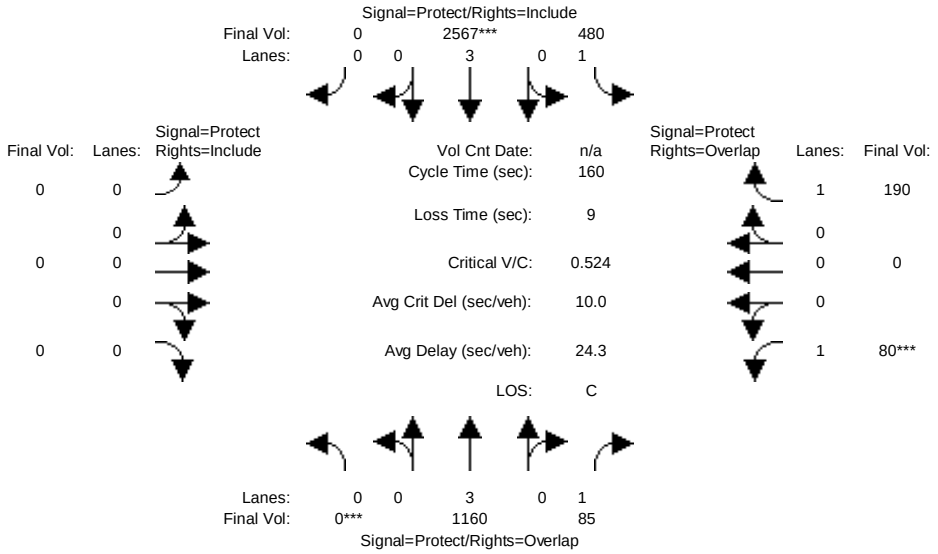


Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	129	129	32	161	0	0	0	0	27	0	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3123	119	207	844	0	0	0	0	88	0	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3123	119	207	844	0	0	0	0	88	0	630
Added Vol:	0	47	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3170	119	207	873	0	0	0	0	88	0	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3170	119	207	873	0	0	0	0	88	0	630
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3170	119	207	873	0	0	0	0	88	0	630
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3170	119	207	873	0	0	0	0	88	0	630
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.07	0.12	0.15	0.00	0.00	0.00	0.00	0.05	0.00	0.36
Crit Moves:	****				****							****
Green Time:	0.0	124	149.7	30.7	154	0.0	0.0	0.0	0.0	25.9	0.0	56.6
Volume/Cap:	0.00	0.85	0.09	0.73	0.19	0.00	0.00	0.00	0.00	0.37	0.00	1.20
Uniform Del:	0.0	26.4	4.6	78.4	3.9	0.0	0.0	0.0	0.0	77.2	0.0	69.0
IncremntDel:	0.0	2.6	0.1	15.1	0.1	0.0	0.0	0.0	0.0	4.3	0.0	108.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	29.1	4.7	93.5	4.0	0.0	0.0	0.0	0.0	81.5	0.0	177.1
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	29.1	4.7	93.5	4.0	0.0	0.0	0.0	0.0	81.5	0.0	177.1
LOS by Move:	A	C	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1242	42	347	92	0	0	0	0	133	0	1408

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

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

Intersection #54: Lawrence Expressway/Mitty Way

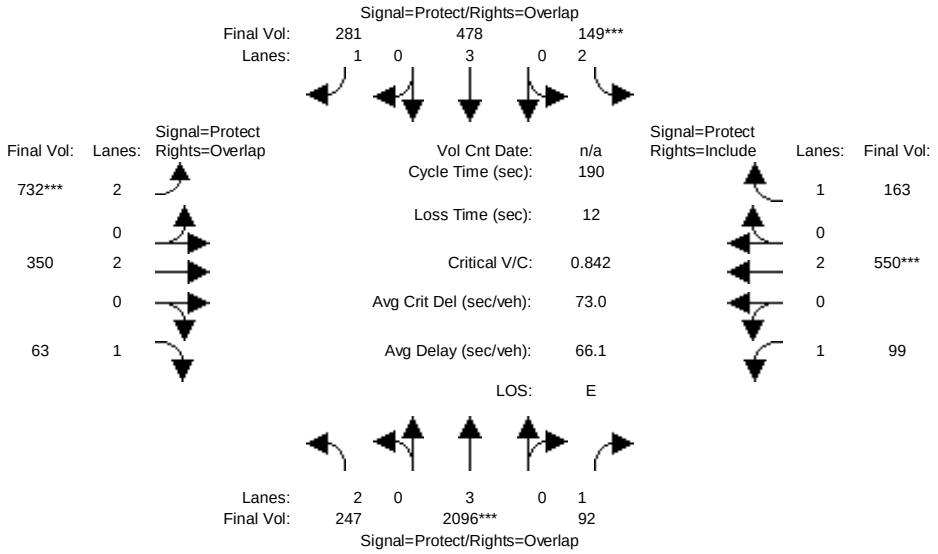


Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	82	82	22	131	0	0	0	0	29	0	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	999	85	480	2393	0	0	0	0	80	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	999	85	480	2393	0	0	0	0	80	0	190
Added Vol:	0	161	0	0	174	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	85	480	2567	0	0	0	0	80	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1160	85	480	2567	0	0	0	0	80	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	85	480	2567	0	0	0	0	80	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1160	85	480	2567	0	0	0	0	80	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.05	0.27	0.45	0.00	0.00	0.00	0.00	0.05	0.00	0.11
Crit Moves:	****				****					****		
Green Time:	0.0	79.2	106.7	44.8	124	0.0	0.0	0.0	0.0	27.5	0.0	72.2
Volume/Cap:	0.00	0.41	0.07	0.98	0.58	0.00	0.00	0.00	0.00	0.27	0.00	0.24
Uniform Del:	0.0	27.0	9.9	60.4	7.8	0.0	0.0	0.0	0.0	60.8	0.0	28.5
IncremntDel:	0.0	0.4	0.1	36.0	0.6	0.0	0.0	0.0	0.0	2.2	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.5	10.0	96.3	8.3	0.0	0.0	0.0	0.0	62.9	0.0	29.2
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	27.5	10.0	96.3	8.3	0.0	0.0	0.0	0.0	62.9	0.0	29.2
LOS by Move:	A	C	A	F	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	305	40	793	445	0	0	0	0	97	0	157

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

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

Intersection #55: Lawrence Expressway/Bollinger Road

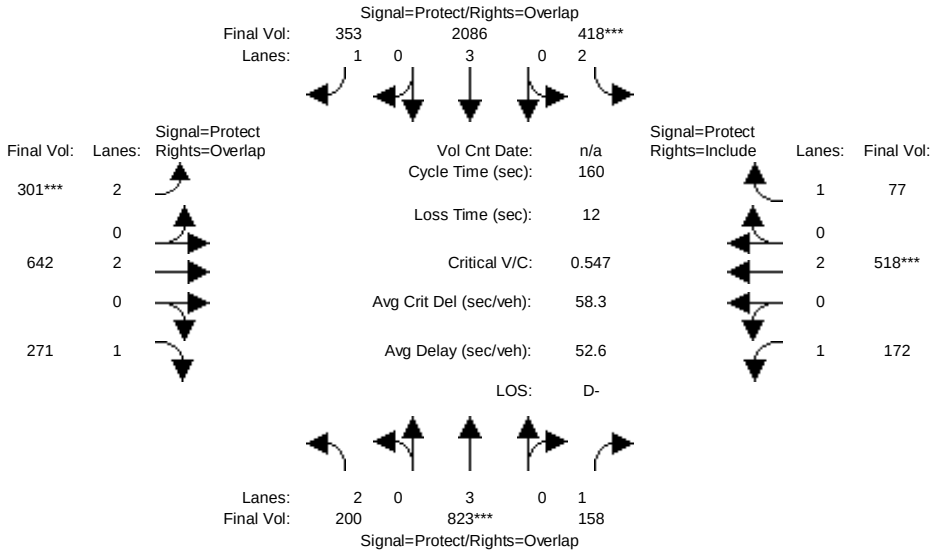


Street Name:	Lawrence Expressway						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	82	82	18	78	78	52	71	71	19	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	247	2057	92	144	454	281	732	350	63	99	550	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:	247	2057	92	144	454	281	732	350	63	99	550	155
Added Vol:	0	39	0	5	24	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	2096	92	149	478	281	732	350	63	99	550	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	2096	92	149	478	281	732	350	63	99	550	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	2096	92	149	478	281	732	350	63	99	550	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	2096	92	149	478	281	732	350	63	99	550	163
Saturation Flow 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	0.37	0.05	0.05	0.08	0.16	0.23	0.09	0.04	0.06	0.14	0.09
Crit Moves:		****		****			****				****	
Green Time:	20.7	77.1	95.0	16.9	73.4	122.3	48.9	66.8	87.5	17.9	35.7	35.7
Volume/Cap:	0.72	0.91	0.11	0.53	0.22	0.25	0.90	0.26	0.08	0.60	0.77	0.50
Uniform Del:	87.0	56.4	26.7	88.0	41.5	15.3	72.6	46.8	30.5	87.9	77.8	73.4
IncremntDel:	12.3	6.5	0.2	7.0	0.2	0.5	15.3	0.5	0.2	15.2	7.8	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.3	62.9	26.9	95.0	41.8	15.8	87.8	47.3	30.7	103.1	85.7	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:	99.3	62.9	26.9	95.0	41.8	15.8	87.8	47.3	30.7	103.1	85.7	78.7
LOS by Move:	F	E	C	F	D	B	F	D	C	F	F	E-
HCM2kAvgQ:	252	1067	77	146	157	190	725	184	56	178	433	246

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

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

Intersection #55: Lawrence Expressway/Bollinger Road

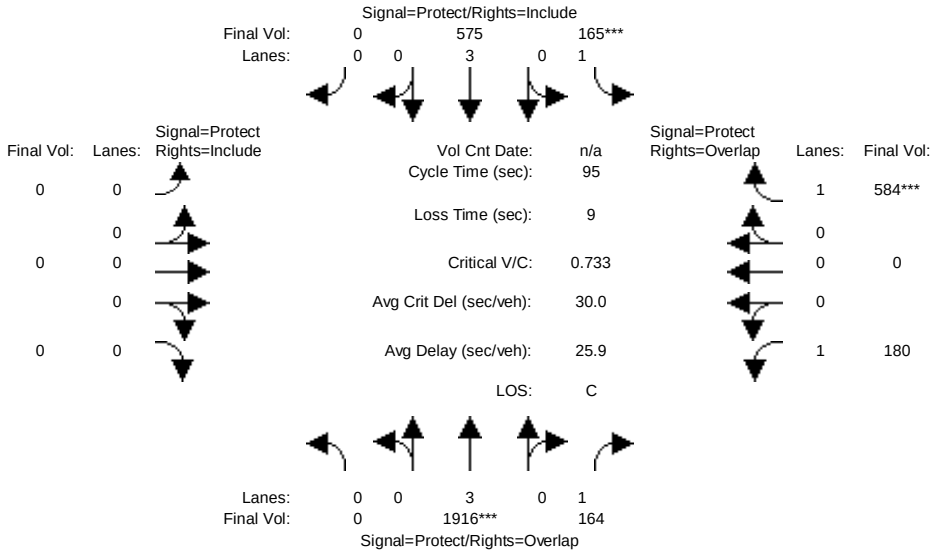


Street Name:	Lawrence Expressway						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	67	67	28	74	74	25	42	42	23	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	689	158	389	1941	353	301	642	271	172	518	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	689	158	389	1941	353	301	642	271	172	518	50
Added Vol:	0	134	0	29	145	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	823	158	418	2086	353	301	642	271	172	518	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	823	158	418	2086	353	301	642	271	172	518	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	823	158	418	2086	353	301	642	271	172	518	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	823	158	418	2086	353	301	642	271	172	518	77
Saturation Flow 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:	0.06	0.14	0.09	0.13	0.37	0.20	0.10	0.17	0.15	0.10	0.14	0.04
Crit Moves:		****		****			****				****	
Green Time:	19.7	62.3	83.4	27.0	69.6	92.8	23.3	38.5	58.2	21.1	36.3	36.3
Volume/Cap:	0.51	0.37	0.17	0.79	0.84	0.35	0.66	0.70	0.43	0.75	0.60	0.19
Uniform Del:	70.6	37.5	21.7	68.5	43.3	19.0	69.5	59.7	41.2	71.9	59.5	53.8
IncremntDel:	4.8	0.5	0.4	11.2	3.7	0.9	7.2	4.5	2.1	19.6	3.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.4	37.9	22.1	79.8	47.0	19.9	76.7	64.2	43.3	91.5	62.6	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:	75.4	37.9	22.1	79.8	47.0	19.9	76.7	64.2	43.3	91.5	62.6	54.9
LOS by Move:	E-	D+	C+	E-	D	B-	E-	E	D	F	E	D-
HCM2kAvgQ:	160	248	113	358	846	254	247	403	283	272	312	87

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

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

Intersection #56: Lawrence Expressway/Doyle Road

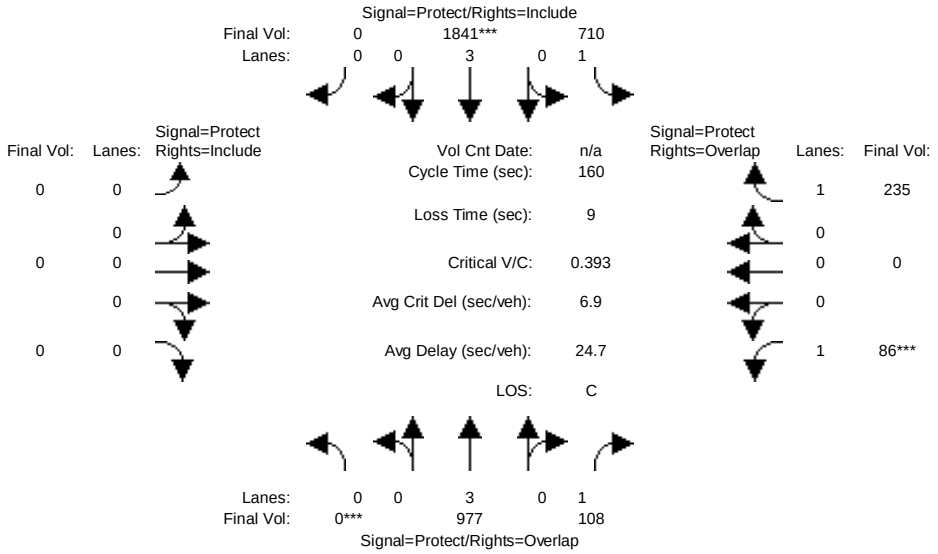


Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	61	61	19	79	0	0	0	0	15	0	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1877	164	165	551	0	0	0	0	180	0	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1877	164	165	551	0	0	0	0	180	0	584
Added Vol:	0	39	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1916	164	165	575	0	0	0	0	180	0	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1916	164	165	575	0	0	0	0	180	0	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1916	164	165	575	0	0	0	0	180	0	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1916	164	165	575	0	0	0	0	180	0	584
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.09	0.09	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.33
Crit Moves:		****		****								****
Green Time:	0.0	55.7	69.4	17.4	73.1	0.0	0.0	0.0	0.0	13.7	0.0	31.1
Volume/Cap:	0.00	0.57	0.13	0.52	0.13	0.00	0.00	0.00	0.00	0.71	0.00	1.02
Uniform Del:	0.0	13.4	4.2	38.4	3.1	0.0	0.0	0.0	0.0	42.4	0.0	35.0
IncremntDel:	0.0	0.7	0.2	5.8	0.1	0.0	0.0	0.0	0.0	15.8	0.0	43.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.1	4.4	44.2	3.1	0.0	0.0	0.0	0.0	58.2	0.0	78.0
User DelAdj:	1.00	1.00	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	4.4	44.2	3.1	0.0	0.0	0.0	0.0	58.2	0.0	78.0
LOS by Move:	A	B	A	D	A	A	A	A	A	E+	A	E-
HCM2kAvgQ:	0	320	42	142	39	0	0	0	0	186	0	702

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

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

Intersection #56: Lawrence Expressway/Doyle Road

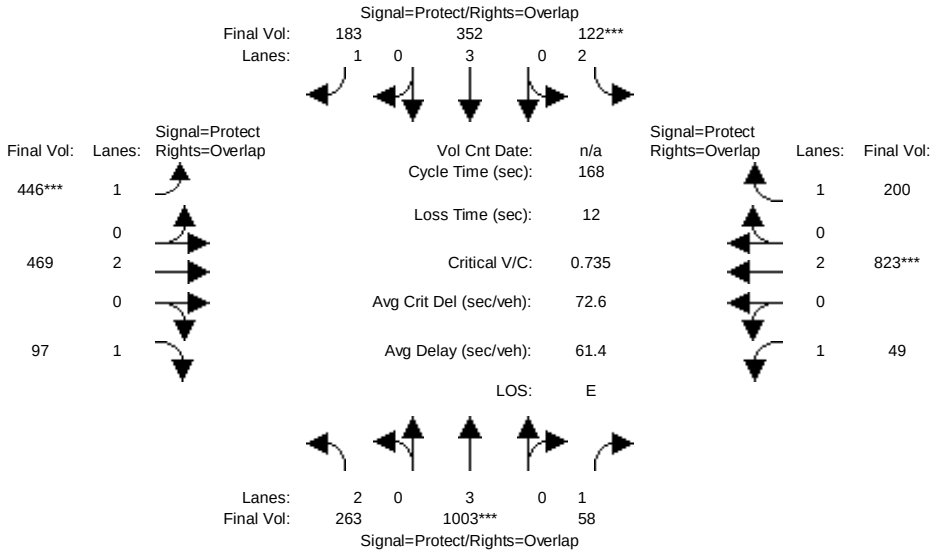


Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	31	31	38	141	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	843	108	710	1696	0	0	0	0	86	0	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	843	108	710	1696	0	0	0	0	86	0	235
Added Vol:	0	134	0	0	145	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	977	108	710	1841	0	0	0	0	86	0	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	977	108	710	1841	0	0	0	0	86	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	977	108	710	1841	0	0	0	0	86	0	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	977	108	710	1841	0	0	0	0	86	0	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.06	0.41	0.32	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	41.6	59.6	91.9	133	0.0	0.0	0.0	0.0	18.0	0.0	109.9
Volume/Cap:	0.00	0.66	0.17	0.71	0.39	0.00	0.00	0.00	0.00	0.44	0.00	0.20
Uniform Del:	0.0	55.9	35.5	25.7	3.4	0.0	0.0	0.0	0.0	70.0	0.0	9.6
IncremntDel:	0.0	2.3	0.5	4.2	0.2	0.0	0.0	0.0	0.0	6.9	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	58.2	36.0	29.9	3.7	0.0	0.0	0.0	0.0	76.9	0.0	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	58.2	36.0	29.9	3.7	0.0	0.0	0.0	0.0	76.9	0.0	9.9
LOS by Move:	A	E+	D+	C	A	A	A	A	A	E-	A	A
HCM2kAvgQ:	0	386	97	705	192	0	0	0	0	121	0	114

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

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

Intersection #57: Lawrence Expressway/Prospect Road

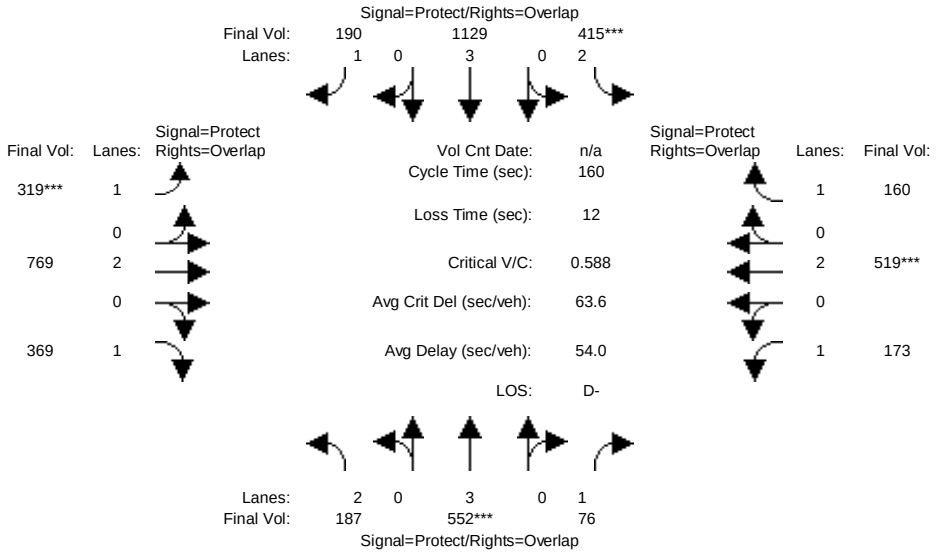


Street Name:	Lawrence Expressway						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	57	57	21	56	56	48	75	75	16	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	263	964	58	122	328	183	446	469	97	49	823	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	964	58	122	328	183	446	469	97	49	823	200
Added Vol:	0	39	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1003	58	122	352	183	446	469	97	49	823	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1003	58	122	352	183	446	469	97	49	823	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1003	58	122	352	183	446	469	97	49	823	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	1003	58	122	352	183	446	469	97	49	823	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.03	0.04	0.06	0.10	0.25	0.12	0.06	0.03	0.22	0.11
Crit Moves:		****		****			****				****	
Green Time:	20.4	52.9	67.8	19.5	52.0	96.5	44.6	69.6	90.0	14.9	39.9	59.4
Volume/Cap:	0.69	0.56	0.08	0.33	0.20	0.18	0.96	0.30	0.10	0.32	0.91	0.32
Uniform Del:	76.2	51.5	33.3	73.6	46.0	18.3	65.6	35.4	20.6	77.4	67.2	42.7
IncremntDel:	9.7	1.3	0.2	2.4	0.3	0.4	33.1	0.5	0.2	5.3	15.0	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.9	52.8	33.6	76.0	46.3	18.7	98.7	35.9	20.9	82.7	82.1	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:	85.9	52.8	33.6	76.0	46.3	18.7	98.7	35.9	20.9	82.7	82.1	44.1
LOS by Move:	F	D-	C-	E-	D	B-	F	D+	C+	F	F	D
HCM2kAvgQ:	237	380	51	97	115	124	766	207	68	74	631	211

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

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

Intersection #57: Lawrence Expressway/Prospect Road

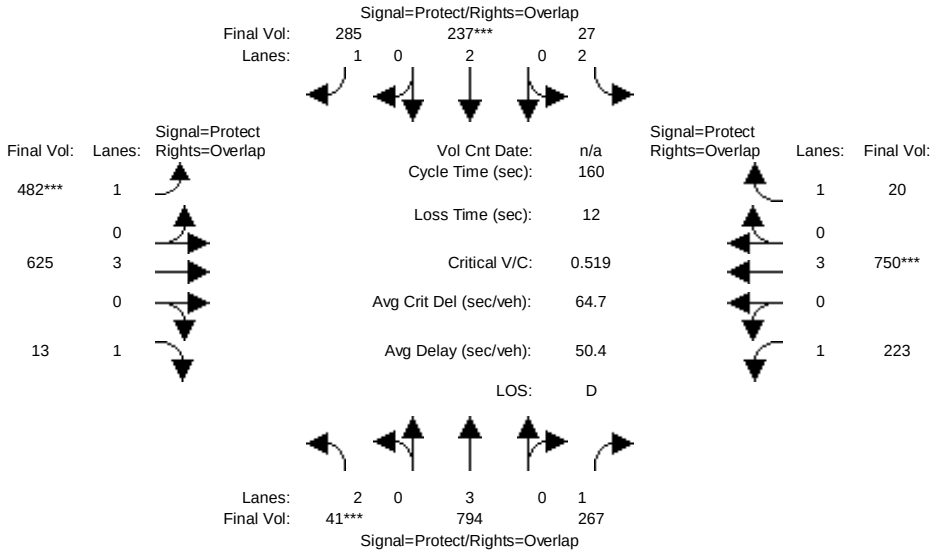


Street Name:	Lawrence Expressway						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	49	49	34	62	62	38	52	52	26	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	418	76	415	984	190	319	769	369	173	519	160
Growth Adj:	1.00	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	418	76	415	984	190	319	769	369	173	519	160
Added Vol:	0	134	0	0	145	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	552	76	415	1129	190	319	769	369	173	519	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	552	76	415	1129	190	319	769	369	173	519	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	552	76	415	1129	190	319	769	369	173	519	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	552	76	415	1129	190	319	769	369	173	519	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.04	0.13	0.20	0.11	0.18	0.20	0.21	0.10	0.14	0.09
Crit Moves:		****		****			****				****	
Green Time:	18.7	45.3	69.4	31.4	58.0	94.1	36.1	48.1	66.8	24.0	36.1	67.5
Volume/Cap:	0.51	0.34	0.10	0.67	0.55	0.18	0.81	0.67	0.50	0.66	0.61	0.22
Uniform Del:	71.7	49.2	29.0	64.3	43.8	16.5	63.5	53.1	37.2	69.3	60.1	31.8
IncremntDel:	4.9	0.6	0.3	5.7	1.0	0.4	16.2	3.2	2.5	12.2	3.2	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.6	49.8	29.3	70.0	44.8	16.9	79.7	56.2	39.7	81.5	63.3	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:	76.6	49.8	29.3	70.0	44.8	16.9	79.7	56.2	39.7	81.5	63.3	32.5
LOS by Move:	E-	D	C	E	D	B	E-	E+	D	F	E	C-
HCM2kAvgQ:	151	188	61	324	388	120	475	453	380	255	316	140

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

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

Intersection #58: Lawrence Expressway/Saratoga Avenue

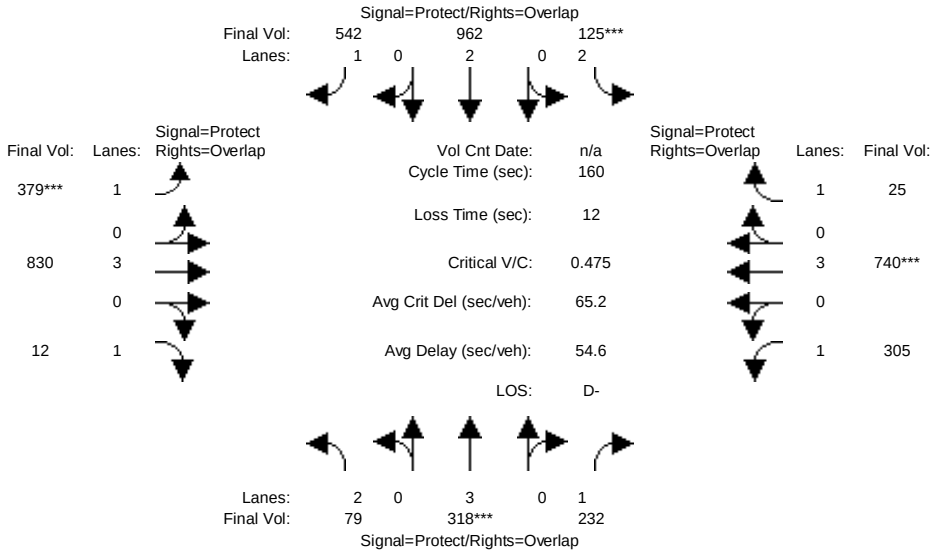


Street Name:	Lawrence Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	61	61	9	55	55	51	61	61	29	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	770	267	27	223	275	466	625	13	223	750	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	770	267	27	223	275	466	625	13	223	750	20
Added Vol:	0	24	0	0	14	10	16	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	794	267	27	237	285	482	625	13	223	750	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:	41	794	267	27	237	285	482	625	13	223	750	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	794	267	27	237	285	482	625	13	223	750	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	794	267	27	237	285	482	625	13	223	750	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.15	0.01	0.06	0.16	0.28	0.11	0.01	0.13	0.13	0.01
Crit Moves:	****				****		****				****	
Green Time:	13.0	55.9	83.2	8.3	51.2	99.5	48.4	57.4	70.4	27.3	36.3	44.5
Volume/Cap:	0.16	0.40	0.29	0.17	0.20	0.26	0.91	0.31	0.02	0.75	0.58	0.04
Uniform Del:	73.5	42.3	23.4	78.0	42.4	14.7	57.8	39.7	27.2	67.8	59.2	45.3
IncremntDel:	1.3	0.6	0.8	2.2	0.4	0.6	22.4	0.4	0.0	15.7	1.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.9	42.9	24.2	80.2	42.8	15.3	80.1	40.1	27.2	83.5	61.1	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	42.9	24.2	80.2	42.8	15.3	80.1	40.1	27.2	83.5	61.1	45.5
LOS by Move:	E	D	C	F	D	B	F	D	C	F	E	D
HCM2kAvgQ:	32	255	206	23	109	176	739	190	10	335	299	20

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

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

Intersection #58: Lawrence Expressway/Saratoga Avenue

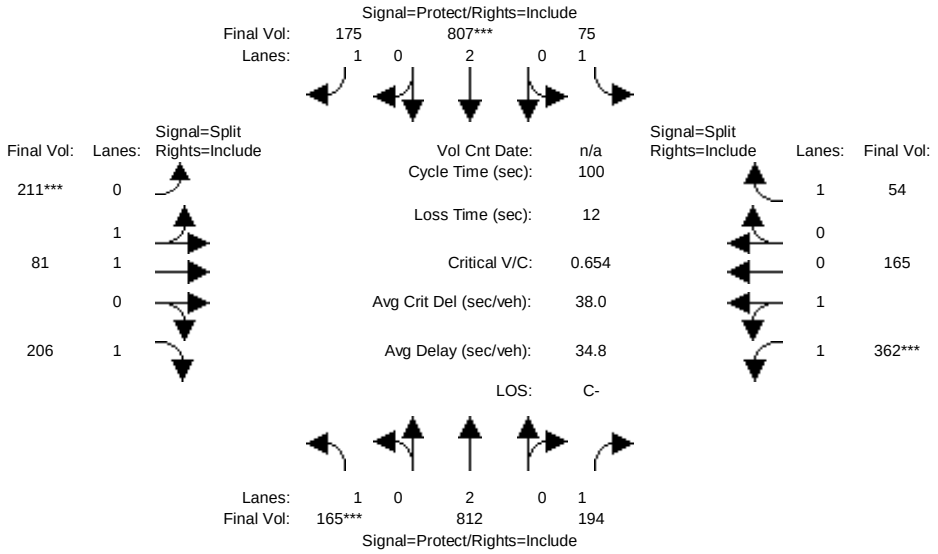


Street Name:	Lawrence Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	56	56	20	60	60	39	46	46	38	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	238	232	125	875	484	325	830	12	305	740	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:	79	238	232	125	875	484	325	830	12	305	740	25
Added Vol:	0	80	0	0	87	58	54	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	318	232	125	962	542	379	830	12	305	740	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	318	232	125	962	542	379	830	12	305	740	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	318	232	125	962	542	379	830	12	305	740	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	318	232	125	962	542	379	830	12	305	740	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.13	0.04	0.25	0.31	0.22	0.15	0.01	0.17	0.13	0.01
Crit Moves:		****		****			****				****	
Green Time:	14.8	51.8	87.4	18.5	55.5	91.6	36.1	43.0	57.8	35.6	42.5	61.0
Volume/Cap:	0.27	0.17	0.24	0.34	0.73	0.54	0.96	0.54	0.02	0.78	0.49	0.04
Uniform Del:	73.1	41.9	20.6	70.5	49.4	22.9	66.2	54.1	35.5	63.4	53.6	33.6
IncremntDel:	2.3	0.2	0.6	2.6	3.6	2.1	36.4	1.4	0.1	14.6	1.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.4	42.1	21.2	73.0	53.0	25.0	102.7	55.5	35.6	78.0	54.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	42.1	21.2	73.0	53.0	25.0	102.7	55.5	35.6	78.0	54.7	33.7
LOS by Move:	E-	D	C+	E	D-	C	F	E+	D+	E-	D-	C-
HCM2kAvgQ:	62	96	166	96	566	467	644	313	11	447	273	21

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

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

Intersection #59: Saratoga Avenue/Cox Avenue

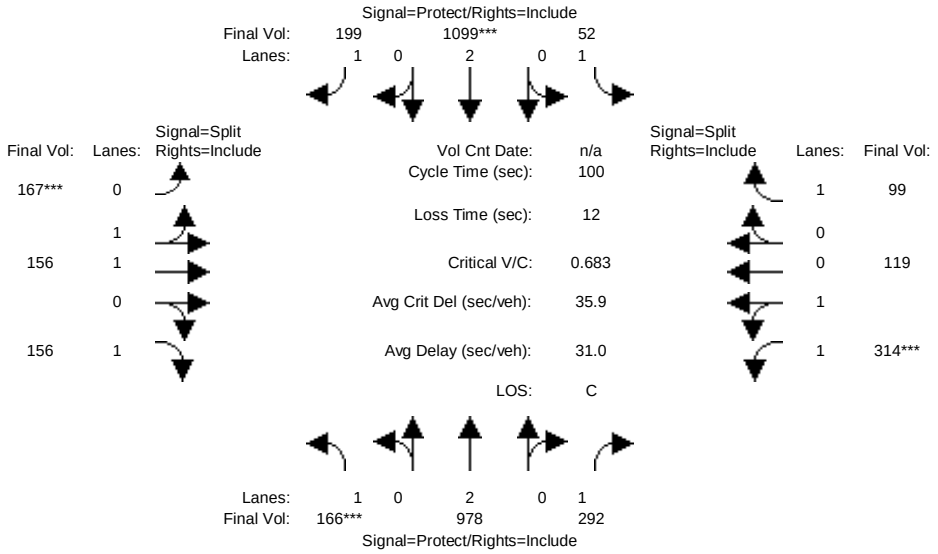


Street Name:	Cox Avenue						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	796	194	75	797	175	211	81	206	362	165	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	796	194	75	797	175	211	81	206	362	165	54
Added Vol:	0	16	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	812	194	75	807	175	211	81	206	362	165	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	812	194	75	807	175	211	81	206	362	165	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	812	194	75	807	175	211	81	206	362	165	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	812	194	75	807	175	211	81	206	362	165	54
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.38	0.62	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2438	1111	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.11	0.04	0.21	0.10	0.12	0.04	0.12	0.15	0.15	0.03
Crit Moves:	****				****		****			****		
Green Time:	14.4	35.3	35.3	11.6	32.5	32.5	18.4	18.4	18.4	22.7	22.7	22.7
Volume/Cap:	0.65	0.61	0.31	0.37	0.65	0.31	0.65	0.23	0.64	0.65	0.65	0.14
Uniform Del:	40.4	26.6	23.5	40.9	29.0	25.3	37.8	34.7	37.7	35.1	35.1	30.8
IncremntDel:	12.5	2.0	1.3	5.1	2.7	1.4	7.3	0.4	9.3	4.1	4.1	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.9	28.6	24.9	46.0	31.7	26.7	45.1	35.2	47.0	39.2	39.2	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	28.6	24.9	46.0	31.7	26.7	45.1	35.2	47.0	39.2	39.2	31.5
LOS by Move:	D-	C	C	D	C	C	D	D+	D	D	D	C
HCM2kAvgQ:	159	269	118	66	285	110	190	55	184	221	221	36

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

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

Intersection #59: Saratoga Avenue/Cox Avenue

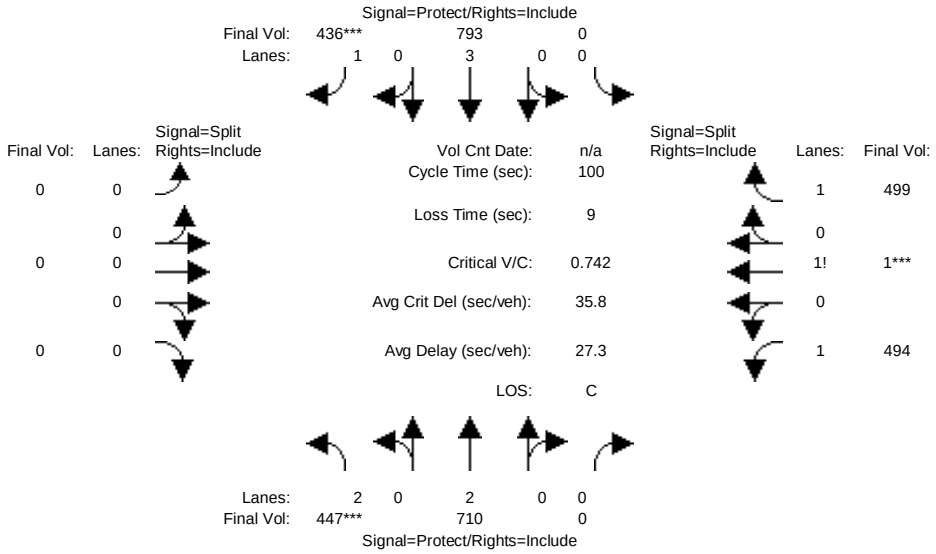


Street Name:	Cox Avenue						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	924	292	52	1041	199	167	156	156	314	119	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:	166	924	292	52	1041	199	167	156	156	314	119	99
Added Vol:	0	54	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	978	292	52	1099	199	167	156	156	314	119	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	978	292	52	1099	199	167	156	156	314	119	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	978	292	52	1099	199	167	156	156	314	119	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	978	292	52	1099	199	167	156	156	314	119	99
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.46	0.54	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2574	976	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.17	0.03	0.29	0.11	0.10	0.08	0.09	0.12	0.12	0.06
Crit Moves:	****				****		****			****		
Green Time:	13.9	44.2	44.2	12.0	42.3	42.3	14.0	14.0	14.0	17.8	17.8	17.8
Volume/Cap:	0.68	0.58	0.38	0.25	0.68	0.27	0.68	0.59	0.64	0.68	0.68	0.32
Uniform Del:	41.0	21.0	18.7	39.9	23.4	18.8	40.9	40.3	40.6	38.4	38.4	35.8
IncremntDel:	14.5	1.5	1.4	2.8	2.4	0.9	7.8	4.6	12.1	5.9	5.9	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	22.5	20.1	42.7	25.8	19.7	48.7	44.9	52.7	44.3	44.3	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	22.5	20.1	42.7	25.8	19.7	48.7	44.9	52.7	44.3	44.3	38.4
LOS by Move:	E+	C+	C+	D	C	B-	D	D	D-	D	D	D+
HCM2kAvgQ:	165	289	163	44	360	107	166	134	150	198	198	76

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

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

Intersection #60: Saratoga Avenue/SR 85 Ramps North

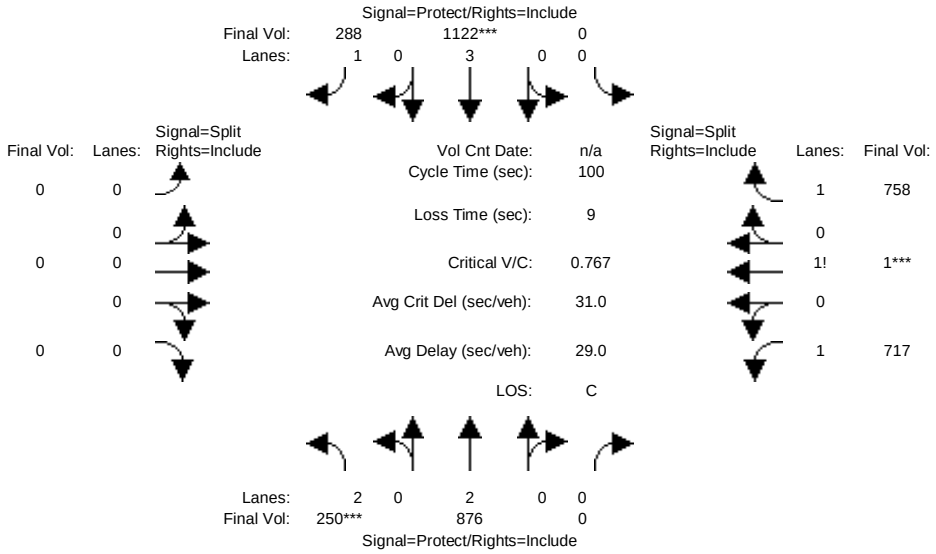


Street Name:	Saratoga Avenue						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	447	710	0	0	783	436	0	0	0	494	1	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	710	0	0	783	436	0	0	0	494	1	483
Added Vol:	0	0	0	0	10	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	710	0	0	793	436	0	0	0	494	1	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	710	0	0	793	436	0	0	0	494	1	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	710	0	0	793	436	0	0	0	494	1	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	447	710	0	0	793	436	0	0	0	494	1	499
Saturation 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	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.49	0.01	1.50
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2619	4	2628
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.14	0.25	0.00	0.00	0.00	0.19	0.28	0.19
Crit Moves:	****					****					****	
Green Time:	19.1	52.7	0.0	0.0	33.6	33.6	0.0	0.0	0.0	38.3	38.3	38.3
Volume/Cap:	0.74	0.35	0.00	0.00	0.41	0.74	0.00	0.00	0.00	0.49	0.74	0.50
Uniform Del:	38.1	13.8	0.0	0.0	25.6	29.4	0.0	0.0	0.0	23.5	26.6	23.5
IncremntDel:	8.0	0.5	0.0	0.0	0.7	8.2	0.0	0.0	0.0	0.9	3.7	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	46.2	14.3	0.0	0.0	26.3	37.6	0.0	0.0	0.0	24.3	30.3	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:	46.2	14.3	0.0	0.0	26.3	37.6	0.0	0.0	0.0	24.3	30.3	24.4
LOS by Move:	D	B	A	A	C	D+	A	A	A	C	C	C
HCM2kAvgQ:	213	159	0	0	159	355	0	0	0	213	388	215

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

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

Intersection #60: Saratoga Avenue/SR 85 Ramps North

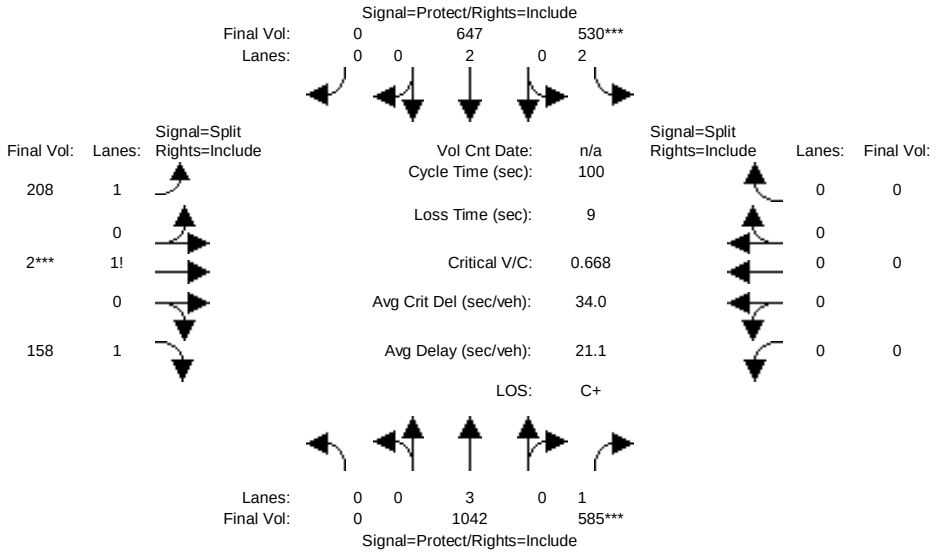


Street Name:	Saratoga Avenue						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	876	0	0	1064	288	0	0	0	717	1	704
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	876	0	0	1064	288	0	0	0	717	1	704
Added Vol:	0	0	0	0	58	0	0	0	0	0	0	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	876	0	0	1122	288	0	0	0	717	1	758
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	876	0	0	1122	288	0	0	0	717	1	758
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	876	0	0	1122	288	0	0	0	717	1	758
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	876	0	0	1122	288	0	0	0	717	1	758
Saturation 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	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.48	0.01	1.51
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2600	2	2648
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.20	0.16	0.00	0.00	0.00	0.28	0.42	0.29
Crit Moves:	****				****						****	
Green Time:	10.3	36.0	0.0	0.0	25.7	25.7	0.0	0.0	0.0	55.0	55.0	55.0
Volume/Cap:	0.77	0.64	0.00	0.00	0.77	0.64	0.00	0.00	0.00	0.50	0.77	0.52
Uniform Del:	43.7	26.6	0.0	0.0	34.4	33.1	0.0	0.0	0.0	14.0	17.5	14.2
IncremntDel:	15.8	2.3	0.0	0.0	3.9	6.9	0.0	0.0	0.0	0.6	3.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.5	28.9	0.0	0.0	38.3	40.0	0.0	0.0	0.0	14.6	20.5	14.9
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:	59.5	28.9	0.0	0.0	38.3	40.0	0.0	0.0	0.0	14.6	20.5	14.9
LOS by Move:	E+	C	A	A	D+	D	A	A	A	B	C+	B
HCM2kAvgQ:	128	290	0	0	309	235	0	0	0	251	509	265

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

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

Intersection #61: Saratoga Avenue/SR 85 Ramps South

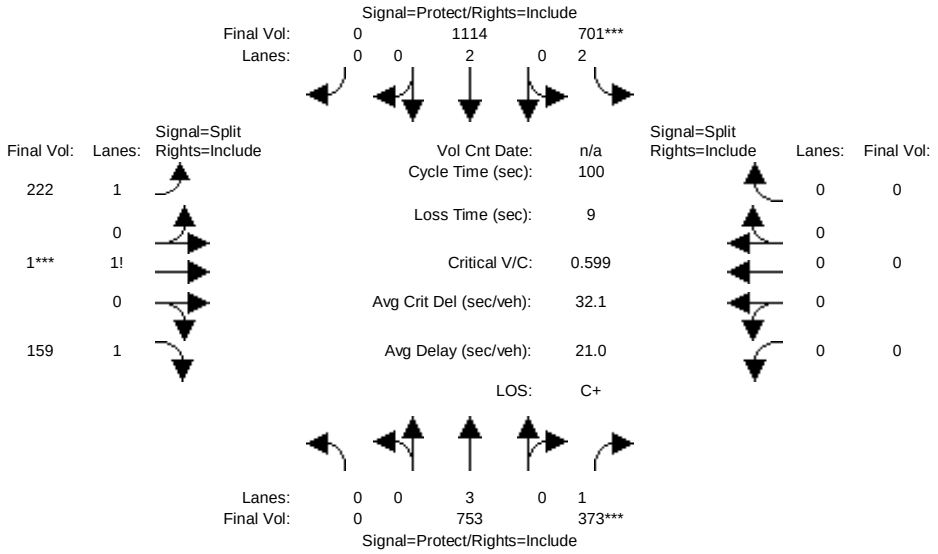


Street Name:	Saratoga Avenue						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1042	585	520	647	0	208	2	158	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	1042	585	520	647	0	208	2	158	0	0	0
Added Vol:	0	0	0	10	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1042	585	530	647	0	208	2	158	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	1042	585	530	647	0	208	2	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1042	585	530	647	0	208	2	158	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	1042	585	530	647	0	208	2	158	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	3.00	1.00	2.00	2.00	0.00	1.56	0.01	1.43	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2734	19	2497	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.33	0.17	0.17	0.00	0.08	0.11	0.06	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	50.0	50.0	25.2	75.2	0.0	15.8	15.8	15.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.67	0.67	0.23	0.00	0.48	0.67	0.40	0.00	0.00	0.00
Uniform Del:	0.0	15.3	18.8	33.7	3.7	0.0	38.4	39.6	37.8	0.0	0.0	0.0
IncremntDel:	0.0	0.4	4.0	4.4	0.2	0.0	2.2	6.3	1.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	22.8	38.1	3.9	0.0	40.5	45.9	39.1	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	15.7	22.8	38.1	3.9	0.0	40.5	45.9	39.1	0.0	0.0	0.0
LOS by Move:	A	B	C+	D+	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	162	379	231	78	0	114	175	91	0	0	0

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

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

Intersection #61: Saratoga Avenue/SR 85 Ramps South

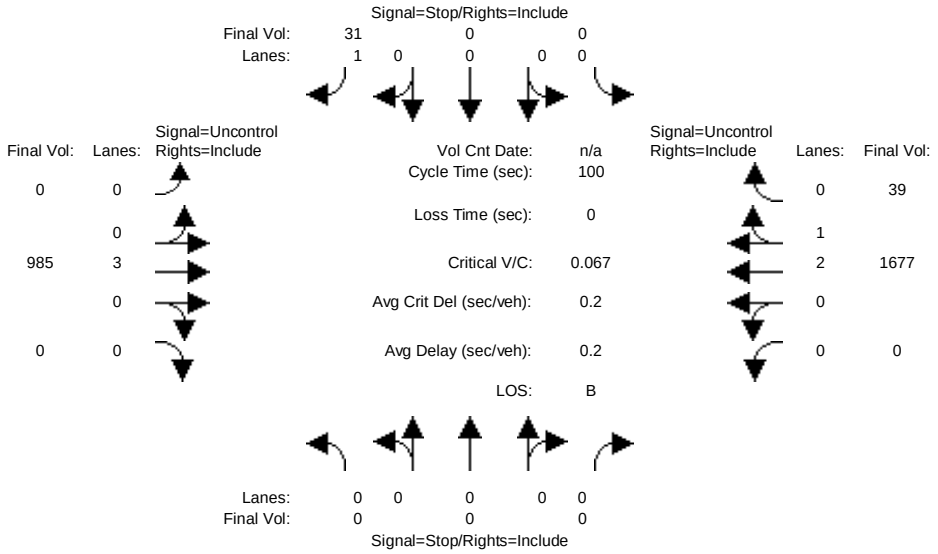


Street Name:	Saratoga Avenue						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	753	373	643	1114	0	222	1	159	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	753	373	643	1114	0	222	1	159	0	0	0
Added Vol:	0	0	0	58	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	753	373	701	1114	0	222	1	159	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	753	373	701	1114	0	222	1	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	753	373	701	1114	0	222	1	159	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	753	373	701	1114	0	222	1	159	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	3.00	1.00	2.00	2.00	0.00	1.58	0.01	1.41	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2764	9	2477	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.21	0.22	0.29	0.00	0.08	0.11	0.06	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	35.6	35.6	37.2	72.7	0.0	18.3	18.3	18.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.60	0.60	0.40	0.00	0.44	0.60	0.35	0.00	0.00	0.00
Uniform Del:	0.0	23.9	26.4	25.4	5.3	0.0	36.3	37.5	35.7	0.0	0.0	0.0
IncremntDel:	0.0	0.5	4.2	2.3	0.4	0.0	1.6	4.1	0.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	30.6	27.7	5.7	0.0	37.9	41.6	36.6	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	24.4	30.6	27.7	5.7	0.0	37.9	41.6	36.6	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	144	266	257	164	0	113	167	87	0	0	0

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

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

Intersection #62: Stevens Creek Boulevard/Vallco Driveway 5



Street Name:	Vallco Driveway 5						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
Volume Module:												
Base Vol:	0	0	0	0	0	31	0	985	0	0	1677	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	31	0	985	0	0	1677	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	31	0	985	0	0	1677	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	31	0	985	0	0	1677	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	31	0	985	0	0	1677	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	579	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	464	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	464	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	5.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	31	0	985	0	0	1677	39
ApproachDel:	xxxxxx			13.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2732]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	31	0	985	0	0	1677	39

Major Street Volume: 2701
Minor Approach Volume: 31
Minor Approach Volume Threshold: -57 [less than minimum of 100]

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

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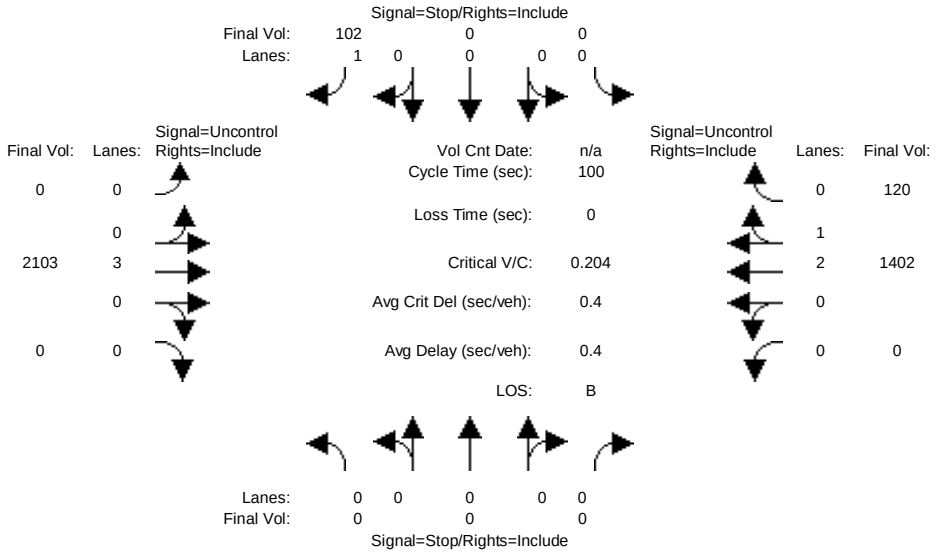
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 PM

Intersection #62: Stevens Creek Boulevard/Vallco Driveway 5



Street Name:	Vallco Driveway 5						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
Volume Module:												
Base Vol:	0	0	0	0	0	102	0	2103	0	0	1402	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:	0	0	0	0	0	102	0	2103	0	0	1402	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	102	0	2103	0	0	1402	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	0	0	102	0	2103	0	0	1402	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	102	0	2103	0	0	1402	120
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	527	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	18.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	102	0	2103	0	0	1402	120
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=102]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3727]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	102	0	2103	0	0	1402	120

Major Street Volume: 3625
Minor Approach Volume: 102
Minor Approach Volume Threshold: -159 [less than minimum of 100]

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

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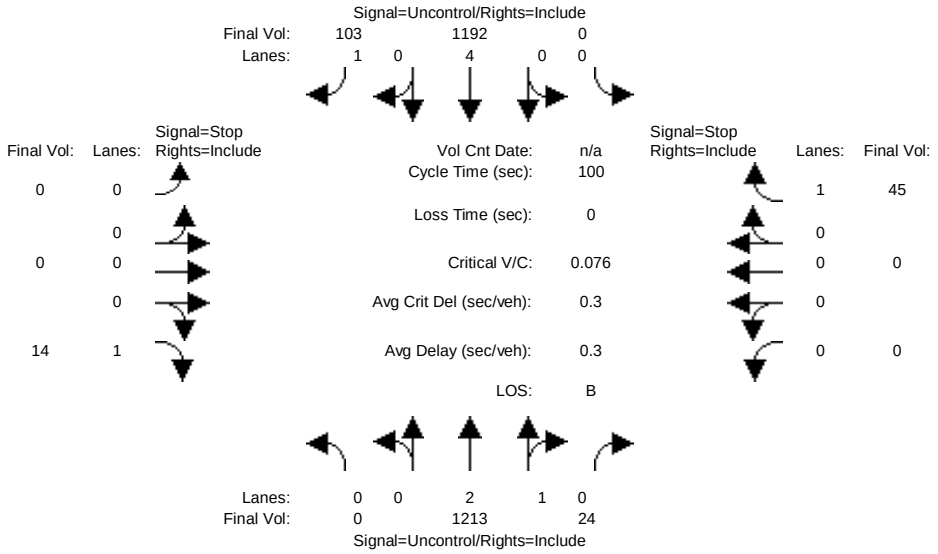
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 AM

Intersection #1163: Wolfe Road/Vallco Driveway 1



Street Name:	Wolfe Road						Vallco Driveway 1					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1213	24	0	1192	103	0	0	14	0	0	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:	0	1213	24	0	1192	103	0	0	14	0	0	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1213	24	0	1192	103	0	0	14	0	0	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:	0	1213	24	0	1192	103	0	0	14	0	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1213	24	0	1192	103	0	0	14	0	0	45
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	298	xxxx	xxxx	416
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	704	xxxx	xxxx	591
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	704	xxxx	xxxx	591
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.5	xxxx	xxxx	6.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			11.6		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1213	24		0 1192	103		0	0	14	0	0	45
ApproachDel:	xxxxxx			xxxxxx			10.2			11.6		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2591]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2591]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1213	24		0 1192	103		0	0	14	0	0	45

Major Street Volume: 2532
Minor Approach Volume: 45
Minor Approach Volume Threshold: -35 [less than minimum of 100]

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

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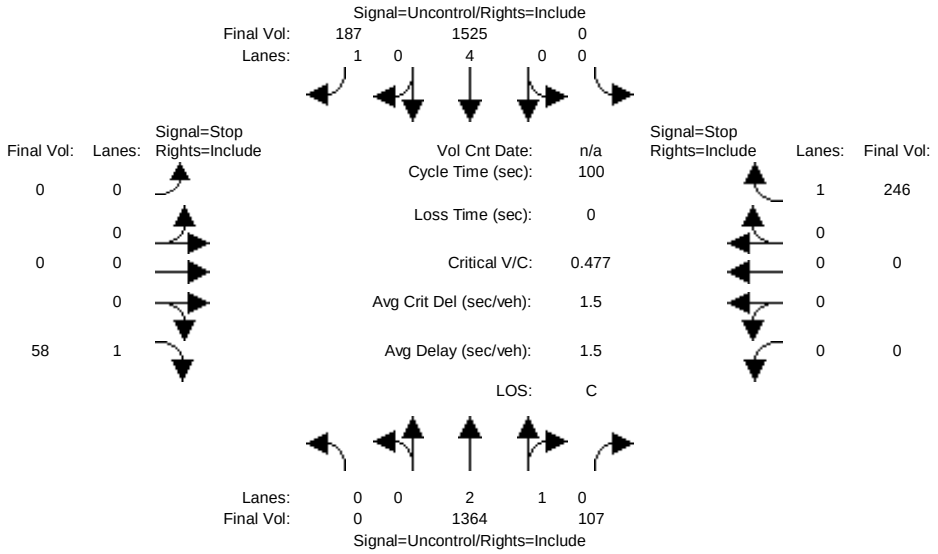
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 PM

Intersection #1163: Wolfe Road/Vallco Driveway 1



Street Name:	Wolfe Road						Vallco Driveway 1					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	1364	107	0	1525	187	0	0	58	0	0	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:	0	1364	107	0	1525	187	0	0	58	0	0	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1364	107	0	1525	187	0	0	58	0	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	1364	107	0	1525	187	0	0	58	0	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1364	107	0	1525	187	0	0	58	0	0	246
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	381	xxxx	xxxx	508
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	622	xxxx	xxxx	515
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	622	xxxx	xxxx	515
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.48
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	7.7	xxxx	xxxx	63.7
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	18.2
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.4			18.2		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1364	107		0 1525	187		0	0	58	0	0	246
ApproachDel:	xxxxxx			xxxxxx			11.4			18.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=58]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3487]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=246]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3487]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1364	107		0 1525	187		0	0	58	0	0	246

Major Street Volume: 3183
Minor Approach Volume: 246
Minor Approach Volume Threshold: -114 [less than minimum of 100]

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

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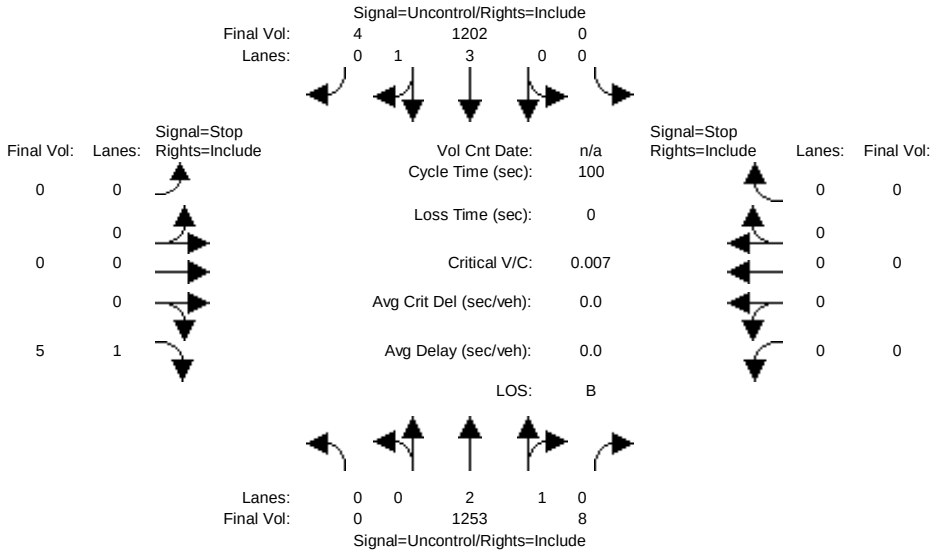
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 AM

Intersection #64: Wolfe Road/Vallco Driveway 2



Street Name:	Wolfe Road						Vallco Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1253	8	0	1202	4	0	0	5	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	1253	8	0	1202	4	0	0	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1253	8	0	1202	4	0	0	5	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	1253	8	0	1202	4	0	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1253	8	0	1202	4	0	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	303	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	700	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	700	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 3	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 1253	8		0 1202	4		0 0		5	0 0		0
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2472]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 3	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 1253	8		0 1202	4		0 0		5	0 0		0

Major Street Volume: 2467
Minor Approach Volume: 5
Minor Approach Volume Threshold: -26 [less than minimum of 100]

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

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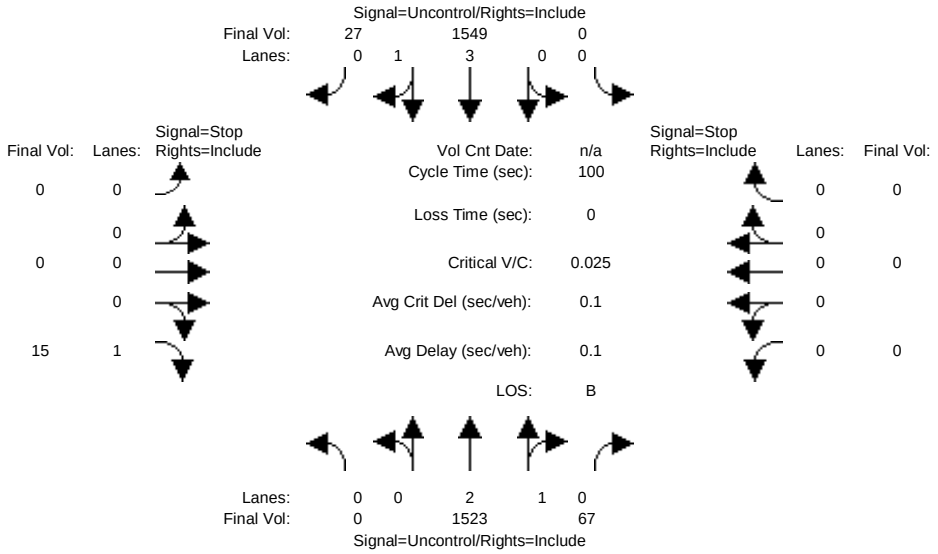
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 PM

Intersection #64: Wolfe Road/Vallco Driveway 2



Street Name:	Wolfe Road						Vallco Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1523	67	0	1549	27	0	0	15	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	1523	67	0	1549	27	0	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1523	67	0	1549	27	0	0	15	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	1523	67	0	1549	27	0	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1523	67	0	1549	27	0	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	401	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	605	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	605	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 3	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 1523	67		0 1549	27		0 0	15		0 0	0	
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3181]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 3	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 1523	67		0 1549	27		0 0	15		0 0	0	

Major Street Volume: 3166
Minor Approach Volume: 15
Minor Approach Volume Threshold: -112 [less than minimum of 100]

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

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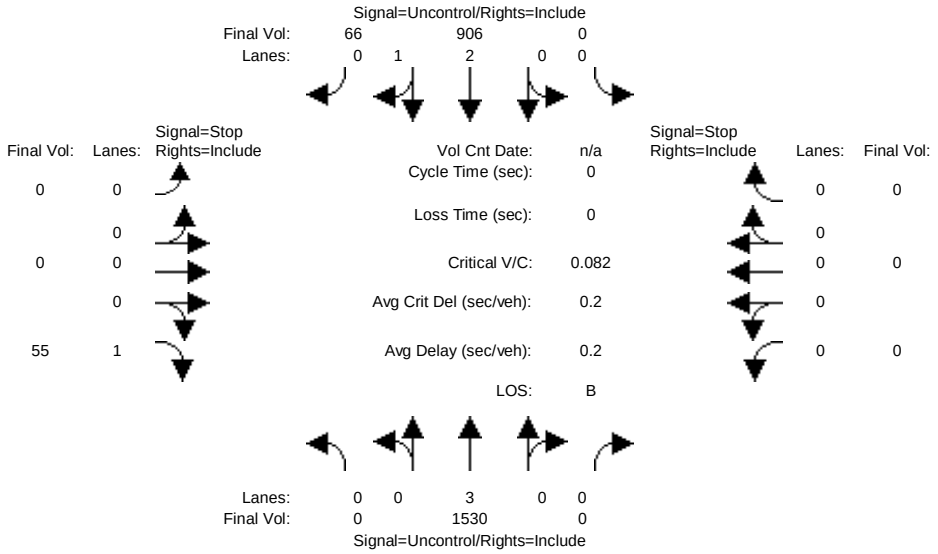
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 AM

Intersection #65: Wolfe Road/Vallco Driveway 3



Street Name:	Wolfe Road						Vallco Driveway 3					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1530	0	0	906	66	0	0	55	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	1530	0	0	906	66	0	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1530	0	0	906	66	0	0	55	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	1530	0	0	906	66	0	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1530	0	0	906	66	0	0	55	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	335	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	667	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	667	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	6.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1530	0		0 906	66		0	0	55	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2557]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1530	0		0 906	66		0	0	55	0	0	0

Major Street Volume: 2502
Minor Approach Volume: 55
Minor Approach Volume Threshold: -31 [less than minimum of 100]

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

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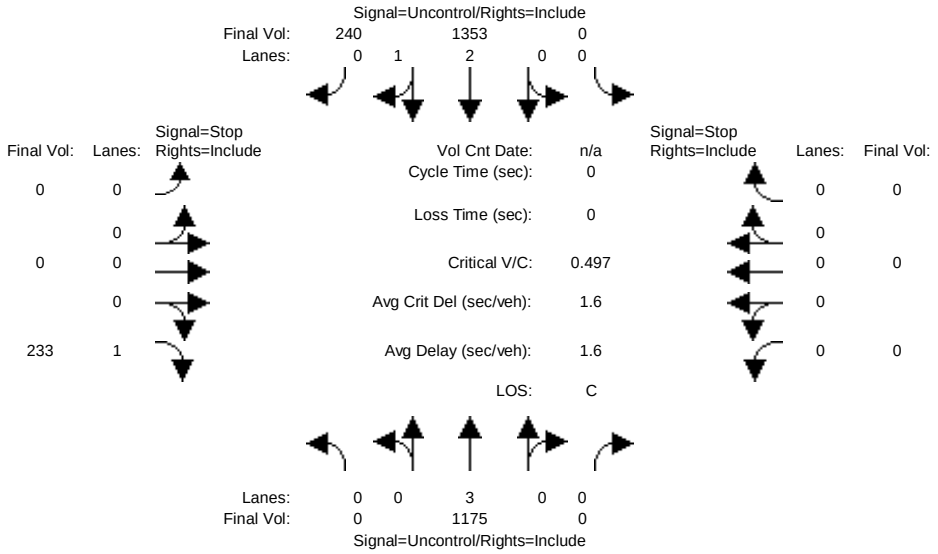
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 PM

Intersection #65: Wolfe Road/Vallco Driveway 3



Street Name:	Wolfe Road						Vallco Driveway 3					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1175	0	0	1353	240	0	0	233	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	1175	0	0	1353	240	0	0	233	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1175	0	0	1353	240	0	0	233	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	1175	0	0	1353	240	0	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1175	0	0	1353	240	0	0	233	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	571	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	67.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1175	0		0 1353	240		0	0	233	0	0	0
ApproachDel:	xxxxxx			xxxxxx			20.0			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=233]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3001]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1175	0		0 1353	240		0	0	233	0	0	0

Major Street Volume: 2768
Minor Approach Volume: 233
Minor Approach Volume Threshold: -66 [less than minimum of 100]

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

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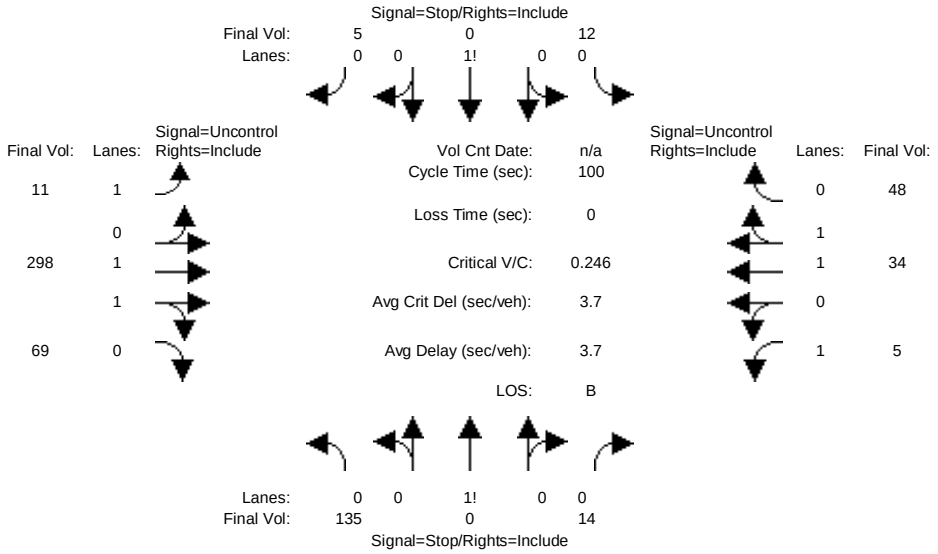
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 AM

Intersection #66: Vallco Parkway/Vallco Driveway 4



Street Name:	Vallco Driveway 4						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	135	0	14	12	0	5	11	298	69	5	34	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:	135	0	14	12	0	5	11	298	69	5	34	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	14	12	0	5	11	298	69	5	34	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:	135	0	14	12	0	5	11	298	69	5	34	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	0	14	12	0	5	11	298	69	5	34	48
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	382	447	184	239	457	41	82	xxxx	xxxxx	367	xxxx	xxxxx
Potent Cap.:	556	510	834	701	503	1028	1528	xxxx	xxxxx	1203	xxxx	xxxxx
Move Cap.:	549	504	834	683	497	1028	1528	xxxx	xxxxx	1203	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.02	0.02	0.00	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	567	xxxxx	xxxx	758	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:		13.6			9.9		xxxxx			xxxxx		
ApproachLOS:		B			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		1 0 1	1	0	1 0 1	1	0
Initial Vol:	135	0	14	12	0	5	11	298	69	5	34	48
ApproachDel:	13.6			9.9			xxxxx			xxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=149]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=631]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=631]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		1 0 1	1	0	1 0 1	1	0
Initial Vol:	135	0	14	12	0	5	11	298	69	5	34	48

Major Street Volume: 465
Minor Approach Volume: 149
Minor Approach Volume Threshold: 549

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

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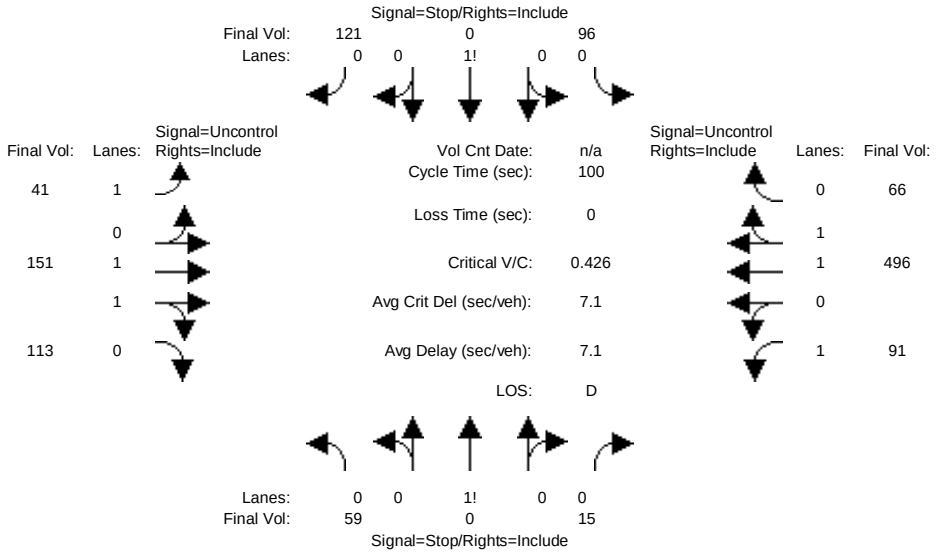
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 PM

Intersection #66: Vallco Parkway/Vallco Driveway 4



Street Name:	Vallco Driveway 4						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	59	0	15	96	0	121	41	151	113	91	496	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	15	96	0	121	41	151	113	91	496	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	0	15	96	0	121	41	151	113	91	496	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	0	15	96	0	121	41	151	113	91	496	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	59	0	15	96	0	121	41	151	113	91	496	66
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	720	1034	132	869	1057	281	562	xxxx	xxxxx	264	xxxx	xxxxx
Potent Cap.:	319	234	899	249	227	722	1019	xxxx	xxxxx	1312	xxxx	xxxxx
Move Cap.:	244	209	899	225	203	722	1019	xxxx	xxxxx	1312	xxxx	xxxxx
Volume/Cap:	0.24	0.00	0.02	0.43	0.00	0.17	0.04	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	5.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	286	xxxxx	xxxx	365	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.9	xxxxx	xxxxx	28.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:		21.9			28.3		xxxxxx			xxxxxx		
ApproachLOS:		C			D		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	0
Initial Vol:	59	0	15	96	0	121	41	151	113	91	496	66
ApproachDel:	21.9			28.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1249]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=217]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1249]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	0
Initial Vol:	59	0	15	96	0	121	41	151	113	91	496	66

Major Street Volume: 958
Minor Approach Volume: 217
Minor Approach Volume Threshold: 300

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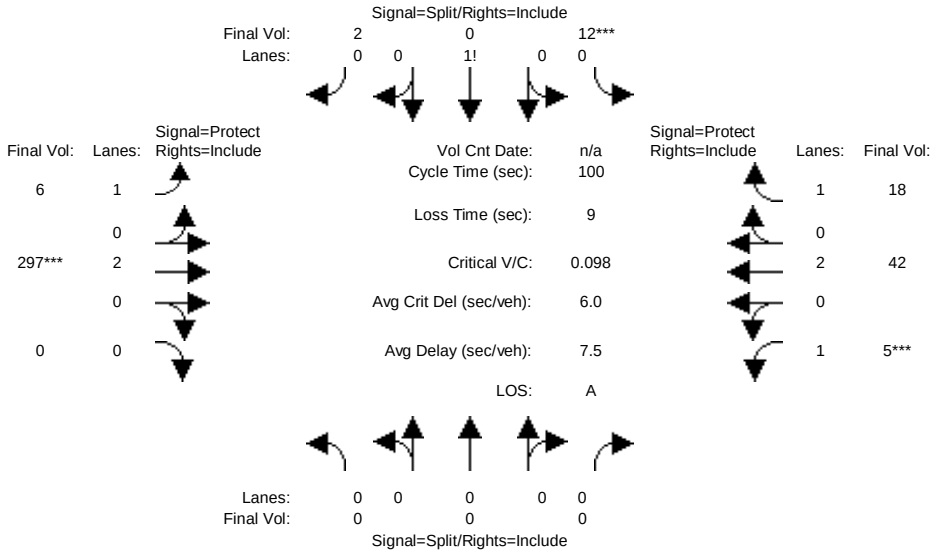
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #67: Vallco Parkway/Perimeter Road

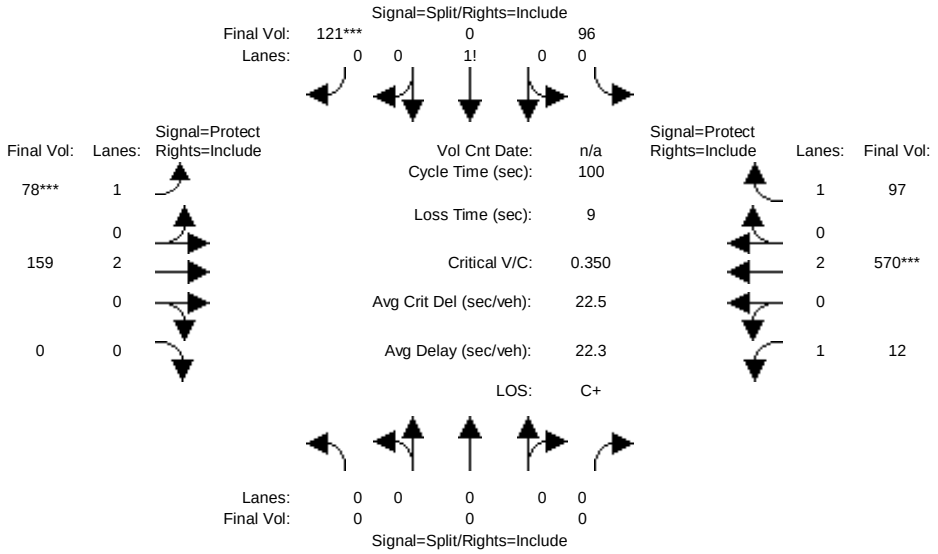


Street Name:	Perimeter Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	0	2	6	297	0	5	42	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	2	6	297	0	5	42	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	2	6	297	0	5	42	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	2	6	297	0	5	42	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	2	6	297	0	5	42	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	0	2	6	297	0	5	42	18
Saturation Flow 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	0.86	0.00	0.14	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	250	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.08	0.00	0.00	0.01	0.01
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	33.4	74.0	0.0	7.0	47.6	47.6
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.08	0.01	0.11	0.00	0.04	0.02	0.02
Uniform Del:	0.0	0.0	0.0	40.8	0.0	40.8	22.3	3.7	0.0	43.4	13.9	13.8
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	41.0	22.3	3.7	0.0	43.5	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	41.0	22.3	3.7	0.0	43.5	13.9	13.9
LOS by Move:	A	A	A	D	A	D	C+	A	A	D	B	B
HCM2kAvgQ:	0	0	0	12	0	12	3	32	0	5	8	8

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

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

Intersection #67: Vallco Parkway/Perimeter Road



Street Name:	Perimeter Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	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:	0	0	0	96	0	121	78	159	0	12	570	97
Growth Adj:	1.00	1.00	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	96	0	121	78	159	0	12	570	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	0	121	78	159	0	12	570	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	96	0	121	78	159	0	12	570	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	121	78	159	0	12	570	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	96	0	121	78	159	0	12	570	97
Saturation Flow 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	0.44	0.00	0.56	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	774	0	976	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.04	0.04	0.00	0.01	0.15	0.06
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	35.4	0.0	35.4	12.7	32.7	0.0	22.9	42.8	42.8
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.35	0.35	0.13	0.00	0.03	0.35	0.13
Uniform Del:	0.0	0.0	0.0	23.8	0.0	23.8	39.9	23.6	0.0	29.9	19.2	17.3
IncremntDel:	0.0	0.0	0.0	0.3	0.0	0.3	1.0	0.0	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	24.1	0.0	24.1	40.8	23.7	0.0	30.0	19.3	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:	0.0	0.0	0.0	24.1	0.0	24.1	40.8	23.7	0.0	30.0	19.3	17.4
LOS by Move:	A	A	A	C	A	C	D	C	A	C	B-	B
HCM2kAvgQ:	0	0	0	134	0	134	58	41	0	8	146	48

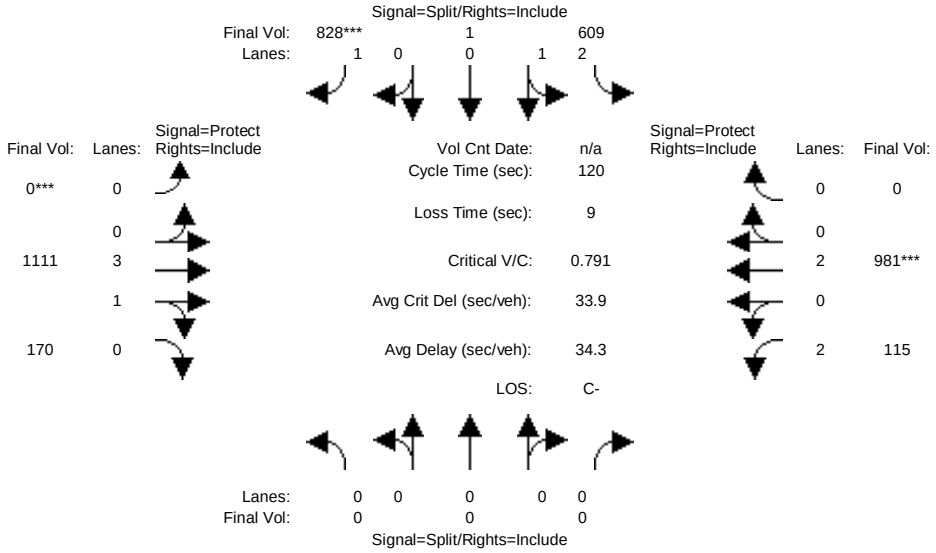
Note: Queue reported is the distance per lane in feet.

Traffix Output

Background Conditions

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

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

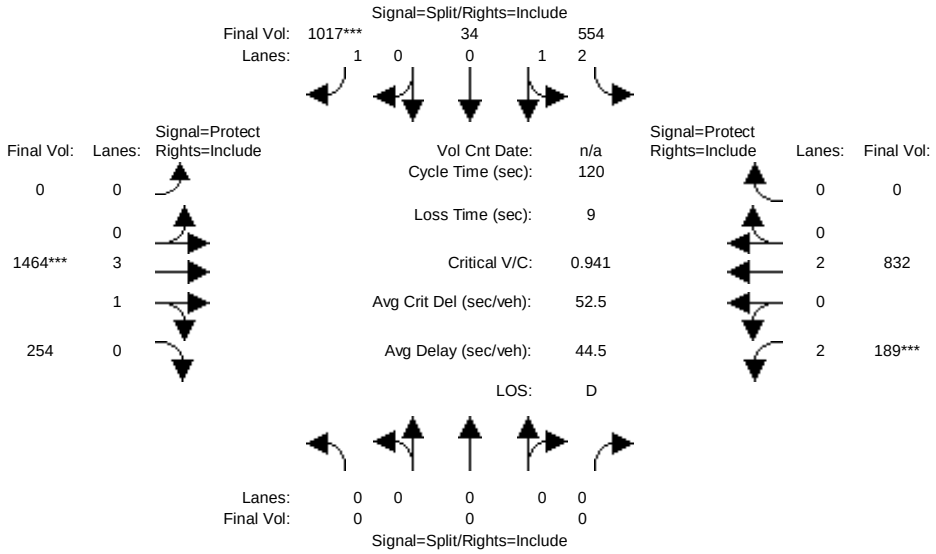


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	609	1	828	0	1103	170	115	976	0
Growth Adj:	1.00	1.00	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	609	1	828	0	1103	170	115	976	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	609	1	828	0	1111	170	115	981	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	609	1	828	0	1111	170	115	981	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	609	1	828	0	1111	170	115	981	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	609	1	828	0	1111	170	115	981	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	3.45	0.55	2.00	2.00	0.00
Final Sat.:	0	0	0	4942	8	1750	0	6503	995	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.47	0.00	0.17	0.17	0.04	0.26	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	71.8	71.8	71.8	0.0	29.2	29.2	10.0	39.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.79	0.00	0.70	0.70	0.44	0.79	0.00
Uniform Del:	0.0	0.0	0.0	11.0	11.0	18.4	0.0	41.4	41.4	52.4	36.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	6.1	0.0	2.3	2.3	5.3	5.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	11.2	24.5	0.0	43.7	43.7	57.6	41.9	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	11.2	11.2	24.5	0.0	43.7	43.7	57.6	41.9	0.0
LOS by Move:	A	A	A	B+	B+	C	A	D	D	E+	D	A
HCM2kAvgQ:	0	0	0	96	96	656	0	299	299	59	412	0

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

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

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

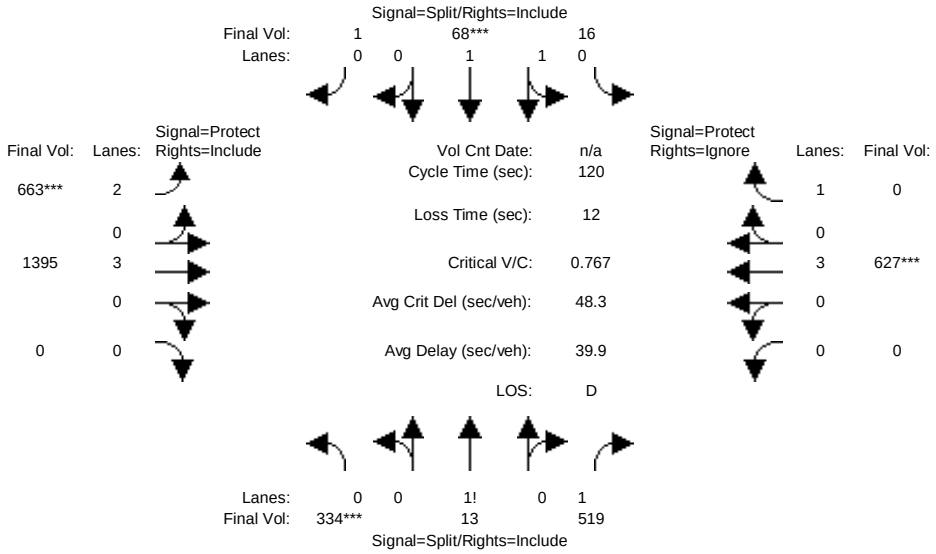


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	554	34	1017	0	1437	254	189	803	0
Growth Adj:	1.00	1.00	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	554	34	1017	0	1437	254	189	803	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	554	34	1017	0	1464	254	189	832	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	554	34	1017	0	1464	254	189	832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	34	1017	0	1464	254	189	832	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	554	34	1017	0	1464	254	189	832	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.84	0.16	1.00	0.00	3.38	0.62	2.00	2.00	0.00
Final Sat.:	0	0	0	4662	286	1750	0	6389	1109	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.58	0.00	0.23	0.23	0.06	0.22	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	74.1	74.1	74.1	0.0	29.2	29.2	7.7	36.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.94	0.00	0.94	0.94	0.94	0.71	0.00
Uniform Del:	0.0	0.0	0.0	10.0	10.0	20.9	0.0	44.5	44.5	55.9	36.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	16.4	0.0	11.1	11.1	49.7	3.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.1	10.1	37.3	0.0	55.6	55.6	105.7	40.6	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	10.1	10.1	37.3	0.0	55.6	55.6	105.7	40.6	0.0
LOS by Move:	A	A	A	B+	B+	D+	A	E+	E+	F	D	A
HCM2kAvgQ:	0	0	0	88	88	1044	0	503	503	130	348	0

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

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

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

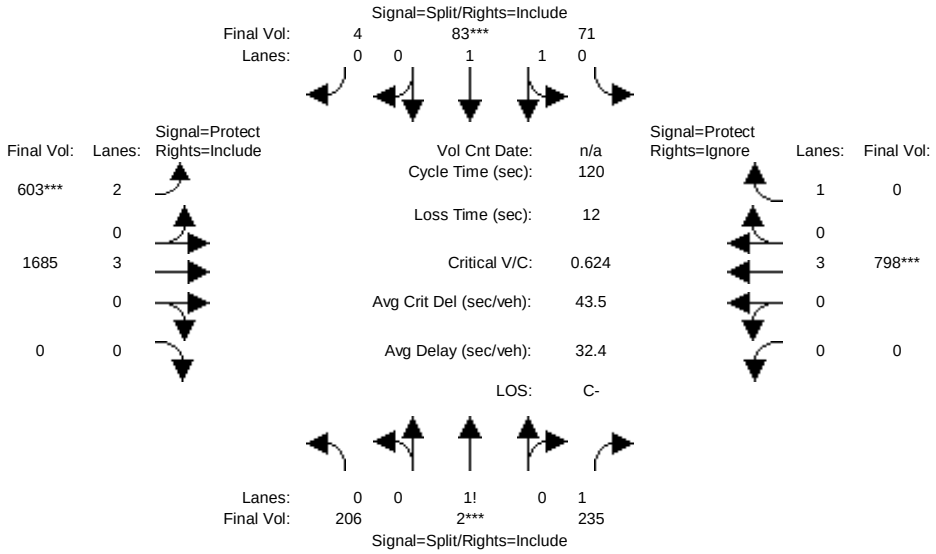


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	13	519	16	68	1	663	1387	0	0	622	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	13	519	16	68	1	663	1387	0	0	622	501
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	13	519	16	68	1	663	1395	0	0	627	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	334	13	519	16	68	1	663	1395	0	0	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	13	519	16	68	1	663	1395	0	0	627	0
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:	334	13	519	16	68	1	663	1395	0	0	627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.02	1.43	0.38	1.60	0.02	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	964	38	2499	678	2880	42	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.21	0.02	0.02	0.02	0.21	0.24	0.00	0.00	0.11	0.00
Crit Moves:	****				****		****				****	
Green Time:	50.9	50.9	50.9	10.0	10.0	10.0	30.9	47.1	0.0	0.0	16.2	0.0
Volume/Cap:	0.82	0.82	0.49	0.28	0.28	0.28	0.82	0.62	0.00	0.00	0.82	0.00
Uniform Del:	30.4	30.4	25.1	51.6	51.6	51.6	41.9	29.3	0.0	0.0	50.5	0.0
IncremntDel:	7.0	7.0	1.0	2.4	2.4	2.4	8.9	1.3	0.0	0.0	9.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	37.4	37.4	26.1	54.0	54.0	54.0	50.8	30.7	0.0	0.0	59.9	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:	37.4	37.4	26.1	54.0	54.0	54.0	50.8	30.7	0.0	0.0	59.9	0.0
LOS by Move:	D+	D+	C	D-	D-	D-	D	C	A	A	E+	A
HCM2kAvgQ:	576	576	262	45	45	45	365	341	0	0	243	0

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

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

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

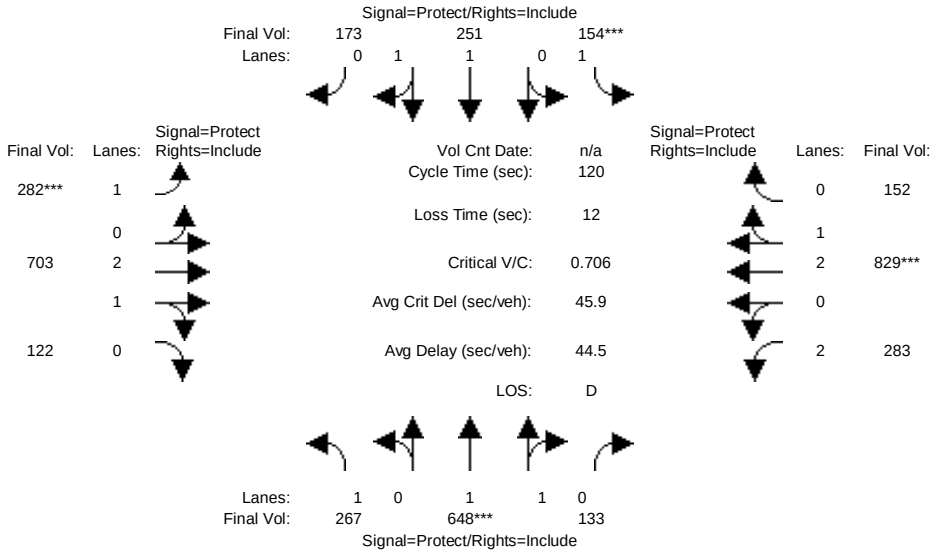


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	2	235	71	83	4	603	1658	0	0	769	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	2	235	71	83	4	603	1658	0	0	769	560
Added Vol:	0	0	0	0	0	0	0	27	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	2	235	71	83	4	603	1685	0	0	798	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	206	2	235	71	83	4	603	1685	0	0	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2	235	71	83	4	603	1685	0	0	798	0
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:	206	2	235	71	83	4	603	1685	0	0	798	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.63	0.01	1.36	0.90	1.05	0.05	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1108	11	2382	1618	1891	91	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.10	0.04	0.04	0.04	0.19	0.30	0.00	0.00	0.14	0.00
Crit Moves:		****			****		****				****	
Green Time:	35.2	35.2	35.2	10.0	10.0	10.0	36.3	62.8	0.0	0.0	26.5	0.0
Volume/Cap:	0.63	0.63	0.34	0.53	0.53	0.53	0.63	0.57	0.00	0.00	0.63	0.00
Uniform Del:	36.8	36.8	33.2	52.7	52.7	52.7	36.1	19.4	0.0	0.0	42.3	0.0
IncremntDel:	4.3	4.3	0.7	6.5	6.5	6.5	3.2	0.8	0.0	0.0	2.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	41.1	41.1	33.9	59.2	59.2	59.2	39.3	20.2	0.0	0.0	44.8	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:	41.1	41.1	33.9	59.2	59.2	59.2	39.3	20.2	0.0	0.0	44.8	0.0
LOS by Move:	D	D	C-	E+	E+	E+	D	C+	A	A	D	A
HCM2kAvgQ:	296	296	135	92	92	92	271	327	0	0	241	0

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

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

Intersection #3: Stevens Creek Boulevard/Stelling Road

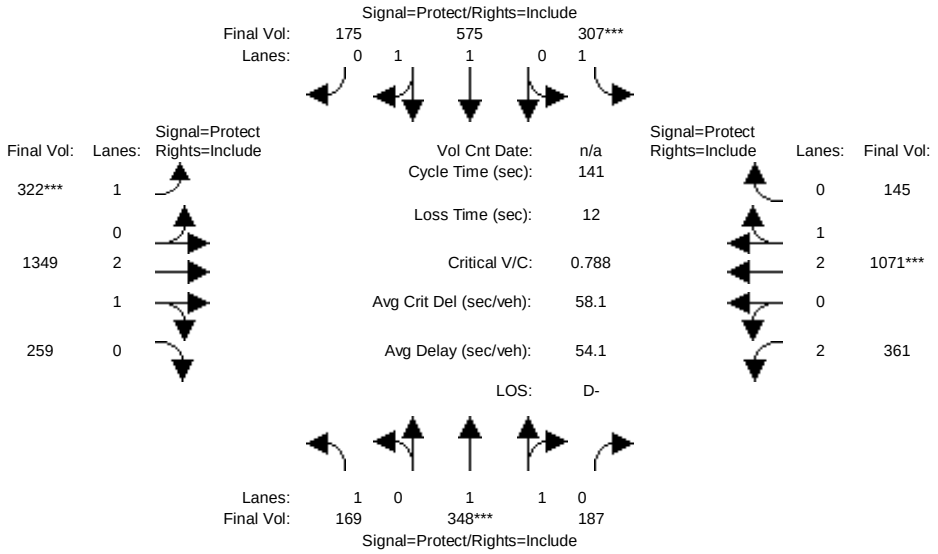


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	648	133	154	251	173	282	687	122	283	819	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	648	133	154	251	173	282	687	122	283	819	152
Added Vol:	0	0	0	0	0	0	0	16	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	648	133	154	251	173	282	703	122	283	829	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:	267	648	133	154	251	173	282	703	122	283	829	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	648	133	154	251	173	282	703	122	283	829	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
FinalVolume:	267	648	133	154	251	173	282	703	122	283	829	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.65	0.35	1.00	1.16	0.84	1.00	2.54	0.46	2.00	2.52	0.48
Final Sat.:	1750	3069	630	1750	2189	1509	1750	4771	828	3150	4731	867
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.09	0.11	0.11	0.16	0.15	0.15	0.09	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	29.0	35.9	35.9	15.0	21.8	21.8	27.4	35.5	35.5	21.7	29.8	29.8
Volume/Cap:	0.63	0.71	0.71	0.71	0.63	0.63	0.71	0.50	0.50	0.50	0.71	0.71
Uniform Del:	40.7	37.4	37.4	50.4	45.4	45.4	42.6	34.9	34.9	44.3	41.1	41.1
IncremntDel:	7.0	3.8	3.8	17.5	4.5	4.5	10.1	1.1	1.1	3.1	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.7	41.2	41.2	67.9	49.8	49.8	52.7	36.0	36.0	47.4	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:	47.7	41.2	41.2	67.9	49.8	49.8	52.7	36.0	36.0	47.4	44.2	44.2
LOS by Move:	D	D	D	E	D	D	D-	D+	D+	D	D	D
HCM2kAvgQ:	256	351	351	183	207	207	288	217	217	152	306	306

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

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

Intersection #3: Stevens Creek Boulevard/Stelling Road

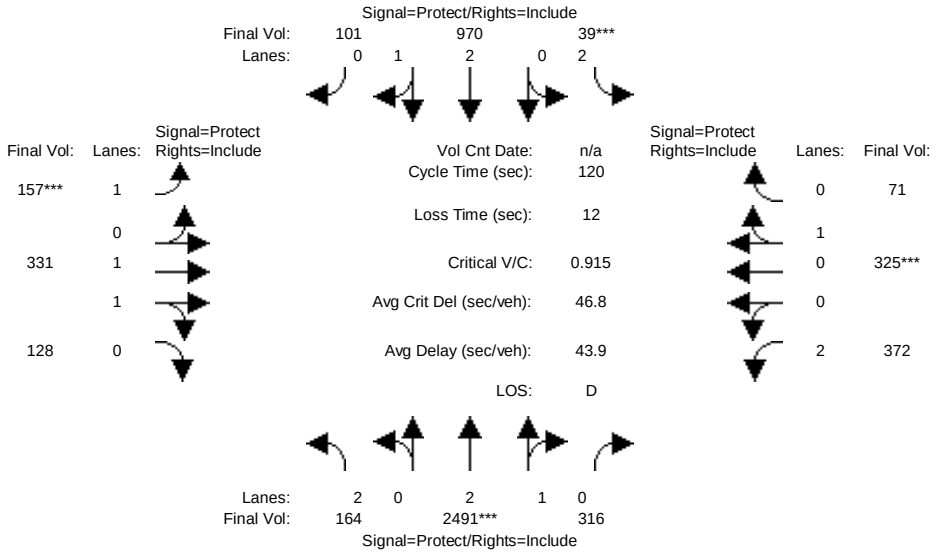


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	348	187	307	575	175	322	1295	259	361	1013	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	348	187	307	575	175	322	1295	259	361	1013	145
Added Vol:	0	0	0	0	0	0	0	54	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	348	187	307	575	175	322	1349	259	361	1071	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	348	187	307	575	175	322	1349	259	361	1071	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	348	187	307	575	175	322	1349	259	361	1071	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	348	187	307	575	175	322	1349	259	361	1071	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.28	0.72	1.00	1.52	0.48	1.00	2.50	0.50	2.00	2.63	0.37
Final Sat.:	1750	2406	1293	1750	2836	863	1750	4697	902	3150	4931	668
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.18	0.20	0.20	0.18	0.29	0.29	0.11	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.5	25.9	25.9	31.4	38.8	38.8	32.9	51.3	51.3	20.5	38.8	38.8
Volume/Cap:	0.74	0.79	0.79	0.79	0.74	0.74	0.79	0.79	0.79	0.79	0.79	0.79
Uniform Del:	58.9	55.0	55.0	51.7	46.5	46.5	50.8	40.0	40.0	58.2	47.3	47.3
IncremntDel:	19.0	9.0	9.0	14.9	4.8	4.8	14.3	3.2	3.2	13.0	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.9	64.0	64.0	66.6	51.2	51.2	65.0	43.2	43.2	71.2	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	64.0	64.0	66.6	51.2	51.2	65.0	43.2	43.2	71.2	51.4	51.4
LOS by Move:	E-	E	E	E	D-	D-	E	D	D	E	D-	D-
HCM2kAvgQ:	228	328	328	381	404	404	396	557	557	274	450	450

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

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

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

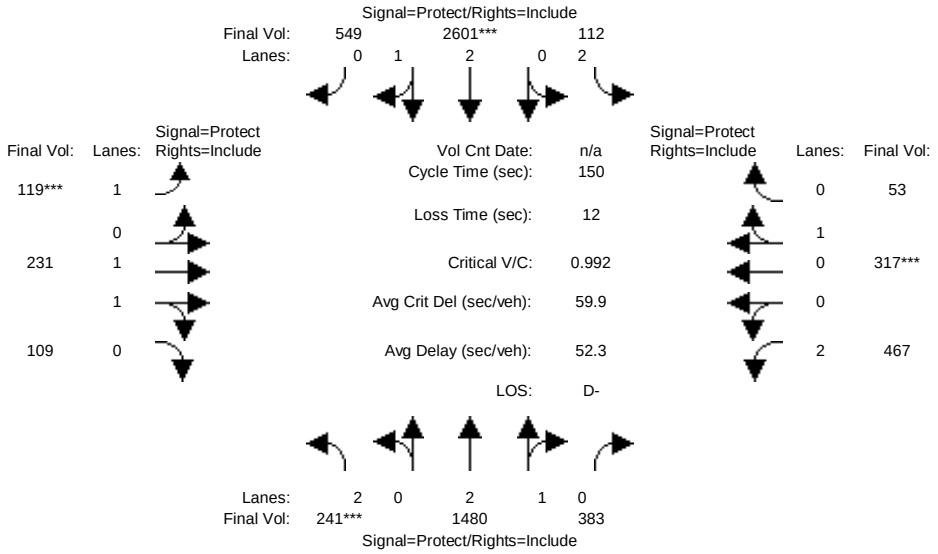


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	2486	316	39	962	101	157	331	120	372	325	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	2486	316	39	962	101	157	331	120	372	325	71
Added Vol:	5	5	0	0	8	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	2491	316	39	970	101	157	331	128	372	325	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	2491	316	39	970	101	157	331	128	372	325	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	2491	316	39	970	101	157	331	128	372	325	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	2491	316	39	970	101	157	331	128	372	325	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.65	0.35	2.00	2.71	0.29	1.00	1.43	0.57	2.00	0.82	0.18
Final Sat.:	3150	4969	630	3150	5071	528	1750	2667	1032	3150	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.01	0.19	0.19	0.09	0.12	0.12	0.12	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	16.2	62.4	62.4	7.0	53.2	53.2	11.2	19.8	19.8	18.8	27.4	27.4
Volume/Cap:	0.39	0.96	0.96	0.21	0.43	0.43	0.96	0.75	0.75	0.75	0.96	0.96
Uniform Del:	47.3	27.7	27.7	53.9	23.0	23.0	54.2	47.8	47.8	48.4	45.8	45.8
IncremntDel:	2.6	10.1	10.1	2.6	0.5	0.5	61.5	8.4	8.4	10.2	36.2	36.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	37.8	37.8	56.5	23.5	23.5	115.7	56.2	56.2	58.6	82.0	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:	50.0	37.8	37.8	56.5	23.5	23.5	115.7	56.2	56.2	58.6	82.0	82.0
LOS by Move:	D	D+	D+	E+	C	C	F	E+	E+	E+	F	F
HCM2kAvgQ:	90	986	986	25	227	227	247	248	248	239	502	502

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

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

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

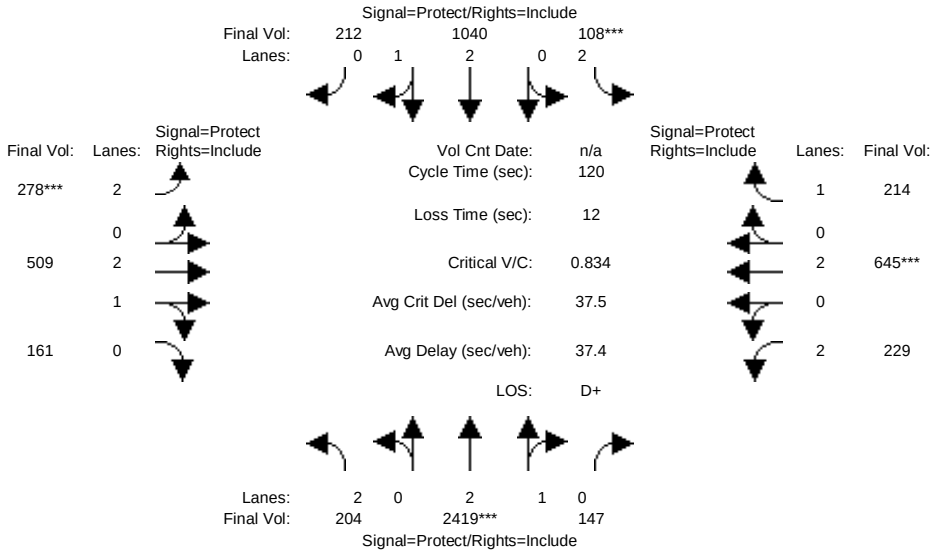


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	1451	383	112	2574	549	119	231	82	467	317	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1451	383	112	2574	549	119	231	82	467	317	53
Added Vol:	29	29	0	0	27	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	1480	383	112	2601	549	119	231	109	467	317	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	1480	383	112	2601	549	119	231	109	467	317	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1480	383	112	2601	549	119	231	109	467	317	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	1480	383	112	2601	549	119	231	109	467	317	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.36	0.64	2.00	2.46	0.54	1.00	1.34	0.66	2.00	0.86	0.14
Final Sat.:	3150	4447	1151	3150	4623	976	1750	2513	1186	3150	1542	258
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.04	0.56	0.56	0.07	0.09	0.09	0.15	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	11.6	84.8	84.8	11.9	85.1	85.1	10.3	15.8	15.8	25.5	31.1	31.1
Volume/Cap:	0.99	0.59	0.59	0.45	0.99	0.99	0.99	0.87	0.87	0.87	0.99	0.99
Uniform Del:	69.2	21.3	21.3	65.9	32.1	32.1	69.8	66.1	66.1	60.6	59.3	59.3
IncremntDel:	55.8	0.8	0.8	5.7	14.2	14.2	80.1	22.5	22.5	17.4	44.7	44.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.9	22.1	22.1	71.7	46.4	46.4	149.9	88.5	88.5	78.1	104	104.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.9	22.1	22.1	71.7	46.4	46.4	149.9	88.5	88.5	78.1	104	104.0
LOS by Move:	F	C+	C+	E	D	D	F	F	F	E-	F	F
HCM2kAvgQ:	256	464	464	86	1378	1378	233	262	262	383	576	576

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

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

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

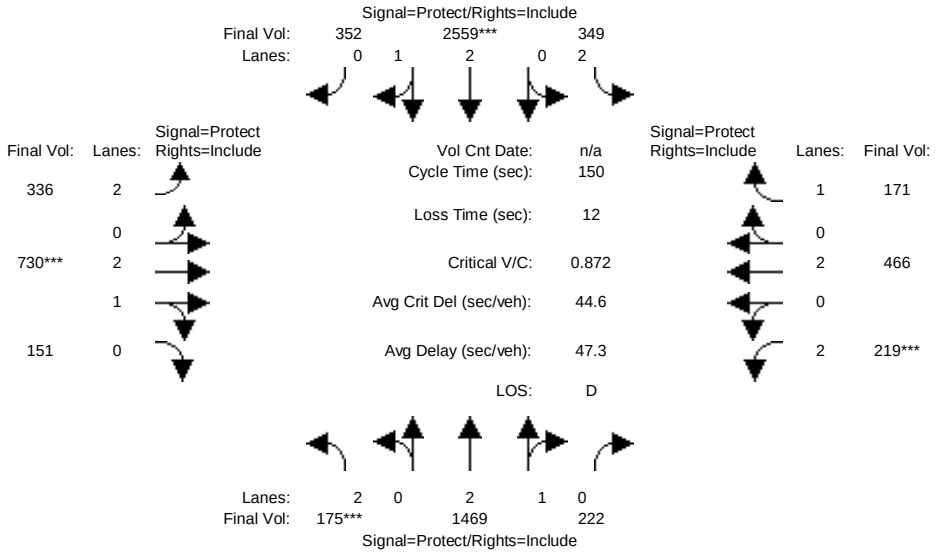


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	2409	147	108	1024	212	278	509	161	229	645	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	2409	147	108	1024	212	278	509	161	229	645	214
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2419	147	108	1040	212	278	509	161	229	645	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2419	147	108	1040	212	278	509	161	229	645	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2419	147	108	1040	212	278	509	161	229	645	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2419	147	108	1040	212	278	509	161	229	645	214
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	2.82	0.18	2.00	2.47	0.53	2.00	2.25	0.75	2.00	2.00	1.00
Final Sat.:	3150	5279	321	3150	4651	948	3150	4253	1345	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.03	0.22	0.22	0.09	0.12	0.12	0.07	0.17	0.12
Crit Moves:		****			****			****			****	
Green Time:	16.1	64.6	64.6	7.0	55.5	55.5	12.4	22.6	22.6	13.7	23.9	23.9
Volume/Cap:	0.48	0.85	0.85	0.59	0.48	0.48	0.85	0.63	0.63	0.63	0.85	0.61
Uniform Del:	48.1	23.6	23.6	55.1	22.3	22.3	52.9	44.9	44.9	50.7	46.3	43.8
IncremntDel:	3.9	3.3	3.3	13.0	0.6	0.6	23.3	2.9	2.9	8.2	11.6	7.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	26.8	26.8	68.1	22.9	22.9	76.2	47.8	47.8	59.0	57.9	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	26.8	26.8	68.1	22.9	22.9	76.2	47.8	47.8	59.0	57.9	51.6
LOS by Move:	D-	C	C	E	C+	C+	E-	D	D	E+	E+	D-
HCM2kAvgQ:	117	733	733	82	268	268	215	214	214	148	352	213

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

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

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

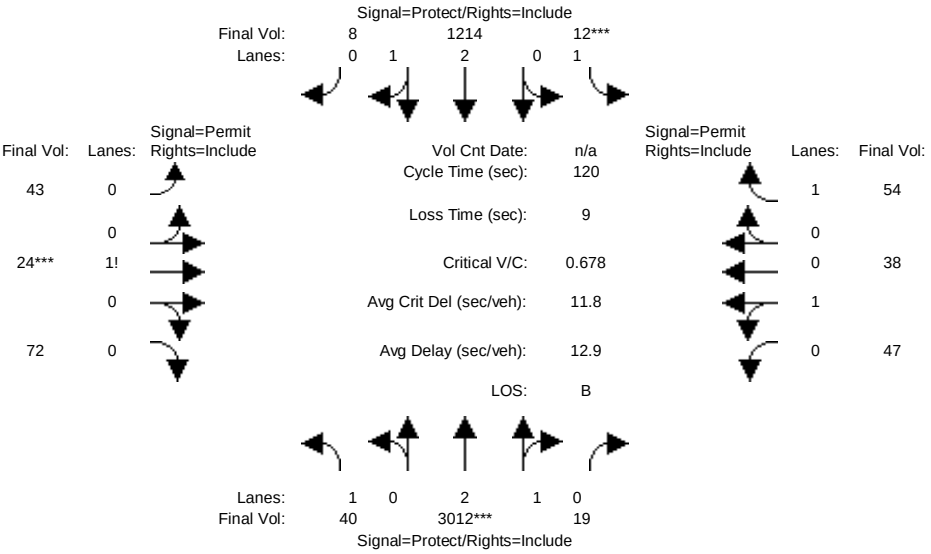


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	1411	222	349	2505	352	336	730	151	219	466	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:	175	1411	222	349	2505	352	336	730	151	219	466	171
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1469	222	349	2559	352	336	730	151	219	466	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1469	222	349	2559	352	336	730	151	219	466	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1469	222	349	2559	352	336	730	151	219	466	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
FinalVolume:	175	1469	222	349	2559	352	336	730	151	219	466	171
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	2.59	0.41	2.00	2.62	0.38	2.00	2.47	0.53	2.00	2.00	1.00
Final Sat.:	3150	4864	735	3150	4922	677	3150	4639	960	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.11	0.52	0.52	0.11	0.16	0.16	0.07	0.12	0.10
Crit Moves:	****				****			****			****	
Green Time:	9.6	72.4	72.4	26.6	89.4	89.4	18.2	27.1	27.1	12.0	20.9	20.9
Volume/Cap:	0.87	0.63	0.63	0.63	0.87	0.87	0.88	0.87	0.87	0.87	0.88	0.70
Uniform Del:	69.6	28.7	28.7	57.1	25.5	25.5	64.9	59.8	59.8	68.3	63.4	61.6
IncremntDel:	37.2	1.1	1.1	5.2	3.5	3.5	24.2	10.3	10.3	31.6	18.7	15.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	106.8	29.9	29.9	62.3	28.9	28.9	89.0	70.1	70.1	99.8	82.1	77.2
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:	106.8	29.9	29.9	62.3	28.9	28.9	89.0	70.1	70.1	99.8	82.1	77.2
LOS by Move:	F	C	C	E	C	C	F	E	E	F	F	E-
HCM2kAvgQ:	179	483	483	241	998	998	298	402	402	212	333	234

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

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

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

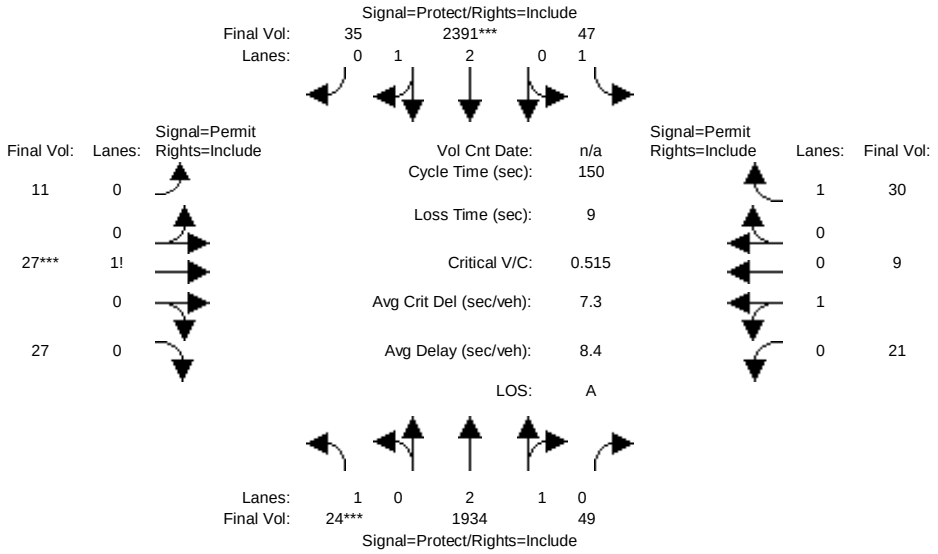


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	3002	19	12	1198	8	43	24	72	47	38	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3002	19	12	1198	8	43	24	72	47	38	54
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3012	19	12	1214	8	43	24	72	47	38	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3012	19	12	1214	8	43	24	72	47	38	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3012	19	12	1214	8	43	24	72	47	38	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3012	19	12	1214	8	43	24	72	47	38	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.98	0.02	0.31	0.17	0.52	0.55	0.45	1.00
Final Sat.:	1750	5565	35	1750	5563	37	541	302	906	995	805	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.54	0.54	0.01	0.22	0.22	0.08	0.08	0.08	0.05	0.05	0.03
Crit Moves:		****		****				****				
Green Time:	20.6	90.7	90.7	7.0	77.1	77.1	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.13	0.72	0.72	0.12	0.34	0.34	0.72	0.72	0.72	0.43	0.43	0.28
Uniform Del:	42.1	7.8	7.8	53.6	9.8	9.8	51.5	51.5	51.5	49.8	49.8	48.9
IncremntDel:	0.9	1.1	1.1	2.3	0.3	0.3	20.2	20.2	20.2	6.5	6.5	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	8.9	8.9	55.9	10.1	10.1	71.7	71.7	71.7	56.3	56.3	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:	43.0	8.9	8.9	55.9	10.1	10.1	71.7	71.7	71.7	56.3	56.3	52.5
LOS by Move:	D	A	A	E+	B+	B+	E	E	E	E+	E+	D-
HCM2kAvgQ:	34	517	517	14	171	171	171	171	171	87	87	54

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

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

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

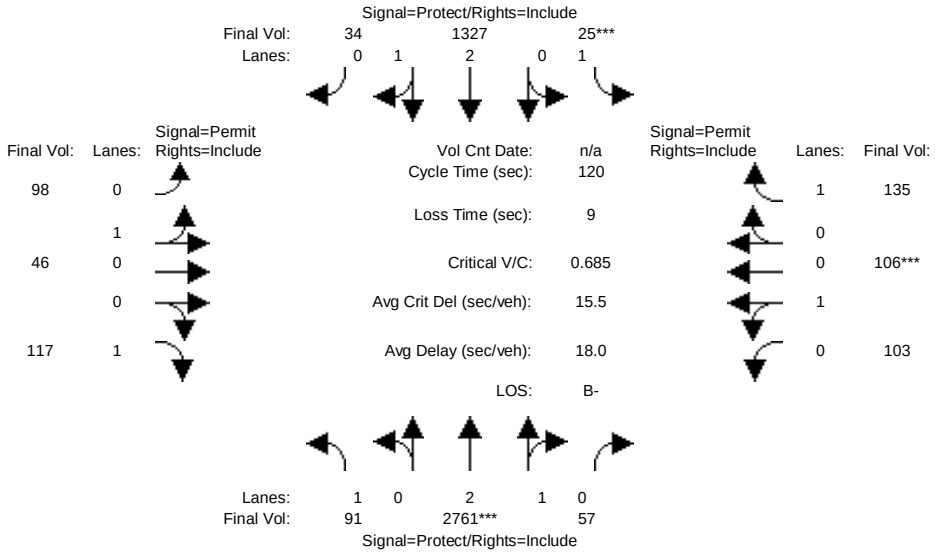


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1876	49	47	2337	35	11	27	27	21	9	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1876	49	47	2337	35	11	27	27	21	9	30
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1934	49	47	2391	35	11	27	27	21	9	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1934	49	47	2391	35	11	27	27	21	9	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1934	49	47	2391	35	11	27	27	21	9	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1934	49	47	2391	35	11	27	27	21	9	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.96	0.04	0.17	0.42	0.41	0.70	0.30	1.00
Final Sat.:	1750	5461	138	1750	5519	81	296	727	727	1260	540	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.43	0.43	0.04	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	115	115.2	15.2	123	123.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.29	0.46	0.46	0.27	0.53	0.53	0.53	0.53	0.53	0.24	0.24	0.24
Uniform Del:	69.1	6.2	6.2	62.3	4.2	4.2	67.3	67.3	67.3	65.9	65.9	65.9
IncremntDel:	8.9	0.4	0.4	3.6	0.4	0.4	15.1	15.1	15.1	4.3	4.3	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.0	6.6	6.6	65.9	4.6	4.6	82.4	82.4	82.4	70.2	70.2	70.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	6.6	6.6	65.9	4.6	4.6	82.4	82.4	82.4	70.2	70.2	70.5
LOS by Move:	E-	A	A	E	A	A	F	F	F	E	E	E
HCM2kAvgQ:	36	273	273	58	296	296	96	96	96	39	39	40

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

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

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

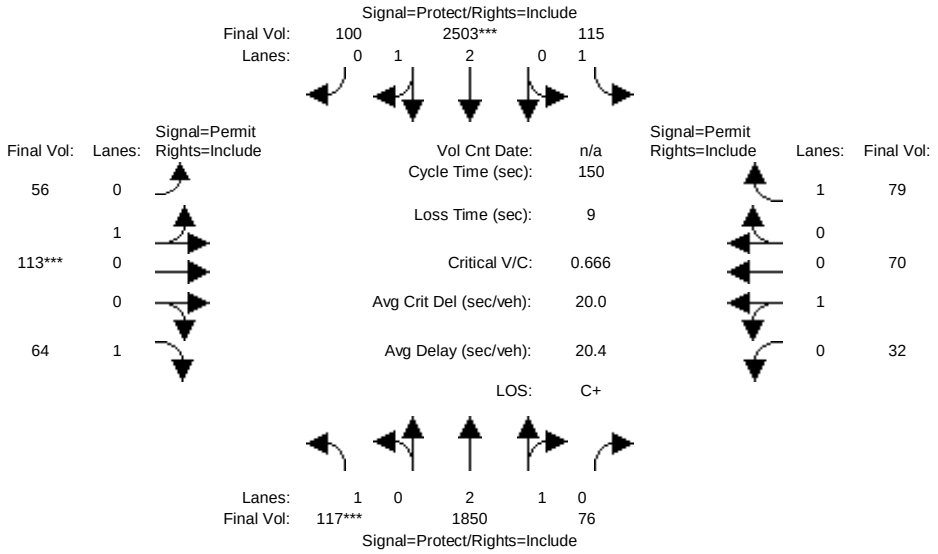


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	2751	57	25	1311	34	98	46	117	103	106	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	2751	57	25	1311	34	98	46	117	103	106	135
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2761	57	25	1327	34	98	46	117	103	106	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	2761	57	25	1327	34	98	46	117	103	106	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	2761	57	25	1327	34	98	46	117	103	106	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	2761	57	25	1327	34	98	46	117	103	106	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.92	0.08	0.68	0.32	1.00	0.49	0.51	1.00
Final Sat.:	1750	5487	113	1750	5460	140	1225	575	1750	887	913	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.01	0.24	0.24	0.08	0.08	0.07	0.12	0.12	0.08
Crit Moves:		****		****							****	
Green Time:	17.7	84.5	84.5	7.0	73.8	73.8	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.35	0.71	0.71	0.24	0.40	0.40	0.49	0.49	0.41	0.71	0.71	0.47
Uniform Del:	46.0	10.6	10.6	54.0	11.8	11.8	45.7	45.7	45.1	47.6	47.6	45.6
IncremntDel:	3.7	1.1	1.1	5.6	0.3	0.3	5.8	5.8	4.4	13.9	13.9	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.7	11.7	11.7	59.6	12.1	12.1	51.6	51.6	49.5	61.5	61.5	51.2
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:	49.7	11.7	11.7	59.6	12.1	12.1	51.6	51.6	49.5	61.5	61.5	51.2
LOS by Move:	D	B+	B+	E+	B	B	D-	D-	D	E	E	D-
HCM2kAvgQ:	87	534	534	29	212	212	138	138	112	227	227	133

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

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

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

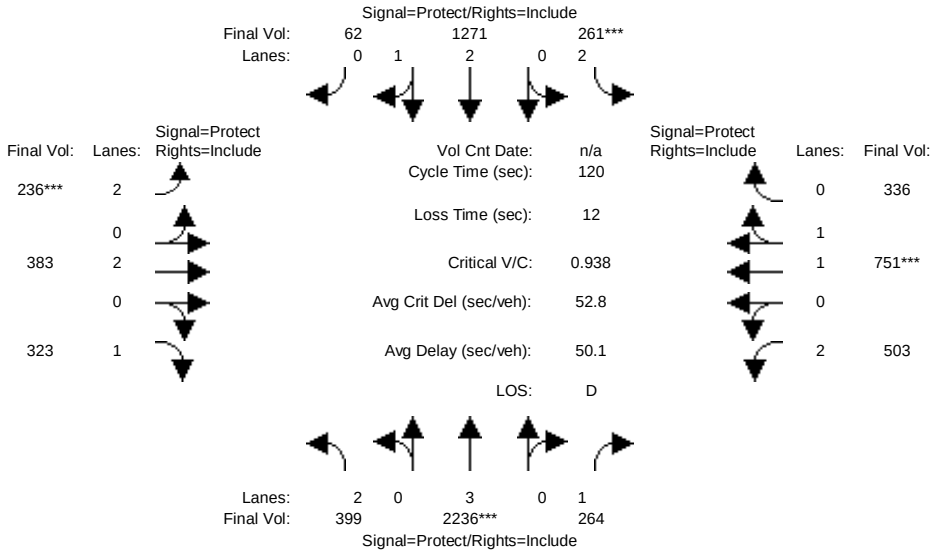


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	1792	76	115	2449	100	56	113	64	32	70	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1792	76	115	2449	100	56	113	64	32	70	79
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1850	76	115	2503	100	56	113	64	32	70	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1850	76	115	2503	100	56	113	64	32	70	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1850	76	115	2503	100	56	113	64	32	70	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1850	76	115	2503	100	56	113	64	32	70	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	1.00	2.88	0.12	0.33	0.67	1.00	0.31	0.69	1.00
Final Sat.:	1750	5379	221	1750	5385	215	596	1204	1750	565	1235	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.07	0.46	0.46	0.09	0.09	0.04	0.06	0.06	0.05
Crit Moves:	****				****			****				
Green Time:	15.1	101	100.6	19.2	105	104.8	21.2	21.2	21.2	21.2	21.2	21.2
Volume/Cap:	0.67	0.51	0.51	0.51	0.67	0.67	0.67	0.67	0.26	0.40	0.40	0.32
Uniform Del:	65.0	12.4	12.4	61.0	12.7	12.7	61.1	61.1	57.4	58.7	58.7	57.9
IncremntDel:	18.2	0.5	0.5	8.1	0.9	0.9	13.0	13.0	2.5	4.7	4.7	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.2	12.9	12.9	69.2	13.7	13.7	74.0	74.0	60.0	63.3	63.3	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:	83.2	12.9	12.9	69.2	13.7	13.7	74.0	74.0	60.0	63.3	63.3	61.3
LOS by Move:	F	B	B	E	B	B	E	E	E+	E	E	E
HCM2kAvgQ:	169	368	368	146	566	566	219	219	73	118	118	92

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

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

Intersection #8: De Anza Boulevard/Homestead Road

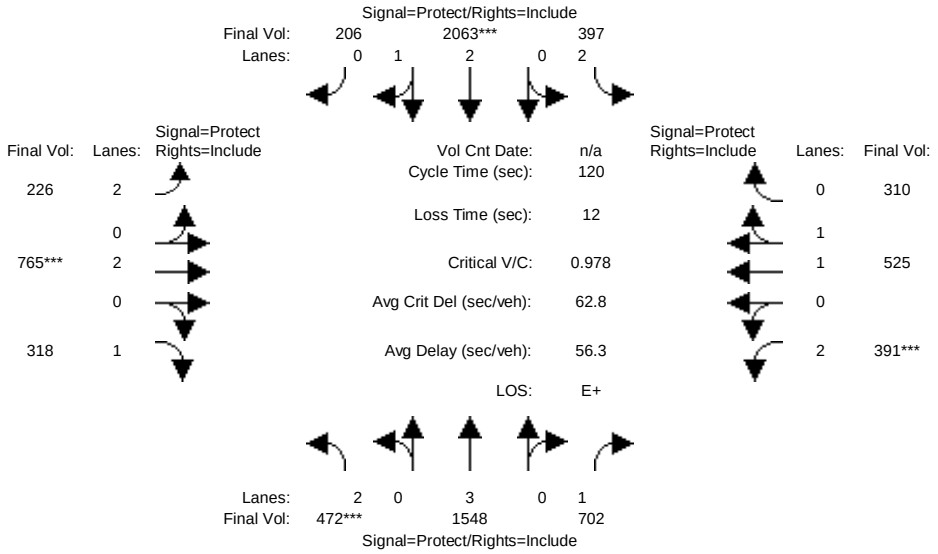


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	394	2226	264	261	1255	62	236	379	315	503	749	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	2226	264	261	1255	62	236	379	315	503	749	336
Added Vol:	5	10	0	0	16	0	0	4	8	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	2236	264	261	1271	62	236	383	323	503	751	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	2236	264	261	1271	62	236	383	323	503	751	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2236	264	261	1271	62	236	383	323	503	751	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	2236	264	261	1271	62	236	383	323	503	751	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	5700	1750	3150	5339	260	3150	3800	1750	3150	2555	1143
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.15	0.08	0.24	0.24	0.07	0.10	0.18	0.16	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	21.1	50.2	50.2	10.6	39.7	39.7	9.6	25.3	25.3	21.9	37.6	37.6
Volume/Cap:	0.72	0.94	0.36	0.94	0.72	0.72	0.94	0.48	0.88	0.88	0.94	0.94
Uniform Del:	46.6	33.4	23.9	54.4	35.3	35.3	54.9	41.6	45.8	47.7	40.1	40.1
IncremntDel:	7.9	8.7	1.4	40.1	2.4	2.4	42.7	2.0	24.0	16.9	15.2	15.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.5	42.1	25.3	94.4	37.7	37.7	97.6	43.6	69.8	64.6	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:	54.5	42.1	25.3	94.4	37.7	37.7	97.6	43.6	69.8	64.6	55.2	55.2
LOS by Move:	D-	D	C	F	D+	D+	F	D	E	E	E+	E+
HCM2kAvgQ:	243	771	178	226	389	389	210	162	388	347	611	611

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

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

Intersection #8: De Anza Boulevard/Homestead Road

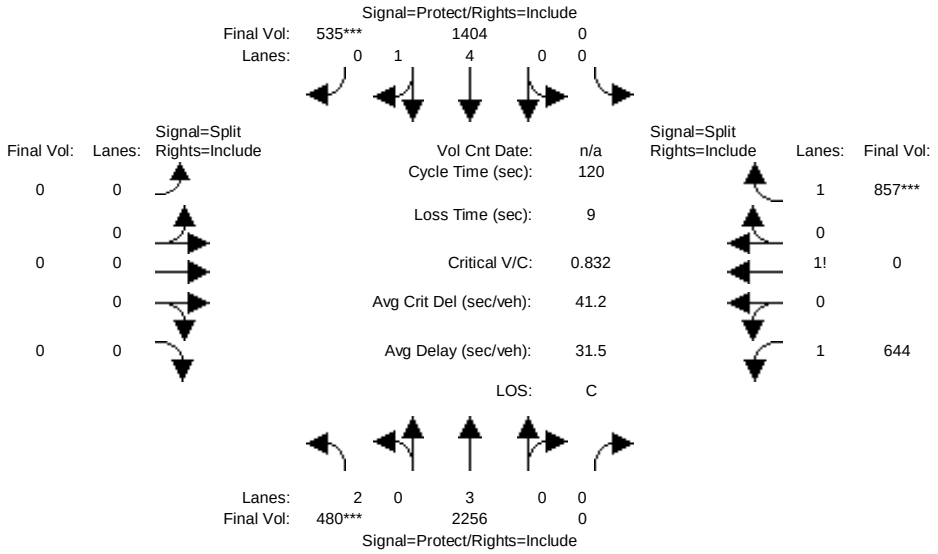


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	1490	702	397	2009	206	226	752	291	391	510	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	1490	702	397	2009	206	226	752	291	391	510	310
Added Vol:	29	58	0	0	54	0	0	13	27	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	1548	702	397	2063	206	226	765	318	391	525	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:	472	1548	702	397	2063	206	226	765	318	391	525	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	1548	702	397	2063	206	226	765	318	391	525	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
FinalVolume:	472	1548	702	397	2063	206	226	765	318	391	525	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	2.00	1.00	2.00	1.24	0.76
Final Sat.:	3150	5700	1750	3150	5091	508	3150	3800	1750	3150	2325	1373
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.40	0.13	0.41	0.41	0.07	0.20	0.18	0.12	0.23	0.23
Crit Moves:	****				****			****			****	
Green Time:	18.4	51.8	51.8	16.3	49.7	49.7	9.6	24.7	24.7	15.2	30.3	30.3
Volume/Cap:	0.98	0.63	0.93	0.93	0.98	0.98	0.89	0.98	0.88	0.98	0.89	0.89
Uniform Del:	50.6	26.6	32.4	51.3	34.6	34.6	54.7	47.4	46.3	52.2	43.3	43.3
IncremntDel:	35.9	1.2	19.4	29.0	14.2	14.2	34.8	27.3	25.4	39.9	12.9	12.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.6	27.8	51.8	80.3	48.9	48.9	89.5	74.7	71.7	92.1	56.2	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:	86.6	27.8	51.8	80.3	48.9	48.9	89.5	74.7	71.7	92.1	56.2	56.2
LOS by Move:	F	C	D-	F	D	D	F	E	E	F	E+	E+
HCM2kAvgQ:	376	376	772	309	852	852	194	477	387	324	465	465

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

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

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

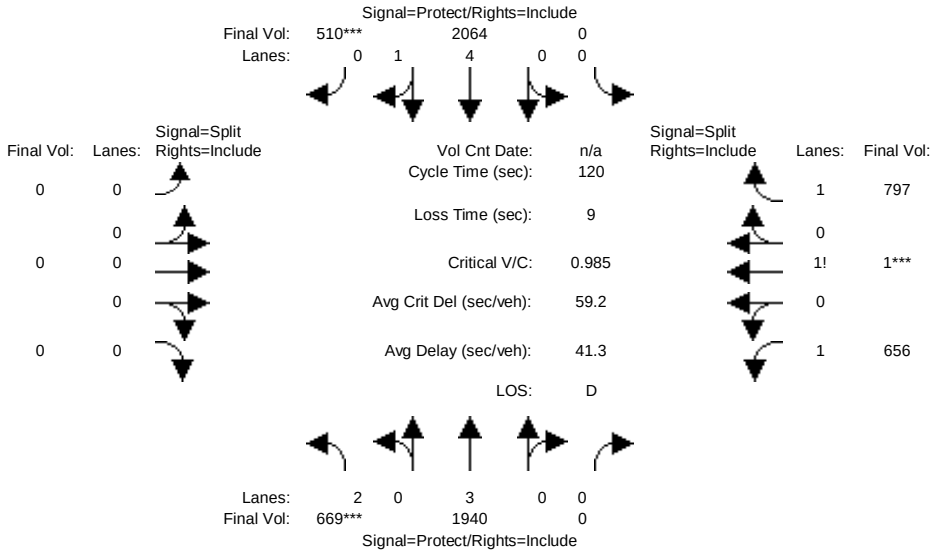


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	2242	0	0	1380	535	0	0	0	644	0	857
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	2242	0	0	1380	535	0	0	0	644	0	857
Added Vol:	0	14	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	2256	0	0	1404	535	0	0	0	644	0	857
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	2256	0	0	1404	535	0	0	0	644	0	857
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	2256	0	0	1404	535	0	0	0	644	0	857
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	2256	0	0	1404	535	0	0	0	644	0	857
Saturation 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	2501	0	2749
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.00	0.00	0.18	0.31	0.00	0.00	0.00	0.26	0.00	0.31
Crit Moves:	****					****						****
Green Time:	22.0	66.1	0.0	0.0	44.1	44.1	0.0	0.0	0.0	44.9	0.0	44.9
Volume/Cap:	0.83	0.72	0.00	0.00	0.50	0.83	0.00	0.00	0.00	0.69	0.00	0.83
Uniform Del:	47.2	20.1	0.0	0.0	29.5	34.6	0.0	0.0	0.0	31.6	0.0	34.1
IncremntDel:	13.2	1.5	0.0	0.0	0.5	3.7	0.0	0.0	0.0	1.8	0.0	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	60.4	21.5	0.0	0.0	29.9	38.2	0.0	0.0	0.0	33.4	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	21.5	0.0	0.0	29.9	38.2	0.0	0.0	0.0	33.4	0.0	38.8
LOS by Move:	E	C+	A	A	C	D+	A	A	A	C-	A	D+
HCM2kAvgQ:	261	501	0	0	252	539	0	0	0	395	0	547

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

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

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

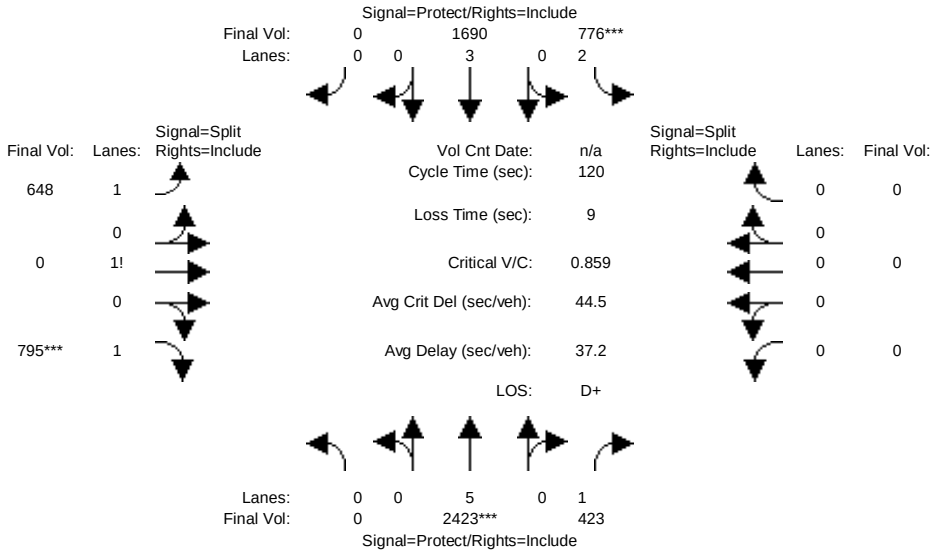


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	669	1853	0	0	1984	510	0	0	0	656	1	797
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	1853	0	0	1984	510	0	0	0	656	1	797
Added Vol:	0	87	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	1940	0	0	2064	510	0	0	0	656	1	797
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	669	1940	0	0	2064	510	0	0	0	656	1	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	1940	0	0	2064	510	0	0	0	656	1	797
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	669	1940	0	0	2064	510	0	0	0	656	1	797
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3150	5700	0	0	7599	1800	0	0	0	2539	2	2709
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.00	0.00	0.27	0.28	0.00	0.00	0.00	0.26	0.42	0.29
Crit Moves:	****					****					****	
Green Time:	25.9	60.4	0.0	0.0	34.5	34.5	0.0	0.0	0.0	50.6	50.6	50.6
Volume/Cap:	0.99	0.68	0.00	0.00	0.94	0.99	0.00	0.00	0.00	0.61	0.99	0.70
Uniform Del:	46.9	22.5	0.0	0.0	41.8	42.5	0.0	0.0	0.0	27.0	34.3	28.4
IncremntDel:	31.1	1.3	0.0	0.0	8.4	14.5	0.0	0.0	0.0	1.2	20.2	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	78.0	23.8	0.0	0.0	50.2	57.0	0.0	0.0	0.0	28.2	54.5	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	23.8	0.0	0.0	50.2	57.0	0.0	0.0	0.0	28.2	54.5	30.4
LOS by Move:	E-	C	A	A	D	E+	A	A	A	C	D-	C
HCM2kAvgQ:	472	466	0	0	580	639	0	0	0	357	882	435

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

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

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

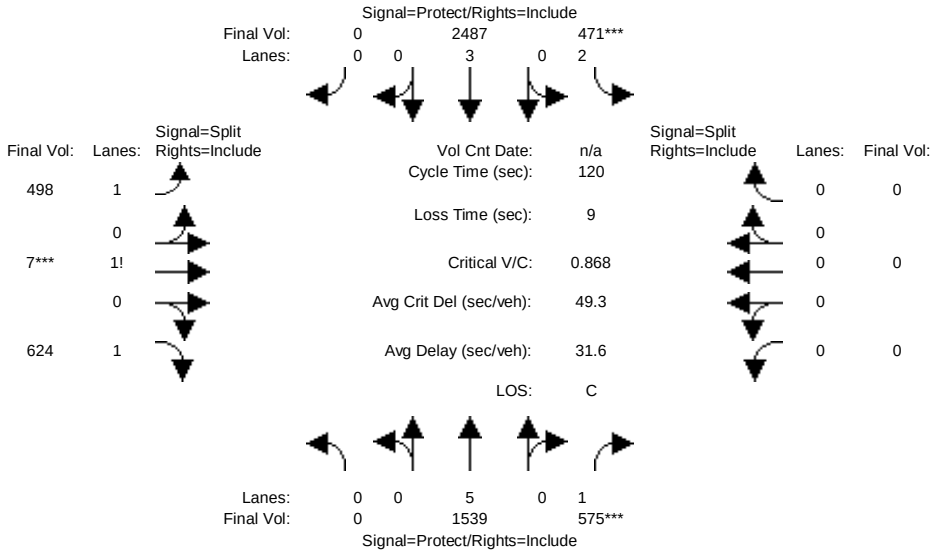


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2409	423	776	1666	0	648	0	795	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	2409	423	776	1666	0	648	0	795	0	0	0
Added Vol:	0	14	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2423	423	776	1690	0	648	0	795	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	2423	423	776	1690	0	648	0	795	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2423	423	776	1690	0	648	0	795	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	2423	423	776	1690	0	648	0	795	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2536	0	2714	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.24	0.25	0.30	0.00	0.26	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	35.6	35.6	34.4	70.1	0.0	40.9	0.0	40.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.86	0.81	0.86	0.51	0.00	0.75	0.00	0.86	0.00	0.00	0.00
Uniform Del:	0.0	39.8	39.1	40.5	14.8	0.0	35.0	0.0	36.8	0.0	0.0	0.0
IncremntDel:	0.0	3.7	13.1	10.4	0.6	0.0	2.7	0.0	6.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	43.5	52.2	50.9	15.3	0.0	37.7	0.0	42.8	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	43.5	52.2	50.9	15.3	0.0	37.7	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	D	D-	D	B	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	488	441	456	310	0	424	0	542	0	0	0

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

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

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

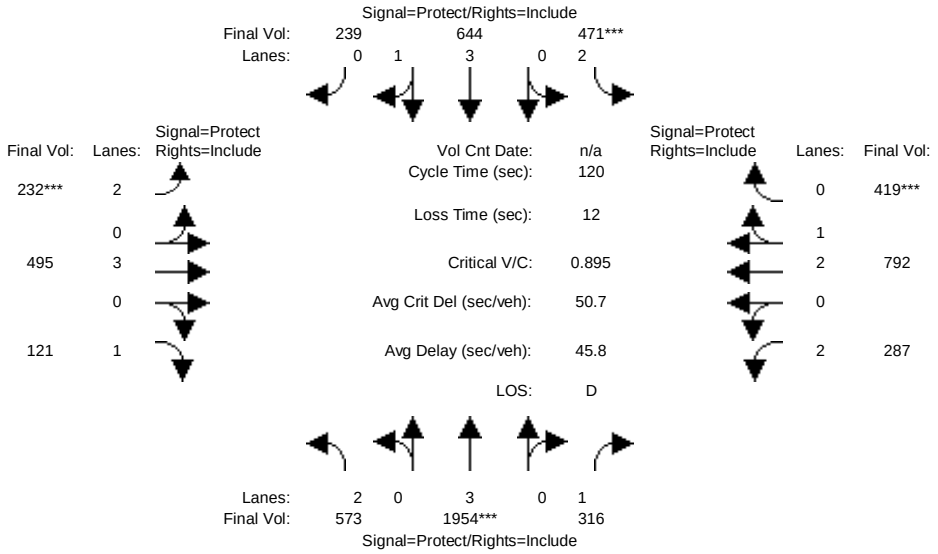


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1452	575	471	2407	0	498	7	624	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	1452	575	471	2407	0	498	7	624	0	0	0
Added Vol:	0	87	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1539	575	471	2487	0	498	7	624	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	1539	575	471	2487	0	498	7	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1539	575	471	2487	0	498	7	624	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	1539	575	471	2487	0	498	7	624	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	1.44	0.01	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2517	22	2711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.33	0.15	0.44	0.00	0.20	0.32	0.23	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	45.4	45.4	20.7	66.1	0.0	44.9	44.9	44.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.87	0.87	0.79	0.00	0.53	0.87	0.62	0.00	0.00	0.00
Uniform Del:	0.0	27.6	34.5	48.3	21.5	0.0	29.3	34.8	30.5	0.0	0.0	0.0
IncremntDel:	0.0	0.4	14.4	16.9	2.1	0.0	0.9	8.0	1.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.0	48.9	65.3	23.6	0.0	30.3	42.8	32.1	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	28.0	48.9	65.3	23.6	0.0	30.3	42.8	32.1	0.0	0.0	0.0
LOS by Move:	A	C	D	E	C	A	C	D	C-	A	A	A
HCM2kAvgQ:	0	209	599	250	579	0	272	594	335	0	0	0

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

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

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

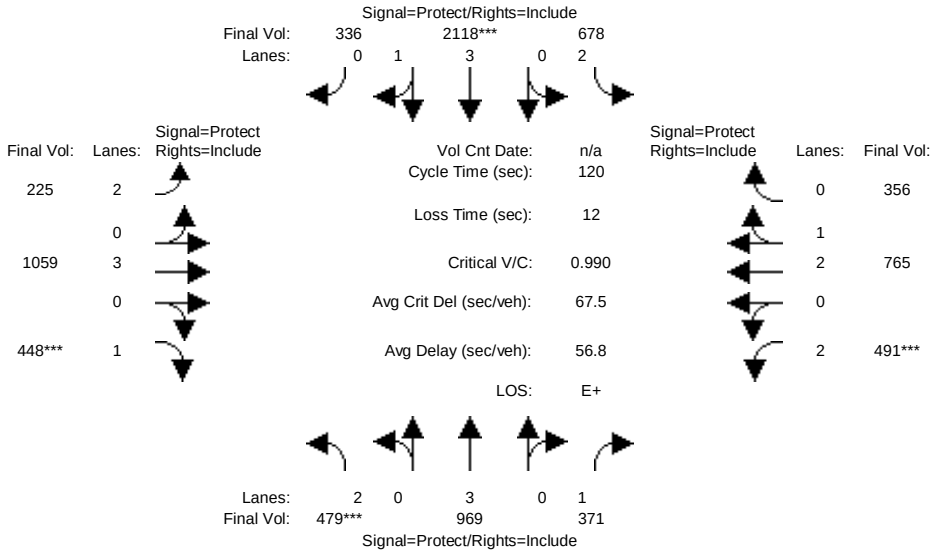


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	573	1954	312	440	644	239	232	471	121	285	778	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	1954	312	440	644	239	232	471	121	285	778	400
Added Vol:	0	0	4	31	0	0	0	24	0	2	14	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	573	1954	316	471	644	239	232	495	121	287	792	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	573	1954	316	471	644	239	232	495	121	287	792	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1954	316	471	644	239	232	495	121	287	792	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1954	316	471	644	239	232	495	121	287	792	419
Saturation Flow 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:	0.18	0.34	0.18	0.15	0.11	0.14	0.07	0.09	0.07	0.09	0.21	0.24
Crit Moves:		****		****			****					****
Green Time:	37.7	46.0	46.0	20.1	28.3	28.3	9.9	20.5	20.5	21.5	32.1	32.1
Volume/Cap:	0.58	0.89	0.47	0.89	0.48	0.58	0.89	0.51	0.40	0.51	0.78	0.89
Uniform Del:	34.5	34.7	27.9	48.9	39.5	40.6	54.5	45.2	44.3	44.5	40.7	42.3
IncremntDel:	2.5	6.2	2.4	20.4	0.9	1.6	34.3	1.9	4.0	3.3	3.9	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.0	41.0	30.2	69.3	40.4	42.2	88.8	47.1	48.4	47.7	44.6	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:	37.0	41.0	30.2	69.3	40.4	42.2	88.8	47.1	48.4	47.7	44.6	51.8
LOS by Move:	D+	D	C	E	D	D	F	D	D	D	D	D-
HCM2kAvgQ:	274	645	237	338	176	224	198	150	114	155	378	488

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

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

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

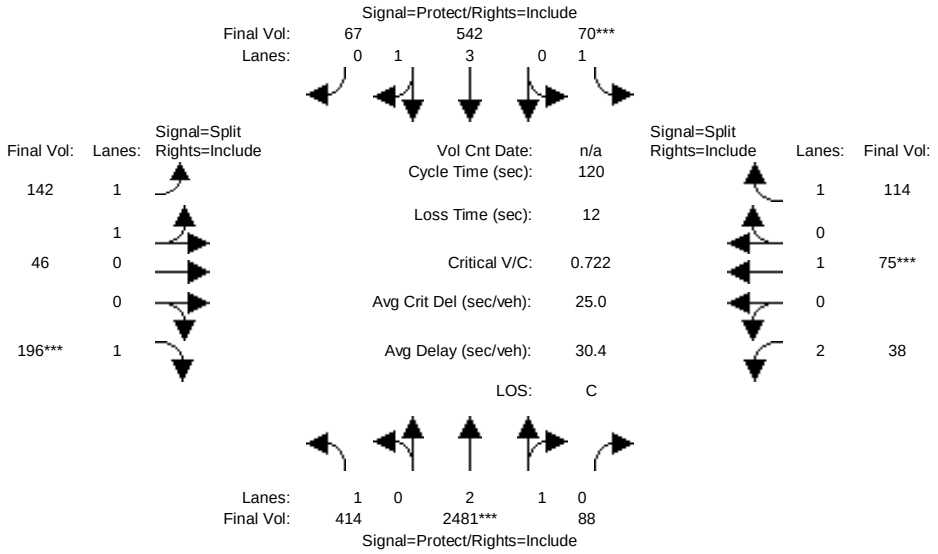


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	479	969	358	571	2118	336	225	979	448	476	678	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	969	358	571	2118	336	225	979	448	476	678	240
Added Vol:	0	0	13	107	0	0	0	80	0	15	87	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	969	371	678	2118	336	225	1059	448	491	765	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	969	371	678	2118	336	225	1059	448	491	765	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	969	371	678	2118	336	225	1059	448	491	765	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	969	371	678	2118	336	225	1059	448	491	765	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.43	0.57	2.00	3.00	1.00	2.00	2.01	0.99
Final Sat.:	3150	5700	1750	3150	6471	1027	3150	5700	1750	3150	3819	1777
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.21	0.22	0.33	0.33	0.07	0.19	0.26	0.16	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	18.4	28.8	28.8	29.3	39.7	39.7	13.1	31.0	31.0	18.9	36.8	36.8
Volume/Cap:	0.99	0.71	0.88	0.88	0.99	0.99	0.65	0.72	0.99	0.99	0.65	0.65
Uniform Del:	50.7	41.7	44.0	43.7	40.0	40.0	51.3	40.5	44.3	50.5	36.1	36.1
IncremntDel:	38.6	3.1	22.6	13.9	15.9	15.9	9.3	3.0	40.0	38.1	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.3	44.8	66.5	57.7	55.9	55.9	60.6	43.6	84.3	88.5	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	44.8	66.5	57.7	55.9	55.9	60.6	43.6	84.3	88.5	38.0	38.0
LOS by Move:	F	D	E	E+	E+	E+	E	D	F	F	D+	D+
HCM2kAvgQ:	386	300	436	441	727	727	148	324	592	394	319	319

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

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

Intersection #12: De Anza Boulevard/McClellan Road

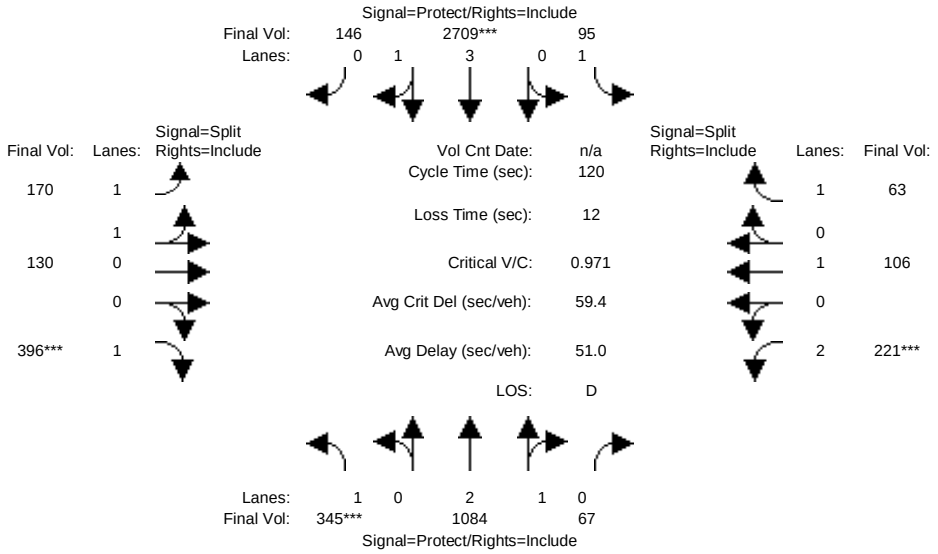


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	2477	88	70	540	67	142	46	196	38	75	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	2477	88	70	540	67	142	46	196	38	75	114
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	2481	88	70	542	67	142	46	196	38	75	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:	414	2481	88	70	542	67	142	46	196	38	75	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2481	88	70	542	67	142	46	196	38	75	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
FinalVolume:	414	2481	88	70	542	67	142	46	196	38	75	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	3.54	0.46	1.52	0.48	1.00	2.00	1.00	1.00
Final Sat.:	1750	5408	192	1750	6674	825	2681	869	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.46	0.46	0.04	0.08	0.08	0.05	0.05	0.11	0.01	0.04	0.07
Crit Moves:		****		****					****		****	
Green Time:	58.8	72.5	72.5	7.0	20.7	20.7	17.7	17.7	17.7	10.8	10.8	10.8
Volume/Cap:	0.48	0.76	0.76	0.69	0.47	0.47	0.36	0.36	0.76	0.13	0.44	0.72
Uniform Del:	20.5	17.4	17.4	55.4	44.7	44.7	46.0	46.0	49.1	50.3	51.7	53.1
IncremntDel:	1.9	1.7	1.7	31.5	1.2	1.2	1.9	1.9	18.8	1.0	7.9	24.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.4	19.0	19.0	86.9	45.9	45.9	48.0	48.0	67.9	51.3	59.6	77.9
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:	22.4	19.0	19.0	86.9	45.9	45.9	48.0	48.0	67.9	51.3	59.6	77.9
LOS by Move:	C+	B-	B-	F	D	D	D	D	E	D-	E+	E-
HCM2kAvgQ:	273	604	604	102	137	137	89	89	231	21	78	149

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

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

Intersection #12: De Anza Boulevard/McClellan Road

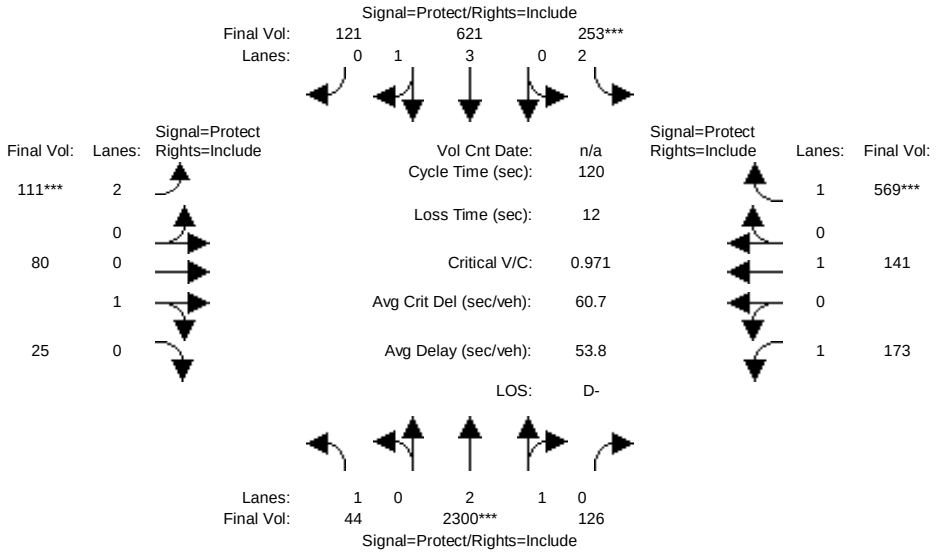


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	345	1071	67	95	2694	146	170	130	396	221	106	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:	345	1071	67	95	2694	146	170	130	396	221	106	63
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	1084	67	95	2709	146	170	130	396	221	106	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:	345	1084	67	95	2709	146	170	130	396	221	106	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1084	67	95	2709	146	170	130	396	221	106	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
FinalVolume:	345	1084	67	95	2709	146	170	130	396	221	106	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	0.99	0.95	0.92	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	3.79	0.21	1.15	0.85	1.00	2.00	1.00	1.00
Final Sat.:	1750	5274	326	1750	7116	384	2011	1538	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.21	0.05	0.38	0.38	0.08	0.08	0.23	0.07	0.06	0.04
Crit Moves:	****				****				****	****		
Green Time:	24.0	54.9	54.9	15.6	46.4	46.4	27.6	27.6	27.6	10.0	10.0	10.0
Volume/Cap:	0.98	0.45	0.45	0.42	0.98	0.98	0.37	0.37	0.98	0.84	0.67	0.43
Uniform Del:	47.8	22.3	22.3	48.1	36.4	36.4	38.9	38.9	46.0	54.2	53.4	52.3
IncremntDel:	44.4	0.6	0.6	5.6	13.5	13.5	1.3	1.3	41.2	26.6	20.3	9.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	22.8	22.8	53.6	49.9	49.9	40.2	40.2	87.2	80.8	73.7	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:	92.2	22.8	22.8	53.6	49.9	49.9	40.2	40.2	87.2	80.8	73.7	61.4
LOS by Move:	F	C+	C+	D-	D	D	D	D	F	F	E	E
HCM2kAvgQ:	473	243	243	96	818	818	127	127	530	180	126	72

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

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

Intersection #13: De Anza Boulevard/Bollinger Road

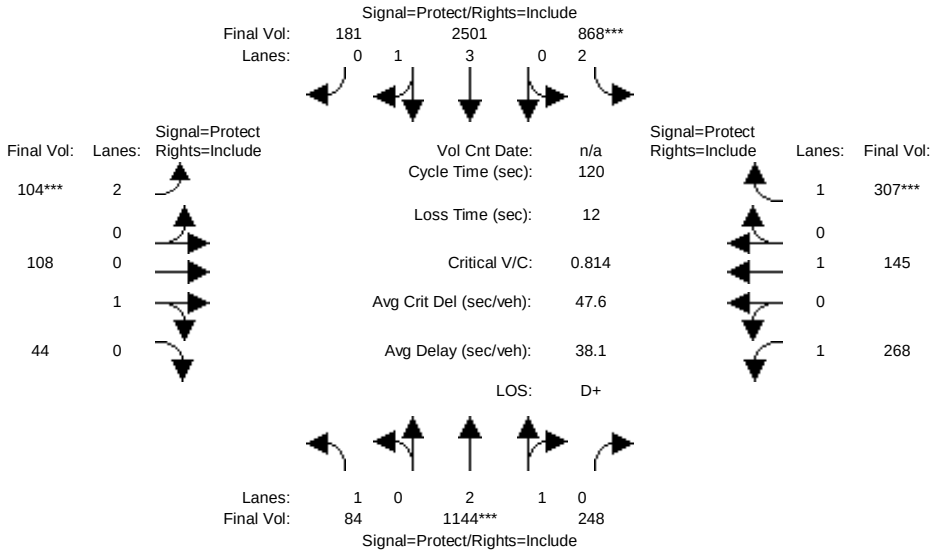


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	2296	126	253	619	121	111	80	25	173	141	569
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2296	126	253	619	121	111	80	25	173	141	569
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2300	126	253	621	121	111	80	25	173	141	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2300	126	253	621	121	111	80	25	173	141	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2300	126	253	621	121	111	80	25	173	141	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2300	126	253	621	121	111	80	25	173	141	569
Saturation 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	2.84	0.16	2.00	3.32	0.68	2.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	5309	291	3150	6275	1223	3150	1371	429	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.08	0.10	0.10	0.04	0.06	0.06	0.10	0.07	0.33
Crit Moves:		****		****			****					****
Green Time:	22.9	52.2	52.2	9.7	38.9	38.9	7.0	21.1	21.1	25.0	39.2	39.2
Volume/Cap:	0.13	1.00	1.00	1.00	0.31	0.31	0.60	0.33	0.33	0.47	0.23	1.00
Uniform Del:	40.3	33.8	33.8	55.1	30.4	30.4	55.1	43.3	43.3	41.7	29.4	40.4
IncremntDel:	0.8	17.4	17.4	55.6	0.3	0.3	13.9	2.8	2.8	4.4	0.9	36.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.1	51.3	51.3	110.7	30.7	30.7	69.0	46.1	46.1	46.0	30.3	77.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	51.3	51.3	110.7	30.7	30.7	69.0	46.1	46.1	46.0	30.3	77.2
LOS by Move:	D	D-	D-	F	C	C	E	D	D	D	C	E-
HCM2kAvgQ:	37	933	933	235	128	128	86	93	93	159	93	730

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

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

Intersection #13: De Anza Boulevard/Bollinger Road

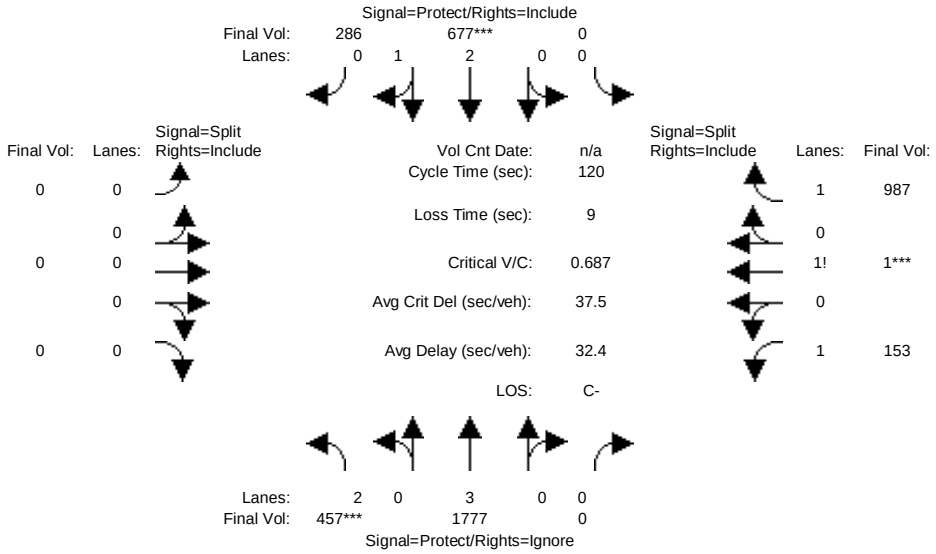


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1131	248	868	2486	181	104	108	44	268	145	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1131	248	868	2486	181	104	108	44	268	145	307
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1144	248	868	2501	181	104	108	44	268	145	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1144	248	868	2501	181	104	108	44	268	145	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1144	248	868	2501	181	104	108	44	268	145	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1144	248	868	2501	181	104	108	44	268	145	307
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	2.45	0.55	2.00	3.72	0.28	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4601	997	3150	6993	506	3150	1279	521	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.28	0.36	0.36	0.03	0.08	0.08	0.15	0.08	0.18
Crit Moves:		****		****			****					****
Green Time:	10.6	35.9	35.9	39.8	65.1	65.1	7.0	11.5	11.5	20.8	25.3	25.3
Volume/Cap:	0.54	0.83	0.83	0.83	0.66	0.66	0.57	0.88	0.88	0.88	0.36	0.83
Uniform Del:	52.4	39.2	39.2	37.0	19.6	19.6	55.0	53.6	53.6	48.4	40.4	45.3
IncremntDel:	13.0	5.0	5.0	7.7	0.9	0.9	12.0	43.1	43.1	28.7	2.5	19.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.4	44.2	44.2	44.7	20.4	20.4	67.1	96.7	96.7	77.1	43.0	64.5
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:	65.4	44.2	44.2	44.7	20.4	20.4	67.1	96.7	96.7	77.1	43.0	64.5
LOS by Move:	E	D	D	D	C+	C+	E	F	F	E-	D	E
HCM2kAvgQ:	99	461	461	498	450	450	78	215	215	338	117	353

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

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

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

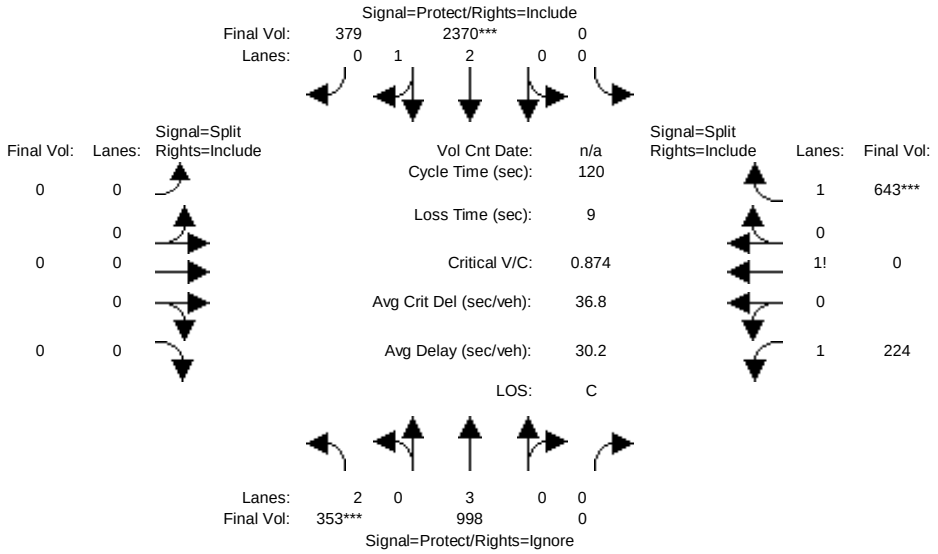


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	457	1773	0	0	675	286	0	0	0	153	1	987
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1773	0	0	675	286	0	0	0	153	1	987
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1777	0	0	677	286	0	0	0	153	1	987
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1777	0	0	677	286	0	0	0	153	1	987
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1777	0	0	677	286	0	0	0	153	1	987
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	1777	0	0	677	286	0	0	0	153	1	987
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	1.13	0.01	1.86
Final Sat.:	3150	5700	0	0	3935	1662	0	0	0	1990	3	3350
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.08	0.32	0.29
Crit Moves:	****				****						****	
Green Time:	25.3	55.4	0.0	0.0	30.0	30.0	0.0	0.0	0.0	55.6	55.6	55.6
Volume/Cap:	0.69	0.68	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.17	0.69	0.64
Uniform Del:	43.7	25.3	0.0	0.0	40.7	40.7	0.0	0.0	0.0	18.7	25.3	24.5
IncremntDel:	5.7	1.4	0.0	0.0	2.8	2.8	0.0	0.0	0.0	0.1	2.3	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	49.4	26.7	0.0	0.0	43.5	43.5	0.0	0.0	0.0	18.8	27.7	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:	49.4	26.7	0.0	0.0	43.5	43.5	0.0	0.0	0.0	18.8	27.7	26.2
LOS by Move:	D	C	A	A	D	D	A	A	A	B-	C	C
HCM2kAvgQ:	237	428	0	0	296	296	0	0	0	76	449	397

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

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

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

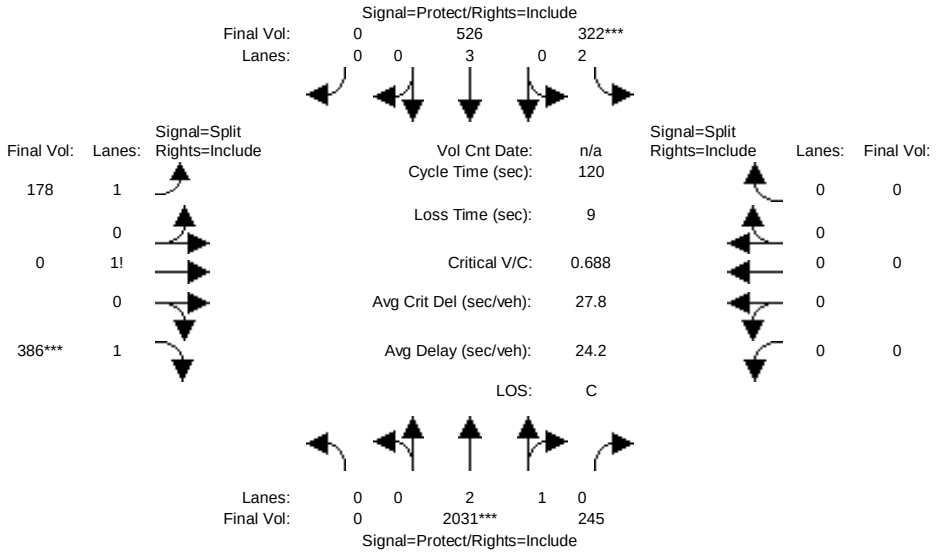


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	985	0	0	2355	379	0	0	0	224	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:	353	985	0	0	2355	379	0	0	0	224	0	643
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	998	0	0	2370	379	0	0	0	224	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:	353	998	0	0	2370	379	0	0	0	224	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	998	0	0	2370	379	0	0	0	224	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
FinalVolume:	353	998	0	0	2370	379	0	0	0	224	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	2.57	0.43	0.00	0.00	0.00	1.26	0.00	1.74
Final Sat.:	3150	5700	0	0	4827	772	0	0	0	2212	0	3125
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.10	0.00	0.21
Crit Moves:	****				****							****
Green Time:	15.4	82.8	0.0	0.0	67.4	67.4	0.0	0.0	0.0	28.2	0.0	28.2
Volume/Cap:	0.87	0.25	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.43	0.00	0.87
Uniform Del:	51.4	7.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	39.0	0.0	44.2
IncremntDel:	22.3	0.2	0.0	0.0	3.7	3.7	0.0	0.0	0.0	0.7	0.0	10.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	73.6	7.2	0.0	0.0	26.4	26.4	0.0	0.0	0.0	39.7	0.0	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:	73.6	7.2	0.0	0.0	26.4	26.4	0.0	0.0	0.0	39.7	0.0	54.8
LOS by Move:	E	A	A	A	C	C	A	A	A	D	A	D-
HCM2kAvgQ:	213	113	0	0	802	802	0	0	0	155	0	421

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

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

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

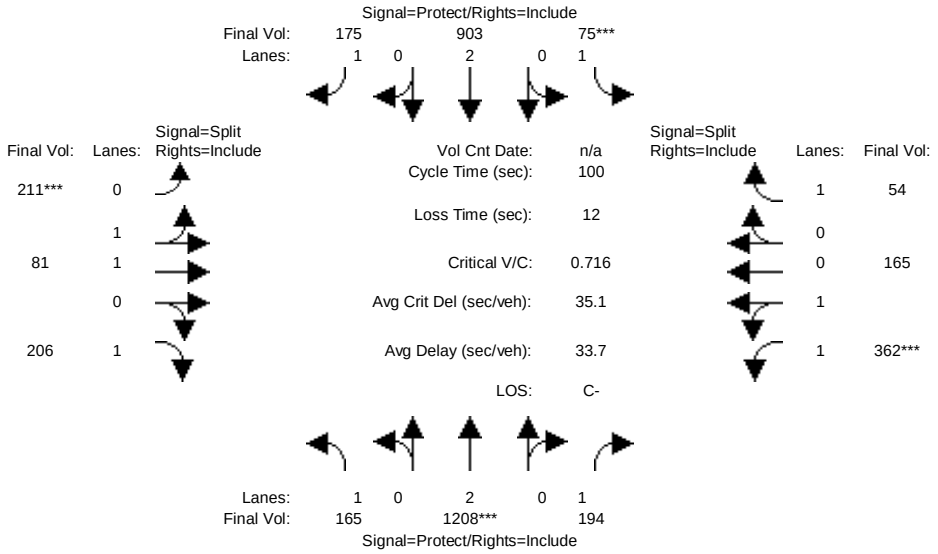


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2027	245	322	524	0	178	0	386	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2027	245	322	524	0	178	0	386	0	0	0
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2031	245	322	526	0	178	0	386	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2031	245	322	526	0	178	0	386	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2031	245	322	526	0	178	0	386	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2031	245	322	526	0	178	0	386	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.67	0.33	2.00	3.00	0.00	1.32	0.00	1.68	0.00	0.00	0.00
Final Sat.:	0	4996	603	3150	5700	0	2313	0	3021	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.10	0.09	0.00	0.08	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	70.9	70.9	17.8	88.7	0.0	22.3	0.0	22.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.12	0.00	0.41	0.00	0.69	0.00	0.00	0.00
Uniform Del:	0.0	16.9	16.9	48.4	4.5	0.0	43.1	0.0	45.6	0.0	0.0	0.0
IncremntDel:	0.0	1.2	1.2	8.0	0.1	0.0	0.9	0.0	4.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	18.1	56.5	4.6	0.0	44.0	0.0	50.3	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	18.1	18.1	56.5	4.6	0.0	44.0	0.0	50.3	0.0	0.0	0.0
LOS by Move:	A	B-	B-	E+	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	496	496	173	46	0	125	0	237	0	0	0

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

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

Intersection #59: Saratoga Avenue/Cox Avenue

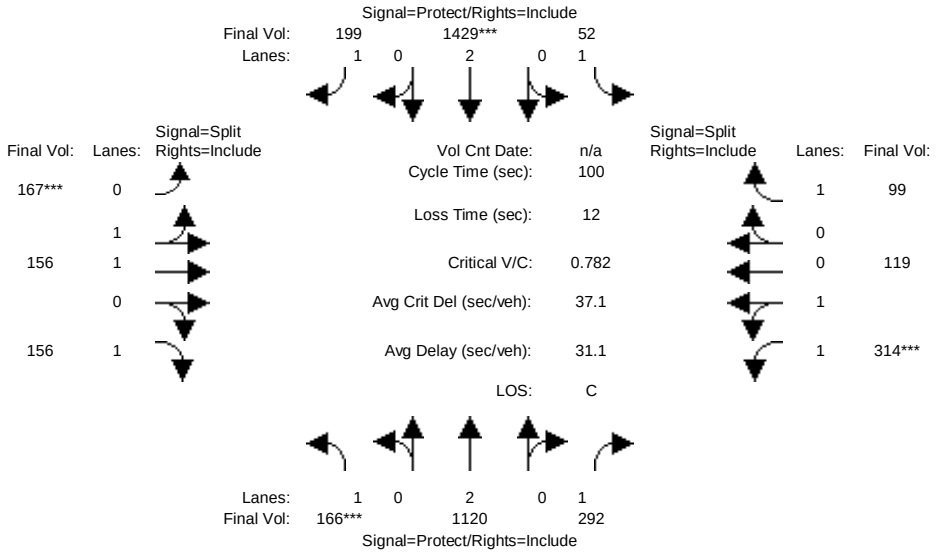


Street Name:	Cox Avenue						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1088	194	75	868	175	211	81	206	362	165	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1088	194	75	868	175	211	81	206	362	165	54
Added Vol:	0	120	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1208	194	75	903	175	211	81	206	362	165	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1208	194	75	903	175	211	81	206	362	165	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1208	194	75	903	175	211	81	206	362	165	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1208	194	75	903	175	211	81	206	362	165	54
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.38	0.62	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2438	1111	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.11	0.04	0.24	0.10	0.12	0.04	0.12	0.15	0.15	0.03
Crit Moves:		****		****			****			****		
Green Time:	14.5	43.9	43.9	7.0	36.4	36.4	16.6	16.6	16.6	20.5	20.5	20.5
Volume/Cap:	0.65	0.72	0.25	0.61	0.65	0.27	0.72	0.26	0.71	0.72	0.72	0.15
Uniform Del:	40.4	23.1	17.7	45.2	26.5	22.5	39.5	36.3	39.4	37.1	37.1	32.6
IncremntDel:	12.4	2.8	0.8	20.7	2.4	1.1	10.8	0.5	13.6	6.2	6.2	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.8	25.9	18.5	65.9	28.9	23.5	50.3	36.8	52.9	43.3	43.3	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	25.9	18.5	65.9	28.9	23.5	50.3	36.8	52.9	43.3	43.3	33.5
LOS by Move:	D-	C	B-	E	C	C	D	D+	D-	D	D	C-
HCM2kAvgQ:	159	406	101	88	306	103	206	57	198	239	239	38

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

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

Intersection #59: Saratoga Avenue/Cox Avenue

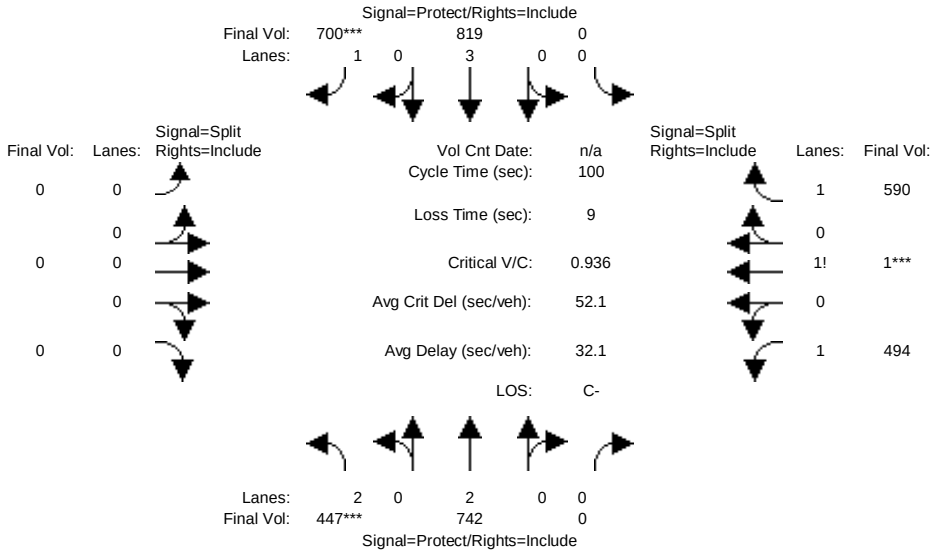


Street Name:	Cox Avenue						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	1054	292	52	1298	199	167	156	156	314	119	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:	166	1054	292	52	1298	199	167	156	156	314	119	99
Added Vol:	0	66	0	0	131	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1120	292	52	1429	199	167	156	156	314	119	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1120	292	52	1429	199	167	156	156	314	119	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1120	292	52	1429	199	167	156	156	314	119	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1120	292	52	1429	199	167	156	156	314	119	99
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.46	0.54	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2574	976	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.17	0.03	0.38	0.11	0.10	0.08	0.09	0.12	0.12	0.06
Crit Moves:	****				****		****			****		
Green Time:	12.1	48.7	48.7	11.6	48.1	48.1	12.2	12.2	12.2	15.6	15.6	15.6
Volume/Cap:	0.78	0.61	0.34	0.26	0.78	0.24	0.78	0.67	0.73	0.78	0.78	0.36
Uniform Del:	42.7	18.7	15.8	40.3	21.6	15.2	42.6	42.0	42.3	40.6	40.6	37.8
IncremntDel:	24.4	1.5	1.1	3.1	3.4	0.7	13.7	7.4	19.7	10.5	10.5	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.0	20.2	16.9	43.4	25.0	15.9	56.3	49.3	62.0	51.1	51.1	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:	67.0	20.2	16.9	43.4	25.0	15.9	56.3	49.3	62.0	51.1	51.1	41.5
LOS by Move:	E	C+	B	D	C	B	E+	D	E	D-	D-	D
HCM2kAvgQ:	185	320	149	44	492	96	186	147	167	222	222	81

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

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

Intersection #60: Saratoga Avenue/SR 85 Ramps North

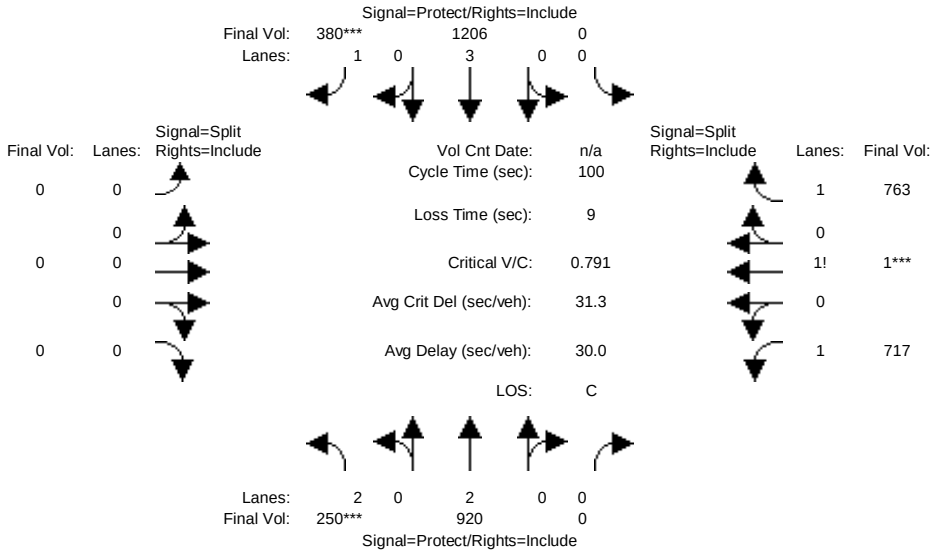


Street Name:	Saratoga Avenue						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	447	729	0	0	784	700	0	0	0	494	1	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	729	0	0	784	700	0	0	0	494	1	483
Added Vol:	0	13	0	0	35	0	0	0	0	0	0	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	742	0	0	819	700	0	0	0	494	1	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	742	0	0	819	700	0	0	0	494	1	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	742	0	0	819	700	0	0	0	494	1	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	447	742	0	0	819	700	0	0	0	494	1	590
Saturation 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	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2546	3	2701
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.14	0.40	0.00	0.00	0.00	0.19	0.31	0.22
Crit Moves:	****					****					****	
Green Time:	15.2	57.9	0.0	0.0	42.7	42.7	0.0	0.0	0.0	33.1	33.1	33.1
Volume/Cap:	0.94	0.34	0.00	0.00	0.34	0.94	0.00	0.00	0.00	0.59	0.94	0.66
Uniform Del:	41.9	11.0	0.0	0.0	19.2	27.3	0.0	0.0	0.0	27.7	32.4	28.6
IncremntDel:	28.1	0.4	0.0	0.0	0.4	20.6	0.0	0.0	0.0	1.4	15.0	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	70.0	11.4	0.0	0.0	19.5	48.0	0.0	0.0	0.0	29.1	47.4	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:	70.0	11.4	0.0	0.0	19.5	48.0	0.0	0.0	0.0	29.1	47.4	30.7
LOS by Move:	E	B+	A	A	B-	D	A	A	A	C	D	C
HCM2kAvgQ:	261	150	0	0	139	680	0	0	0	246	558	292

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

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

Intersection #60: Saratoga Avenue/SR 85 Ramps North

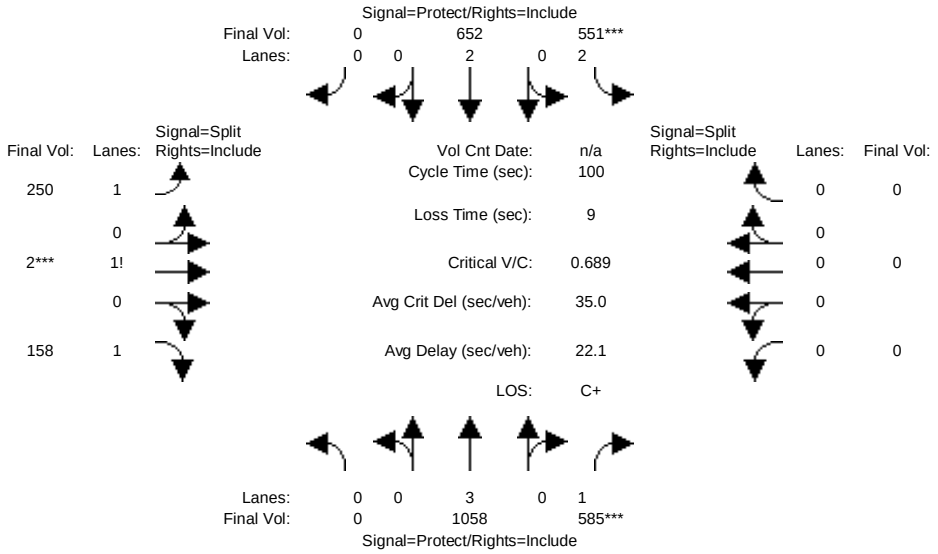


Street Name:	Saratoga Avenue						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	913	0	0	1075	380	0	0	0	717	1	704
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	913	0	0	1075	380	0	0	0	717	1	704
Added Vol:	0	7	0	0	131	0	0	0	0	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	920	0	0	1206	380	0	0	0	717	1	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	920	0	0	1206	380	0	0	0	717	1	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	920	0	0	1206	380	0	0	0	717	1	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	920	0	0	1206	380	0	0	0	717	1	763
Saturation 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	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.48	0.01	1.51
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2597	2	2651
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.00	0.21	0.22	0.00	0.00	0.00	0.28	0.42	0.29
Crit Moves:	****					****					****	
Green Time:	10.0	37.5	0.0	0.0	27.4	27.4	0.0	0.0	0.0	53.5	53.5	53.5
Volume/Cap:	0.79	0.65	0.00	0.00	0.77	0.79	0.00	0.00	0.00	0.52	0.79	0.54
Uniform Del:	44.0	25.8	0.0	0.0	33.4	33.6	0.0	0.0	0.0	14.9	18.7	15.2
IncremntDel:	18.1	2.3	0.0	0.0	3.7	12.5	0.0	0.0	0.0	0.7	3.5	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	62.1	28.1	0.0	0.0	37.1	46.1	0.0	0.0	0.0	15.6	22.2	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:	62.1	28.1	0.0	0.0	37.1	46.1	0.0	0.0	0.0	15.6	22.2	15.9
LOS by Move:	E	C	A	A	D+	D	A	A	A	B	C+	B
HCM2kAvgQ:	129	302	0	0	328	343	0	0	0	260	534	276

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

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

Intersection #61: Saratoga Avenue/SR 85 Ramps South

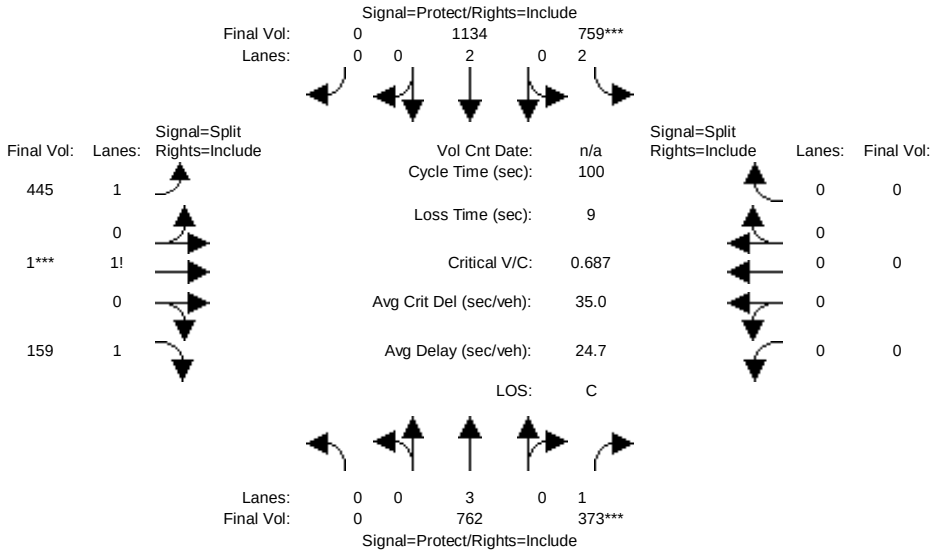


Street Name:	Saratoga Avenue						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1045	585	520	648	0	250	2	158	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	1045	585	520	648	0	250	2	158	0	0	0
Added Vol:	0	13	0	31	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1058	585	551	652	0	250	2	158	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	1058	585	551	652	0	250	2	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1058	585	551	652	0	250	2	158	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	1058	585	551	652	0	250	2	158	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	3.00	1.00	2.00	2.00	0.00	1.61	0.01	1.38	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2812	17	2421	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.33	0.17	0.17	0.00	0.09	0.12	0.07	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	48.5	48.5	25.4	73.9	0.0	17.1	17.1	17.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.69	0.69	0.23	0.00	0.52	0.69	0.38	0.00	0.00	0.00
Uniform Del:	0.0	16.3	19.9	33.7	4.1	0.0	37.7	39.0	36.8	0.0	0.0	0.0
IncremntDel:	0.0	0.4	4.5	4.8	0.2	0.0	2.5	6.4	1.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	24.4	38.6	4.3	0.0	40.2	45.4	37.8	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	16.7	24.4	38.6	4.3	0.0	40.2	45.4	37.8	0.0	0.0	0.0
LOS by Move:	A	B	C	D+	A	A	D	D	D+	A	A	A
HCM2kAvgQ:	0	170	393	245	82	0	133	194	91	0	0	0

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

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

Intersection #61: Saratoga Avenue/SR 85 Ramps South

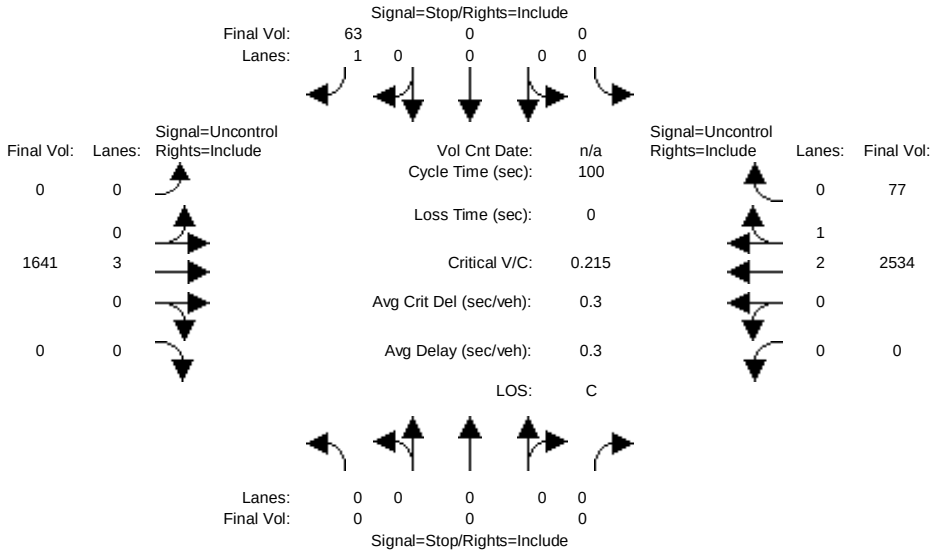


Street Name:	Saratoga Avenue						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	755	373	643	1119	0	445	1	159	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	755	373	643	1119	0	445	1	159	0	0	0
Added Vol:	0	7	0	116	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	762	373	759	1134	0	445	1	159	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	762	373	759	1134	0	445	1	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	373	759	1134	0	445	1	159	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	762	373	759	1134	0	445	1	159	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.73	0.01	1.26	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	3074	6	2214	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.21	0.24	0.30	0.00	0.14	0.17	0.07	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	31.0	31.0	35.1	66.1	0.0	24.9	24.9	24.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.69	0.69	0.45	0.00	0.58	0.69	0.29	0.00	0.00	0.00
Uniform Del:	0.0	27.5	30.2	27.8	8.2	0.0	32.9	34.0	30.4	0.0	0.0	0.0
IncremntDel:	0.0	0.8	6.9	3.5	0.6	0.0	2.4	4.4	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.2	37.2	31.3	8.8	0.0	35.3	38.4	30.7	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	28.2	37.2	31.3	8.8	0.0	35.3	38.4	30.7	0.0	0.0	0.0
LOS by Move:	A	C	D+	C	A	A	D+	D+	C	A	A	A
HCM2kAvgQ:	0	159	297	299	207	0	201	254	87	0	0	0

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #62: Stevens Creek Boulevard/Vallco Driveway 5



Street Name:	Vallco Driveway 5						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
Volume Module:												
Base Vol:	0	0	0	0	0	63	0	1641	0	0	2534	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	63	0	1641	0	0	2534	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	63	0	1641	0	0	2534	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	0	0	63	0	1641	0	0	2534	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	63	0	1641	0	0	2534	77
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	293	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	293	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	20.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			20.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	63	0	1641	0	0	2534	77
ApproachDel:	xxxxxx			20.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4315]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	63	0	1641	0	0	2534	77

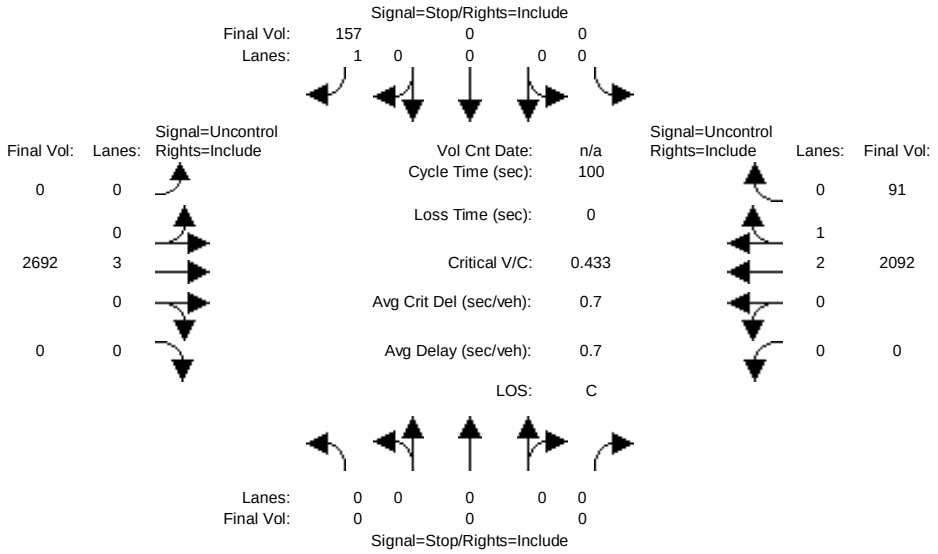
Major Street Volume: 4252
Minor Approach Volume: 63
Minor Approach Volume Threshold: -214 [less than minimum of 100]

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

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #62: Stevens Creek Boulevard/Vallco Driveway 5



Street Name:	Vallco Driveway 5						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
Volume Module:												
Base Vol:	0	0	0	0	0	157	0	2692	0	0	2092	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	157	0	2692	0	0	2092	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	157	0	2692	0	0	2092	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	0	0	157	0	2692	0	0	2092	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	157	0	2692	0	0	2092	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	362	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	362	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	53.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			22.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	157	0	2692	0	0	2092	91
ApproachDel:	xxxxxx			22.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=5032]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	157	0	2692	0	0	2092	91

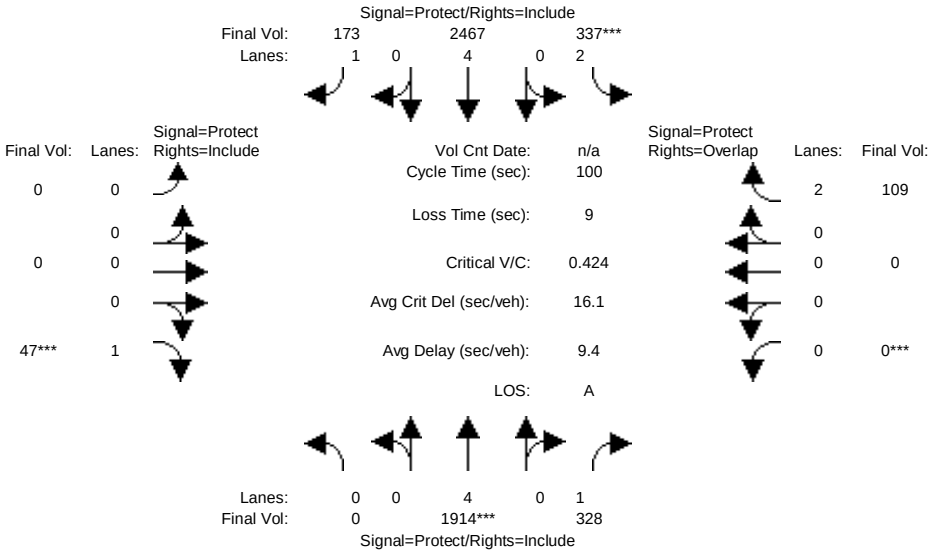
Major Street Volume: 4875
Minor Approach Volume: 157
Minor Approach Volume Threshold: -261 [less than minimum of 100]

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

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

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

Intersection #63: Wolfe Road/Vallco Driveway 1

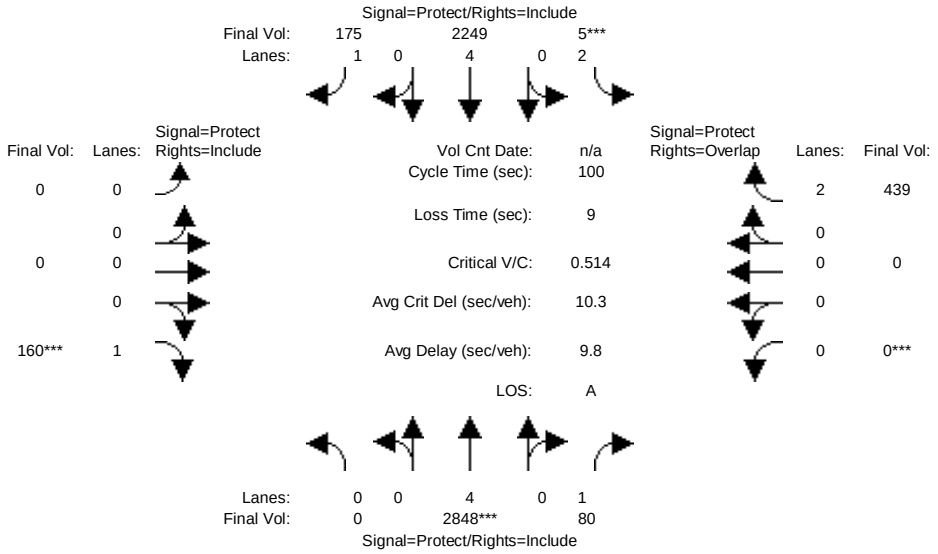


Street Name:	Wolfe Road						Vallco Driveway 1					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1914	328	337	2467	173	0	0	47	0	0	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:	0	1914	328	337	2467	173	0	0	47	0	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1914	328	337	2467	173	0	0	47	0	0	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:	0	1914	328	337	2467	173	0	0	47	0	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1914	328	337	2467	173	0	0	47	0	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1914	328	337	2467	173	0	0	47	0	0	109
Saturation 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	0.83
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	0	7600	1750	3150	7600	1750	0	0	1750	0	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.19	0.11	0.32	0.10	0.00	0.00	0.03	0.00	0.00	0.03
Crit Moves:		****		****					****	****		
Green Time:	0.0	56.8	56.8	24.2	81.0	81.0	0.0	0.0	10.0	0.0	0.0	34.2
Volume/Cap:	0.00	0.44	0.33	0.44	0.40	0.12	0.00	0.00	0.27	0.00	0.00	0.10
Uniform Del:	0.0	12.4	11.5	32.2	2.7	2.0	0.0	0.0	41.6	0.0	0.0	22.5
IncremntDel:	0.0	0.1	0.2	0.4	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	12.5	11.7	32.6	2.7	2.0	0.0	0.0	42.4	0.0	0.0	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:	0.0	12.5	11.7	32.6	2.7	2.0	0.0	0.0	42.4	0.0	0.0	22.5
LOS by Move:	A	B	B+	C-	A	A	A	A	D	A	A	C+
HCM2kAvgQ:	0	194	122	119	137	29	0	0	39	0	0	29

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

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

Intersection #63: Wolfe Road/Vallco Driveway 1

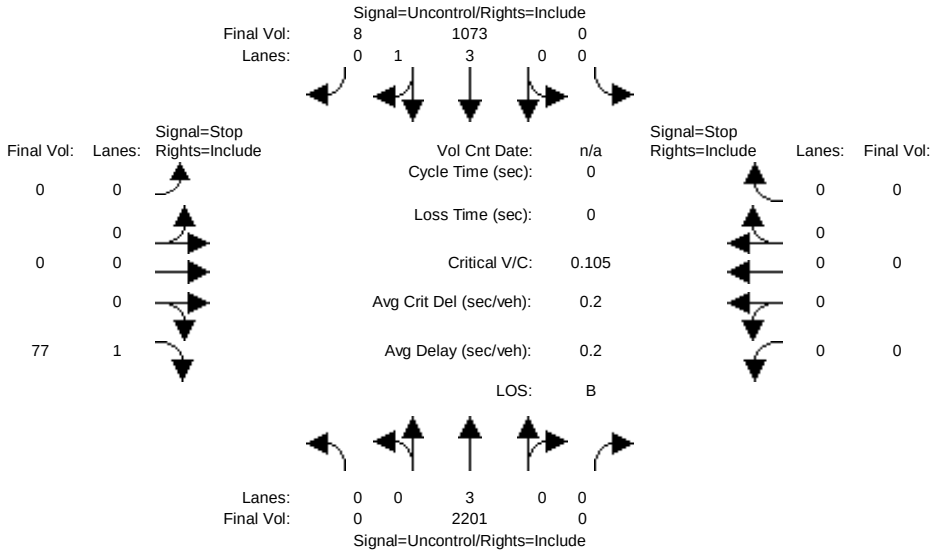


Street Name:	Wolfe Road						Vallco Driveway 1					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2848	80	5	2249	175	0	0	160	0	0	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	80	5	2249	175	0	0	160	0	0	439
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2848	80	5	2249	175	0	0	160	0	0	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2848	80	5	2249	175	0	0	160	0	0	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2848	80	5	2249	175	0	0	160	0	0	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2848	80	5	2249	175	0	0	160	0	0	439
Saturation 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	0.83
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	0	7600	1750	3150	7600	1750	0	0	1750	0	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.05	0.00	0.30	0.10	0.00	0.00	0.09	0.00	0.00	0.14
Crit Moves:		****		****					****	****		
Green Time:	0.0	67.5	67.5	7.0	74.5	74.5	0.0	0.0	16.5	0.0	0.0	23.5
Volume/Cap:	0.00	0.55	0.07	0.02	0.40	0.13	0.00	0.00	0.55	0.00	0.00	0.59
Uniform Del:	0.0	8.4	5.5	43.3	4.6	3.6	0.0	0.0	38.4	0.0	0.0	34.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	8.6	5.6	43.4	4.7	3.7	0.0	0.0	40.8	0.0	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	8.6	5.6	43.4	4.7	3.7	0.0	0.0	40.8	0.0	0.0	35.3
LOS by Move:	A	A	A	D	A	A	A	A	D	A	A	D+
HCM2kAvgQ:	0	275	20	2	158	38	0	0	131	0	0	170

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #65: Wolfe Road/Vallco Driveway 3



Street Name:	Wolfe Road						Vallco Driveway 3					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	2201	0	0	1073	8	0	0	77	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	2201	0	0	1073	8	0	0	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2201	0	0	1073	8	0	0	77	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	2201	0	0	1073	8	0	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2201	0	0	1073	8	0	0	77	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	272	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	732	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	732	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 3	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0	2201	0	0	1073	8	0	0	77	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3359]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 3	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0	2201	0	0	1073	8	0	0	77	0	0	0

Major Street Volume: 3282
Minor Approach Volume: 77
Minor Approach Volume Threshold: -125 [less than minimum of 100]

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

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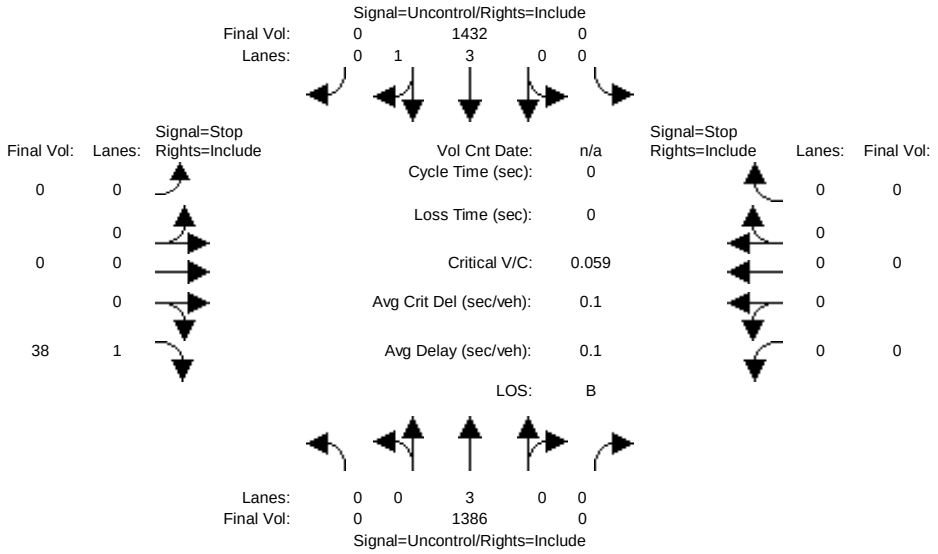
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #65: Wolfe Road/Vallco Driveway 3



Street Name:	Wolfe Road						Vallco Driveway 3					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1386	0	0	1432	0	0	0	38	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	1386	0	0	1432	0	0	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1386	0	0	1432	0	0	0	38	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	1386	0	0	1432	0	0	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1386	0	0	1432	0	0	0	38	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	358	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 3	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1386	0		0 1432	0		0	0	38	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2856]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 3	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1386	0		0 1432	0		0	0	38	0	0	0

Major Street Volume: 2818
Minor Approach Volume: 38
Minor Approach Volume Threshold: -72 [less than minimum of 100]

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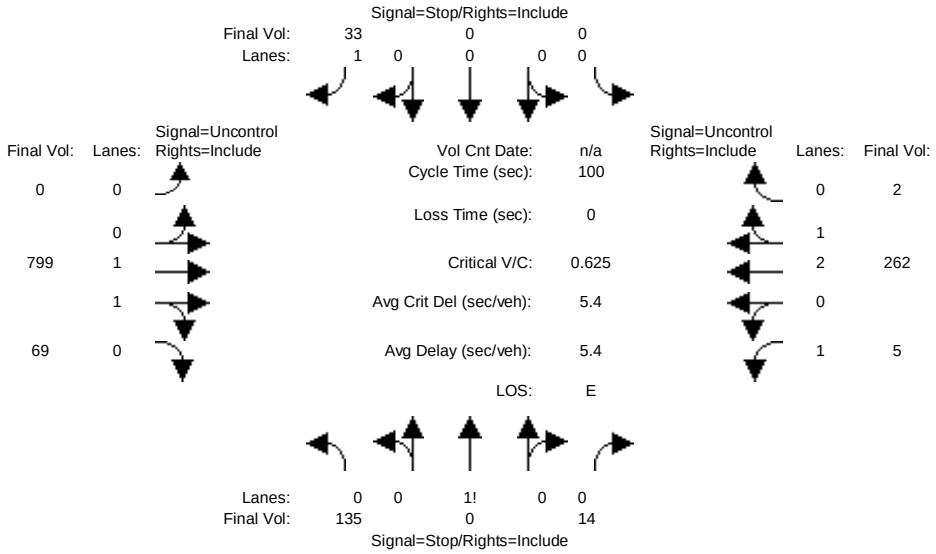
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #66: Vallco Parkway/Vallco Driveway 4



Street Name:	Vallco Driveway 4						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	135	0	14	0	0	33	0	799	69	5	262	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	14	0	0	33	0	799	69	5	262	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	14	0	0	33	0	799	69	5	262	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	14	0	0	33	0	799	69	5	262	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	0	14	0	0	33	0	799	69	5	262	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	931	1108	434	xxxx	xxxx	88	xxxx	xxxx	xxxxx	868	xxxx	xxxxx
Potent Cap.:	225	212	576	xxxx	xxxx	959	xxxx	xxxx	xxxxx	785	xxxx	xxxxx
Move Cap.:	216	210	576	xxxx	xxxx	959	xxxx	xxxx	xxxxx	785	xxxx	xxxxx
Volume/Cap:	0.62	0.00	0.02	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	229	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	45.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		45.7			8.9			xxxxx			xxxxx	
ApproachLOS:		E			A			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 0 0	1		0 0 1 1	0		1 0 2 1	0	
Initial Vol:	135	0	14	0	0	33	0	799	69	5	262	2
ApproachDel:	45.7			8.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=149]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1319]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1319]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 0 0	1		0 0 1 1	0		1 0 2 1	0	
Initial Vol:	135	0	14	0	0	33	0	799	69	5	262	2

Major Street Volume: 1137
Minor Approach Volume: 149
Minor Approach Volume Threshold: 241

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

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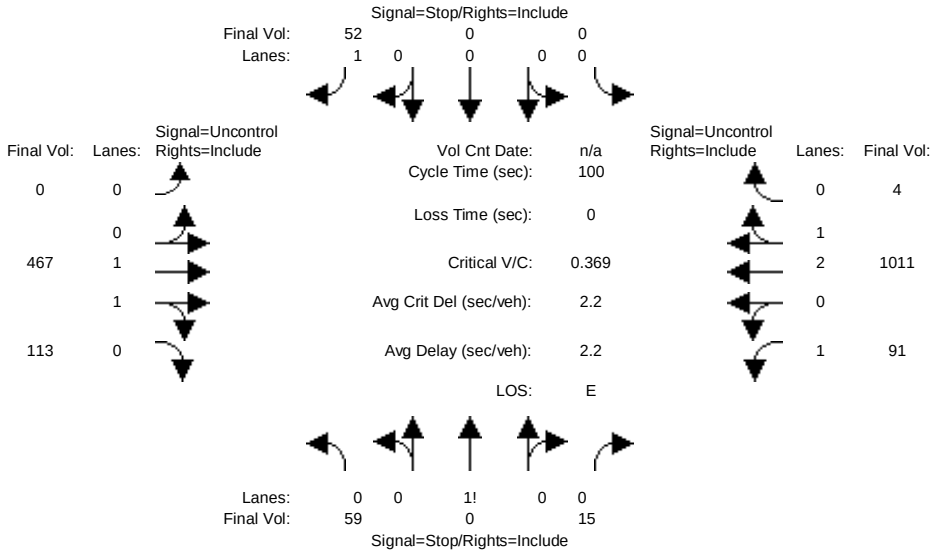
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #66: Vallco Parkway/Vallco Driveway 4



Street Name:	Vallco Driveway 4						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	59	0	15	0	0	52	0	467	113	91	1011	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	15	0	0	52	0	467	113	91	1011	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	0	15	0	0	52	0	467	113	91	1011	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	0	15	0	0	52	0	467	113	91	1011	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	59	0	15	0	0	52	0	467	113	91	1011	4
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1043	1721	290	xxxx	xxxx	339	xxxx	xxxx	xxxxx	580	xxxx	xxxxx
Potent Cap.:	186	90	713	xxxx	xxxx	663	xxxx	xxxx	xxxxx	1004	xxxx	xxxxx
Move Cap.:	160	82	713	xxxx	xxxx	663	xxxx	xxxx	xxxxx	1004	xxxx	xxxxx
Volume/Cap:	0.37	0.00	0.02	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	6.4	xxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	190	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	35.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		35.6			10.9			xxxxx			xxxxx	
ApproachLOS:		E			B			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 1			0 0 1 1 0			1 0 2 1 0		
Initial Vol:	59	0	15	0	0	52	0	467	113	91	1011	4
ApproachDel:	35.6			10.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1812]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=52]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1812]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 1			0 0 1 1 0			1 0 2 1 0		
Initial Vol:	59	0	15	0	0	52	0	467	113	91	1011	4

Major Street Volume: 1686
Minor Approach Volume: 74
Minor Approach Volume Threshold: 105

SIGNAL WARRANT DISCLAIMER
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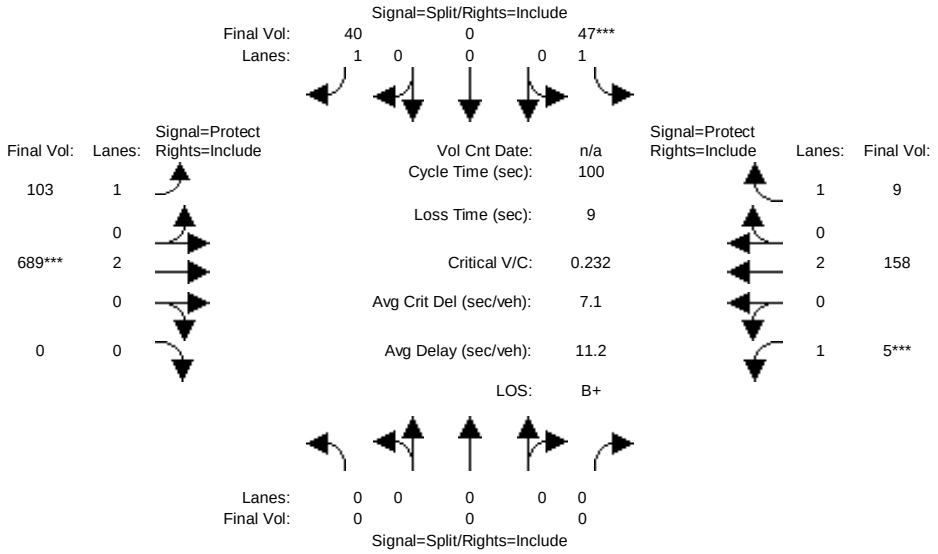
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #67: Vallco Parkway/Perimeter Road

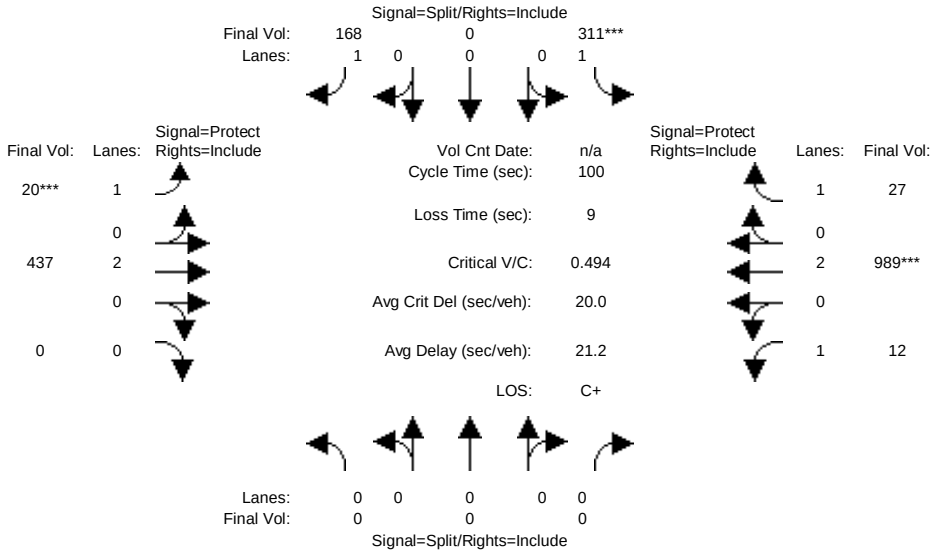


Street Name:	Perimeter Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	47	0	40	103	689	0	5	158	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:	0	0	0	47	0	40	103	689	0	5	158	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	40	103	689	0	5	158	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:	0	0	0	47	0	40	103	689	0	5	158	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	40	103	689	0	5	158	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
FinalVolume:	0	0	0	47	0	40	103	689	0	5	158	9
Saturation Flow 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	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.06	0.18	0.00	0.00	0.04	0.01
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.8	0.0	10.8	33.0	73.2	0.0	7.0	47.2	47.2
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.21	0.18	0.25	0.00	0.04	0.09	0.01
Uniform Del:	0.0	0.0	0.0	40.8	0.0	40.7	23.8	4.4	0.0	43.4	14.6	14.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	0.6	0.1	0.0	0.0	0.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.5	0.0	41.2	24.0	4.4	0.0	43.5	14.6	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.5	0.0	41.2	24.0	4.4	0.0	43.5	14.6	14.0
LOS by Move:	A	A	A	D	A	D	C	A	A	D	B	B
HCM2kAvgQ:	0	0	0	41	0	34	58	86	0	5	33	4

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

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

Intersection #67: Vallco Parkway/Perimeter Road

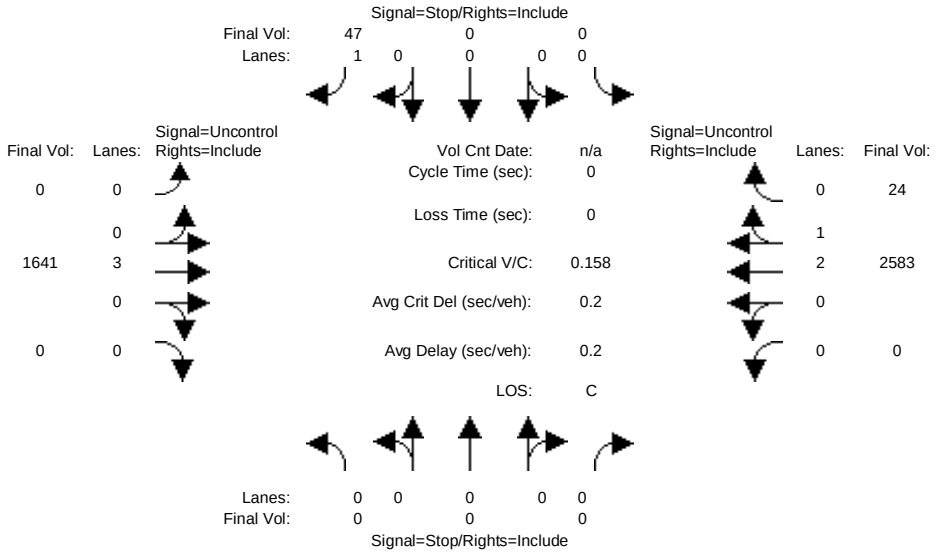


Street Name:	Perimeter Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	311	0	168	20	437	0	12	989	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	311	0	168	20	437	0	12	989	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	311	0	168	20	437	0	12	989	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:	0	0	0	311	0	168	20	437	0	12	989	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	311	0	168	20	437	0	12	989	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	311	0	168	20	437	0	12	989	27
Saturation Flow 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	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.10	0.01	0.12	0.00	0.01	0.26	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	34.1	0.0	34.1	7.0	35.4	0.0	21.5	49.9	49.9
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.28	0.16	0.33	0.00	0.03	0.52	0.03
Uniform Del:	0.0	0.0	0.0	26.4	0.0	24.0	43.7	23.6	0.0	31.0	17.0	12.7
IncremntDel:	0.0	0.0	0.0	0.8	0.0	0.3	0.6	0.1	0.0	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	27.3	0.0	24.3	44.4	23.7	0.0	31.0	17.2	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:	0.0	0.0	0.0	27.3	0.0	24.3	44.4	23.7	0.0	31.0	17.2	12.8
LOS by Move:	A	A	A	C	A	C	D	C	A	C	B	B
HCM2kAvgQ:	0	0	0	214	0	102	15	118	0	8	259	11

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #68: Stevens Creek Boulevard/Vallco Driveway 6



Street Name:	Vallco Driveway 6						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
Volume Module:												
Base Vol:	0	0	0	0	0	47	0	1641	0	0	2583	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:	0	0	0	0	0	47	0	1641	0	0	2583	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	47	0	1641	0	0	2583	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:	0	0	0	0	0	47	0	1641	0	0	2583	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	47	0	1641	0	0	2583	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	873	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	297	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	297	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	13.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #68 Stevens Creek Boulevard/Vallco Driveway 6

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	47	0	1641	0	0	2583	24
ApproachDel:	xxxxxx			19.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4295]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #68 Stevens Creek Boulevard/Vallco Driveway 6

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	47	0	1641	0	0	2583	24

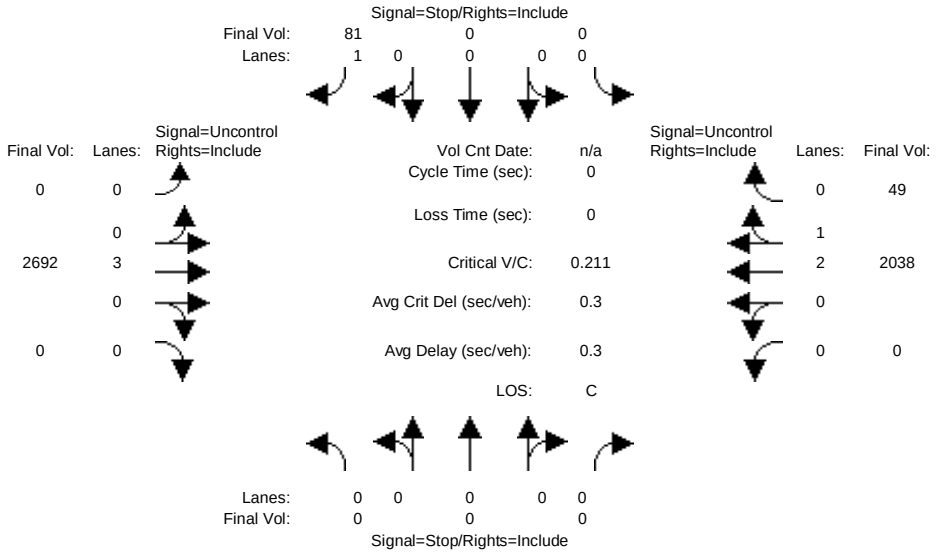
Major Street Volume: 4248
Minor Approach Volume: 47
Minor Approach Volume Threshold: -213 [less than minimum of 100]

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

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #68: Stevens Creek Boulevard/Vallco Driveway 6



Street Name:	Vallco Driveway 6						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
Volume Module:												
Base Vol:	0	0	0	0	0	81	0	2692	0	0	2038	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	81	0	2692	0	0	2038	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	81	0	2692	0	0	2038	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	0	0	81	0	2692	0	0	2038	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	81	0	2692	0	0	2038	49
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	704	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	384	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	384	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	19.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #68 Stevens Creek Boulevard/Vallco Driveway 6

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	81	0	2692	0	0	2038	49
ApproachDel:	xxxxxx			16.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=81]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4860]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #68 Stevens Creek Boulevard/Vallco Driveway 6

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	81	0	2692	0	0	2038	49

Major Street Volume: 4779
Minor Approach Volume: 81
Minor Approach Volume Threshold: -254 [less than minimum of 100]

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

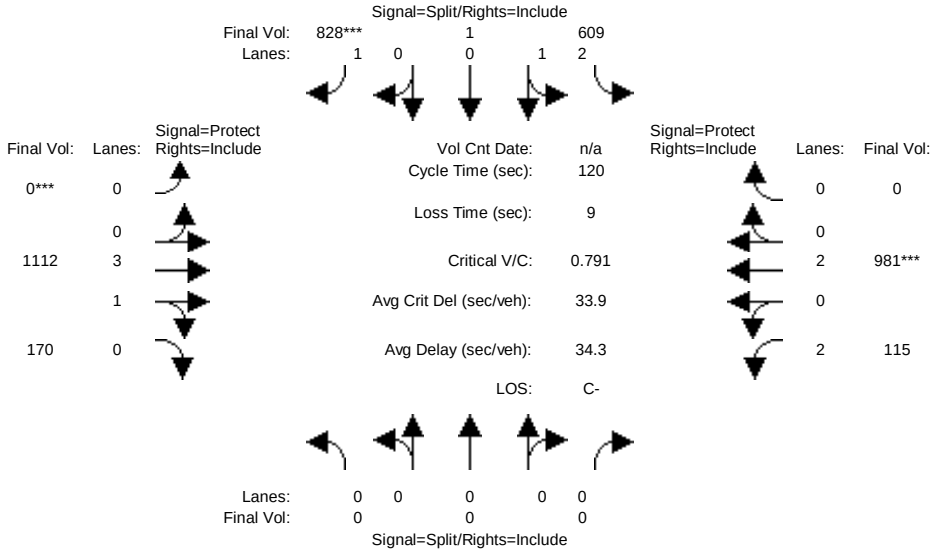
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Traffix Output

Alternative Conditions

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

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

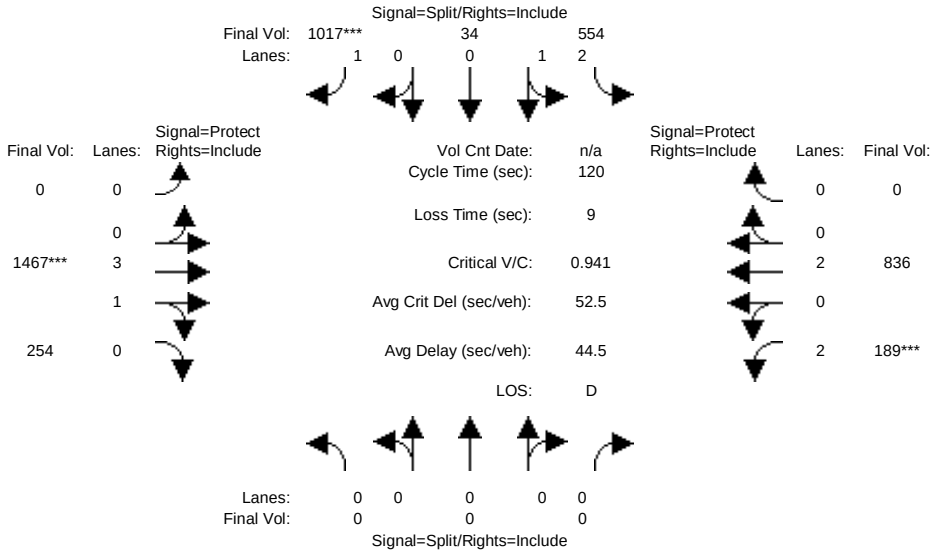


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	609	1	828	0	1103	170	115	976	0
Growth Adj:	1.00	1.00	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	609	1	828	0	1103	170	115	976	0
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	609	1	828	0	1112	170	115	981	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	609	1	828	0	1112	170	115	981	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	609	1	828	0	1112	170	115	981	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	609	1	828	0	1112	170	115	981	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	3.45	0.55	2.00	2.00	0.00
Final Sat.:	0	0	0	4942	8	1750	0	6504	994	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.47	0.00	0.17	0.17	0.04	0.26	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	71.8	71.8	71.8	0.0	29.2	29.2	10.0	39.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.79	0.00	0.70	0.70	0.44	0.79	0.00
Uniform Del:	0.0	0.0	0.0	11.0	11.0	18.4	0.0	41.4	41.4	52.4	36.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	6.1	0.0	2.3	2.3	5.3	5.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	11.2	24.5	0.0	43.7	43.7	57.6	41.9	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	11.2	11.2	24.5	0.0	43.7	43.7	57.6	41.9	0.0
LOS by Move:	A	A	A	B+	B+	C	A	D	D	E+	D	A
HCM2kAvgQ:	0	0	0	96	96	656	0	300	300	59	412	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

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

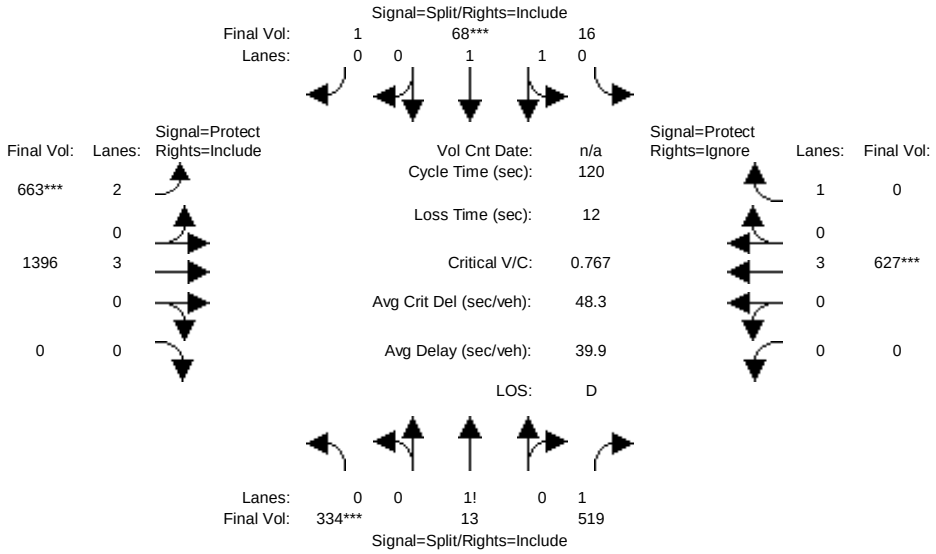


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	554	34	1017	0	1437	254	189	803	0
Growth Adj:	1.00	1.00	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	554	34	1017	0	1437	254	189	803	0
Added Vol:	0	0	0	0	0	0	0	30	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	554	34	1017	0	1467	254	189	836	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	554	34	1017	0	1467	254	189	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	34	1017	0	1467	254	189	836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	554	34	1017	0	1467	254	189	836	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.84	0.16	1.00	0.00	3.39	0.61	2.00	2.00	0.00
Final Sat.:	0	0	0	4662	286	1750	0	6391	1107	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.58	0.00	0.23	0.23	0.06	0.22	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	74.1	74.1	74.1	0.0	29.3	29.3	7.6	36.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.94	0.00	0.94	0.94	0.94	0.72	0.00
Uniform Del:	0.0	0.0	0.0	10.0	10.0	21.0	0.0	44.5	44.5	56.0	36.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	16.5	0.0	11.1	11.1	49.8	3.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.1	10.1	37.4	0.0	55.6	55.6	105.8	40.6	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	10.1	10.1	37.4	0.0	55.6	55.6	105.8	40.6	0.0
LOS by Move:	A	A	A	B+	B+	D+	A	E+	E+	F	D	A
HCM2kAvgQ:	0	0	0	88	88	1046	0	504	504	130	350	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

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

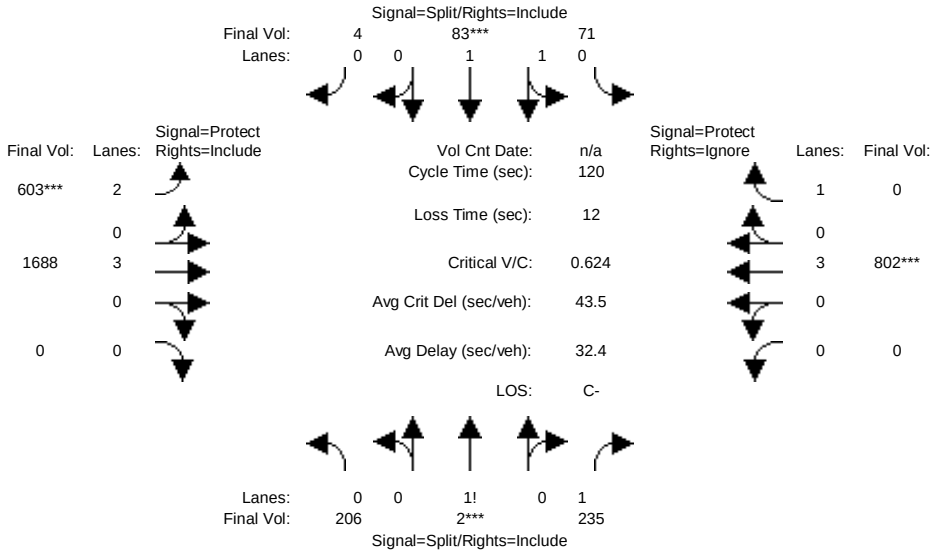


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	13	519	16	68	1	663	1387	0	0	622	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	13	519	16	68	1	663	1387	0	0	622	501
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	13	519	16	68	1	663	1396	0	0	627	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	334	13	519	16	68	1	663	1396	0	0	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	13	519	16	68	1	663	1396	0	0	627	0
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:	334	13	519	16	68	1	663	1396	0	0	627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.02	1.43	0.38	1.60	0.02	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	964	38	2499	678	2880	42	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.21	0.02	0.02	0.02	0.21	0.24	0.00	0.00	0.11	0.00
Crit Moves:	****				****		****				****	
Green Time:	50.9	50.9	50.9	10.0	10.0	10.0	30.9	47.1	0.0	0.0	16.2	0.0
Volume/Cap:	0.82	0.82	0.49	0.28	0.28	0.28	0.82	0.62	0.00	0.00	0.82	0.00
Uniform Del:	30.4	30.4	25.1	51.6	51.6	51.6	41.9	29.3	0.0	0.0	50.5	0.0
IncremntDel:	7.0	7.0	1.0	2.4	2.4	2.4	8.9	1.3	0.0	0.0	9.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	37.4	37.4	26.1	54.0	54.0	54.0	50.8	30.7	0.0	0.0	59.9	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:	37.4	37.4	26.1	54.0	54.0	54.0	50.8	30.7	0.0	0.0	59.9	0.0
LOS by Move:	D+	D+	C	D-	D-	D-	D	C	A	A	E+	A
HCM2kAvgQ:	576	576	262	45	45	45	365	342	0	0	243	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

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

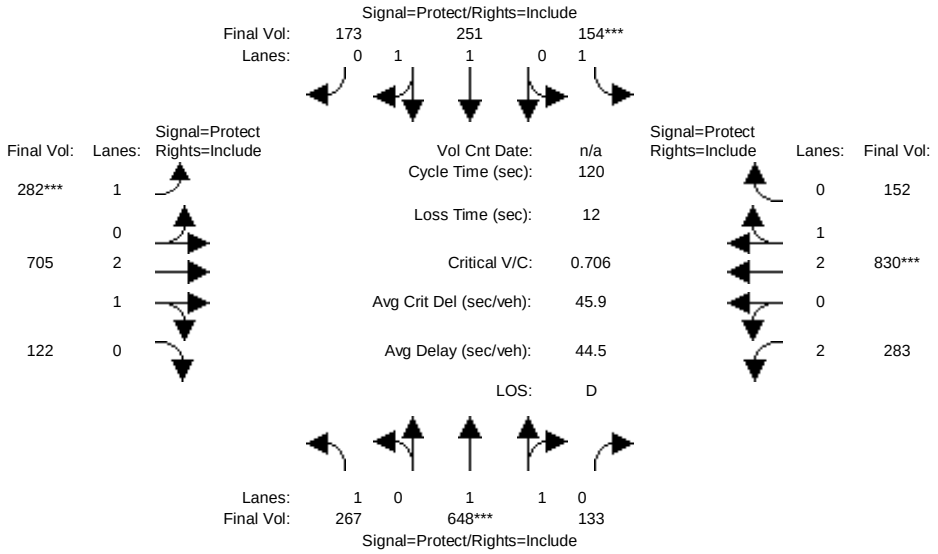


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	2	235	71	83	4	603	1658	0	0	769	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	2	235	71	83	4	603	1658	0	0	769	560
Added Vol:	0	0	0	0	0	0	0	30	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	2	235	71	83	4	603	1688	0	0	802	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	206	2	235	71	83	4	603	1688	0	0	802	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2	235	71	83	4	603	1688	0	0	802	0
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:	206	2	235	71	83	4	603	1688	0	0	802	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.63	0.01	1.36	0.90	1.05	0.05	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1108	11	2382	1618	1891	91	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.10	0.04	0.04	0.04	0.19	0.30	0.00	0.00	0.14	0.00
Crit Moves:		****			****		****				****	
Green Time:	35.2	35.2	35.2	10.0	10.0	10.0	36.2	62.8	0.0	0.0	26.6	0.0
Volume/Cap:	0.63	0.63	0.34	0.53	0.53	0.53	0.63	0.57	0.00	0.00	0.63	0.00
Uniform Del:	36.8	36.8	33.3	52.7	52.7	52.7	36.2	19.4	0.0	0.0	42.3	0.0
IncremntDel:	4.4	4.4	0.7	6.5	6.5	6.5	3.2	0.8	0.0	0.0	2.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	41.2	41.2	34.0	59.2	59.2	59.2	39.4	20.1	0.0	0.0	44.7	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:	41.2	41.2	34.0	59.2	59.2	59.2	39.4	20.1	0.0	0.0	44.7	0.0
LOS by Move:	D	D	C-	E+	E+	E+	D	C+	A	A	D	A
HCM2kAvgQ:	297	297	135	92	92	92	271	328	0	0	242	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #3: Stevens Creek Boulevard/Stelling Road

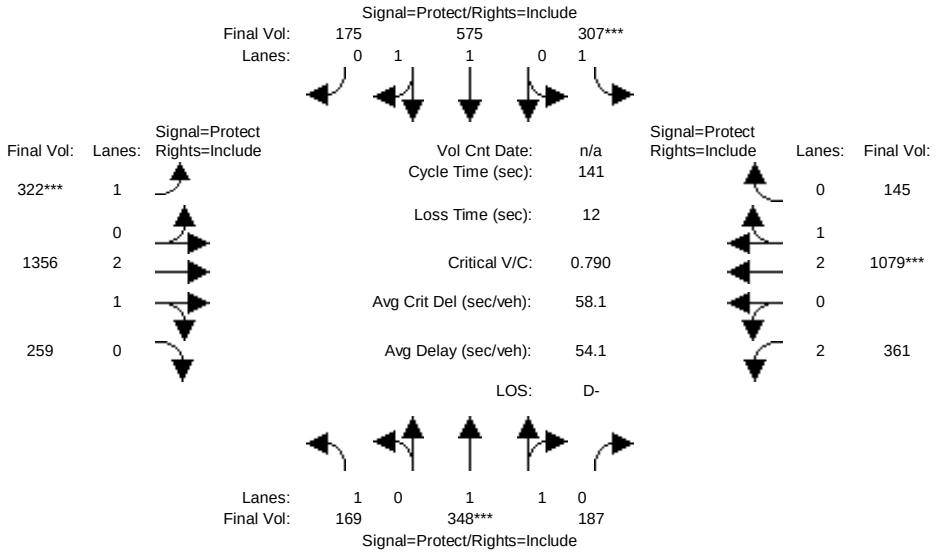


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	648	133	154	251	173	282	687	122	283	819	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	648	133	154	251	173	282	687	122	283	819	152
Added Vol:	0	0	0	0	0	0	0	18	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	648	133	154	251	173	282	705	122	283	830	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:	267	648	133	154	251	173	282	705	122	283	830	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	648	133	154	251	173	282	705	122	283	830	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
FinalVolume:	267	648	133	154	251	173	282	705	122	283	830	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.65	0.35	1.00	1.16	0.84	1.00	2.54	0.46	2.00	2.52	0.48
Final Sat.:	1750	3069	630	1750	2189	1509	1750	4773	826	3150	4732	867
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.09	0.11	0.11	0.16	0.15	0.15	0.09	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	29.0	35.9	35.9	15.0	21.8	21.8	27.4	35.6	35.6	21.6	29.8	29.8
Volume/Cap:	0.63	0.71	0.71	0.71	0.63	0.63	0.71	0.50	0.50	0.50	0.71	0.71
Uniform Del:	40.7	37.4	37.4	50.4	45.4	45.4	42.6	34.9	34.9	44.3	41.1	41.1
IncremntDel:	7.0	3.8	3.8	17.5	4.5	4.5	10.1	1.1	1.1	3.1	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.7	41.2	41.2	67.9	49.8	49.8	52.7	35.9	35.9	47.4	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:	47.7	41.2	41.2	67.9	49.8	49.8	52.7	35.9	35.9	47.4	44.2	44.2
LOS by Move:	D	D	D	E	D	D	D-	D+	D+	D	D	D
HCM2kAvgQ:	256	351	351	183	207	207	288	217	217	152	307	307

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #3: Stevens Creek Boulevard/Stelling Road

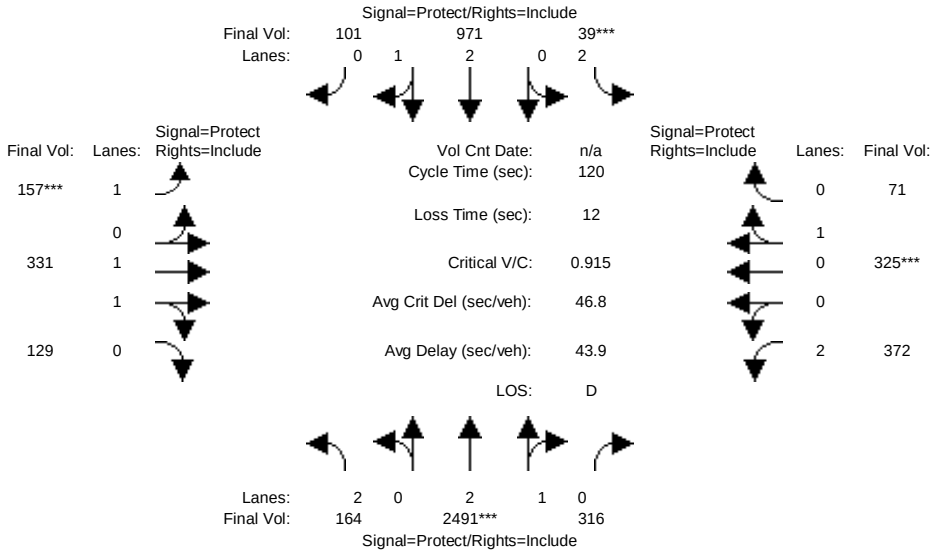


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	348	187	307	575	175	322	1295	259	361	1013	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	348	187	307	575	175	322	1295	259	361	1013	145
Added Vol:	0	0	0	0	0	0	0	61	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	348	187	307	575	175	322	1356	259	361	1079	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	348	187	307	575	175	322	1356	259	361	1079	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	348	187	307	575	175	322	1356	259	361	1079	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	348	187	307	575	175	322	1356	259	361	1079	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.28	0.72	1.00	1.52	0.48	1.00	2.50	0.50	2.00	2.63	0.37
Final Sat.:	1750	2406	1293	1750	2836	863	1750	4701	898	3150	4936	663
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.18	0.20	0.20	0.18	0.29	0.29	0.11	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.4	25.8	25.8	31.3	38.7	38.7	32.8	51.4	51.4	20.4	39.0	39.0
Volume/Cap:	0.74	0.79	0.79	0.79	0.74	0.74	0.79	0.79	0.79	0.79	0.79	0.79
Uniform Del:	59.0	55.0	55.0	51.7	46.5	46.5	50.8	40.0	40.0	58.2	47.2	47.2
IncremntDel:	19.1	9.1	9.1	15.0	4.8	4.8	14.4	3.2	3.2	13.1	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.1	64.1	64.1	66.8	51.4	51.4	65.2	43.2	43.2	71.3	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	64.1	64.1	66.8	51.4	51.4	65.2	43.2	43.2	71.3	51.4	51.4
LOS by Move:	E-	E	E	E	D-	D-	E	D	D	E	D-	D-
HCM2kAvgQ:	228	329	329	382	405	405	397	559	559	274	453	453

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

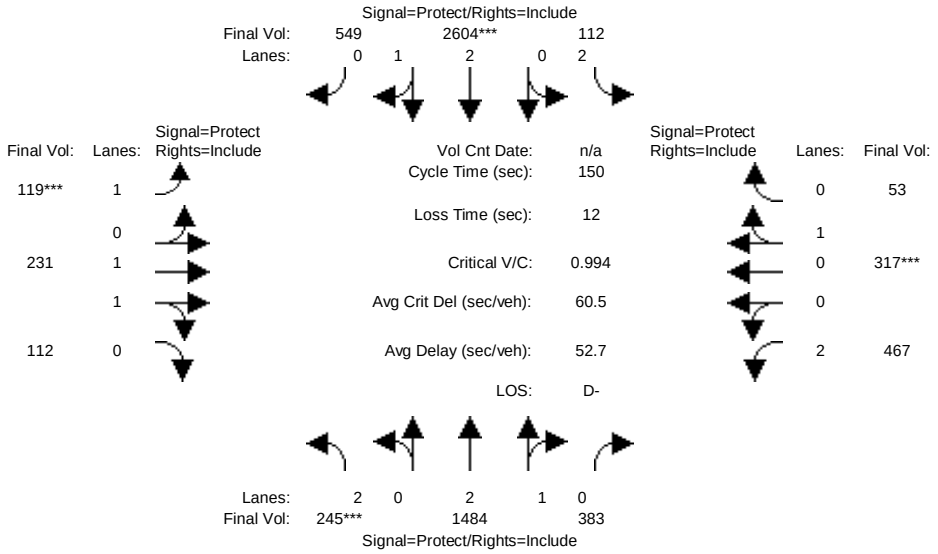


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	2486	316	39	962	101	157	331	120	372	325	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	2486	316	39	962	101	157	331	120	372	325	71
Added Vol:	5	5	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	2491	316	39	971	101	157	331	129	372	325	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	2491	316	39	971	101	157	331	129	372	325	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	2491	316	39	971	101	157	331	129	372	325	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	2491	316	39	971	101	157	331	129	372	325	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.65	0.35	2.00	2.71	0.29	1.00	1.42	0.58	2.00	0.82	0.18
Final Sat.:	3150	4969	630	3150	5072	528	1750	2662	1037	3150	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.01	0.19	0.19	0.09	0.12	0.12	0.12	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	16.2	62.4	62.4	7.0	53.2	53.2	11.2	19.8	19.8	18.8	27.4	27.4
Volume/Cap:	0.39	0.96	0.96	0.21	0.43	0.43	0.96	0.75	0.75	0.75	0.96	0.96
Uniform Del:	47.3	27.7	27.7	53.9	23.0	23.0	54.2	47.8	47.8	48.4	45.8	45.8
IncremntDel:	2.6	10.1	10.1	2.6	0.5	0.5	61.5	8.4	8.4	10.3	36.2	36.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	37.8	37.8	56.5	23.5	23.5	115.7	56.2	56.2	58.7	82.0	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:	50.0	37.8	37.8	56.5	23.5	23.5	115.7	56.2	56.2	58.7	82.0	82.0
LOS by Move:	D	D+	D+	E+	C	C	F	E+	E+	E+	F	F
HCM2kAvgQ:	90	986	986	25	227	227	247	249	249	239	502	502

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

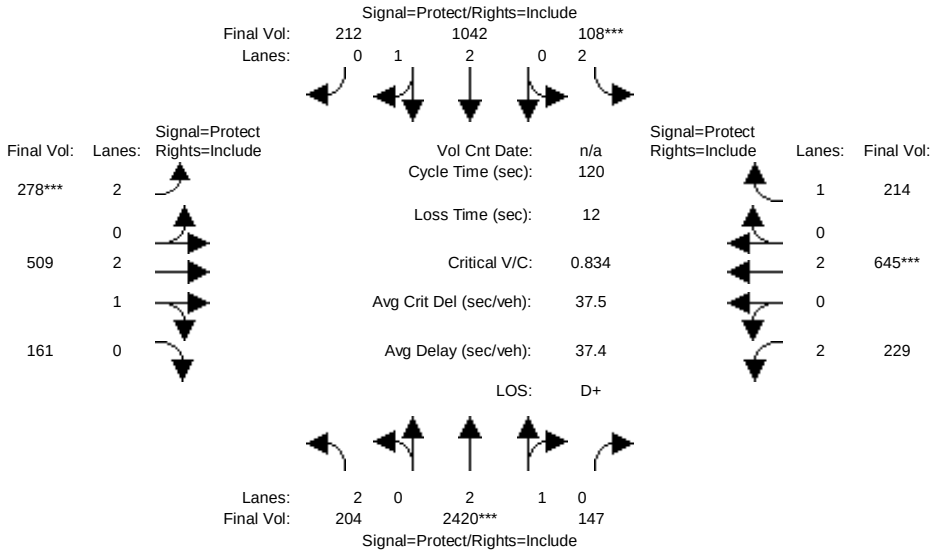


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	1451	383	112	2574	549	119	231	82	467	317	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1451	383	112	2574	549	119	231	82	467	317	53
Added Vol:	33	33	0	0	30	0	0	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1484	383	112	2604	549	119	231	112	467	317	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1484	383	112	2604	549	119	231	112	467	317	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1484	383	112	2604	549	119	231	112	467	317	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1484	383	112	2604	549	119	231	112	467	317	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.36	0.64	2.00	2.46	0.54	1.00	1.33	0.67	2.00	0.86	0.14
Final Sat.:	3150	4450	1148	3150	4624	975	1750	2491	1208	3150	1542	258
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.04	0.56	0.56	0.07	0.09	0.09	0.15	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	11.7	84.8	84.8	11.9	85.0	85.0	10.3	15.9	15.9	25.4	31.0	31.0
Volume/Cap:	0.99	0.59	0.59	0.45	0.99	0.99	0.99	0.88	0.88	0.88	0.99	0.99
Uniform Del:	69.1	21.2	21.2	65.9	32.3	32.3	69.8	66.1	66.1	60.8	59.4	59.4
IncremntDel:	55.8	0.8	0.8	5.8	14.6	14.6	80.7	23.0	23.0	18.0	45.2	45.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.9	22.0	22.0	71.7	46.9	46.9	150.5	89.0	89.0	78.8	105	104.6
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:	124.9	22.0	22.0	71.7	46.9	46.9	150.5	89.0	89.0	78.8	105	104.6
LOS by Move:	F	C+	C+	E	D	D	F	F	F	E-	F	F
HCM2kAvgQ:	260	465	465	86	1385	1385	234	265	265	385	577	577

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

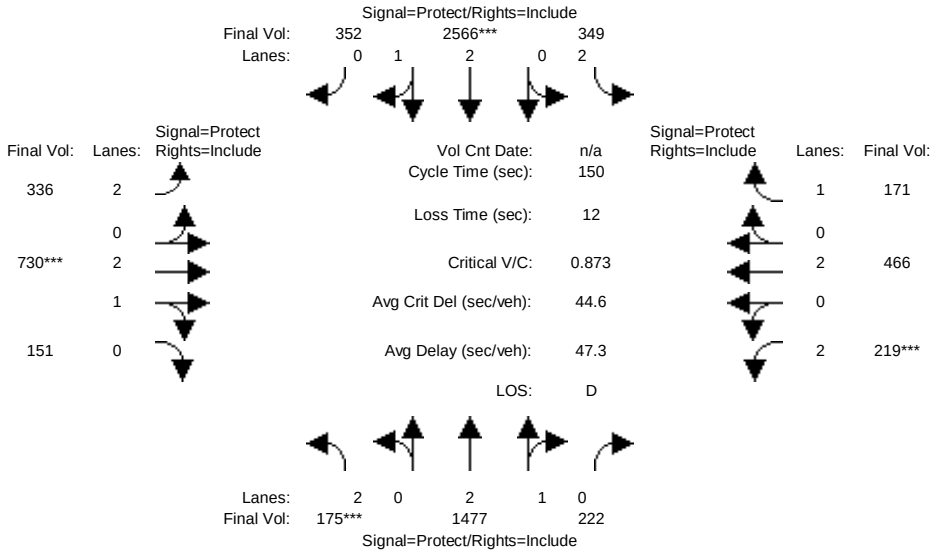


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	2409	147	108	1024	212	278	509	161	229	645	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	2409	147	108	1024	212	278	509	161	229	645	214
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2420	147	108	1042	212	278	509	161	229	645	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2420	147	108	1042	212	278	509	161	229	645	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2420	147	108	1042	212	278	509	161	229	645	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2420	147	108	1042	212	278	509	161	229	645	214
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	2.82	0.18	2.00	2.47	0.53	2.00	2.25	0.75	2.00	2.00	1.00
Final Sat.:	3150	5279	321	3150	4652	946	3150	4253	1345	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.03	0.22	0.22	0.09	0.12	0.12	0.07	0.17	0.12
Crit Moves:		****			****			****			****	
Green Time:	16.1	64.6	64.6	7.0	55.6	55.6	12.4	22.6	22.6	13.7	23.9	23.9
Volume/Cap:	0.48	0.85	0.85	0.59	0.48	0.48	0.85	0.63	0.63	0.63	0.85	0.61
Uniform Del:	48.1	23.6	23.6	55.1	22.3	22.3	52.9	44.9	44.9	50.7	46.3	43.8
IncremntDel:	3.9	3.3	3.3	13.0	0.6	0.6	23.4	2.9	2.9	8.3	11.6	7.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	26.8	26.8	68.1	22.9	22.9	76.2	47.8	47.8	59.0	57.9	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	26.8	26.8	68.1	22.9	22.9	76.2	47.8	47.8	59.0	57.9	51.6
LOS by Move:	D-	C	C	E	C+	C+	E-	D	D	E+	E+	D-
HCM2kAvgQ:	117	734	734	82	268	268	215	214	214	148	353	213

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

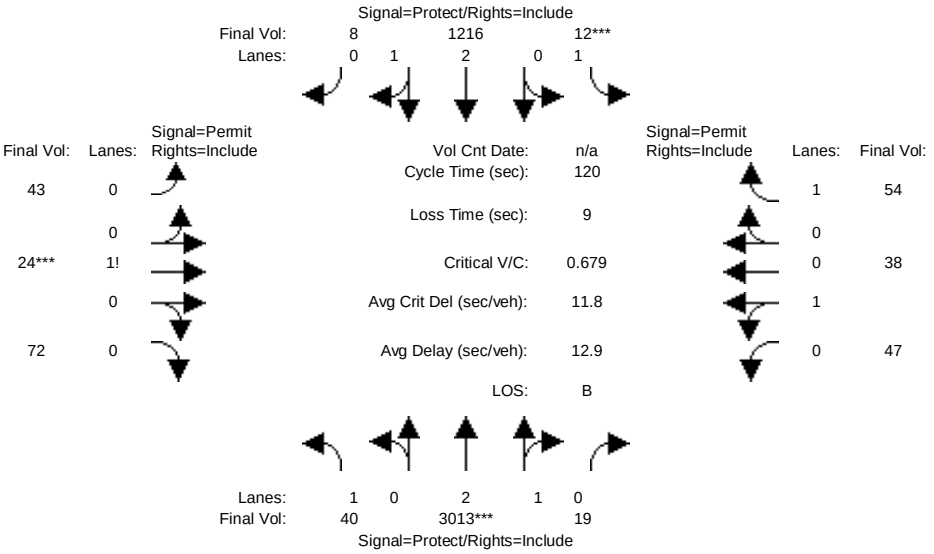


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	1411	222	349	2505	352	336	730	151	219	466	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:	175	1411	222	349	2505	352	336	730	151	219	466	171
Added Vol:	0	66	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1477	222	349	2566	352	336	730	151	219	466	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1477	222	349	2566	352	336	730	151	219	466	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1477	222	349	2566	352	336	730	151	219	466	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
FinalVolume:	175	1477	222	349	2566	352	336	730	151	219	466	171
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	2.59	0.41	2.00	2.62	0.38	2.00	2.47	0.53	2.00	2.00	1.00
Final Sat.:	3150	4867	732	3150	4924	675	3150	4639	960	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.11	0.52	0.52	0.11	0.16	0.16	0.07	0.12	0.10
Crit Moves:	****				****			****			****	
Green Time:	9.5	72.5	72.5	26.5	89.5	89.5	18.1	27.0	27.0	11.9	20.8	20.8
Volume/Cap:	0.87	0.63	0.63	0.63	0.87	0.87	0.88	0.87	0.87	0.87	0.88	0.70
Uniform Del:	69.6	28.7	28.7	57.2	25.5	25.5	64.9	59.8	59.8	68.3	63.4	61.6
IncremntDel:	37.4	1.1	1.1	5.3	3.5	3.5	24.4	10.4	10.4	31.8	18.9	15.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.1	29.8	29.8	62.5	29.0	29.0	89.3	70.2	70.2	100.1	82.3	77.3
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:	107.1	29.8	29.8	62.5	29.0	29.0	89.3	70.2	70.2	100.1	82.3	77.3
LOS by Move:	F	C	C	E	C	C	F	E	E	F	F	E-
HCM2kAvgQ:	179	486	486	241	1002	1002	298	403	403	212	333	234

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

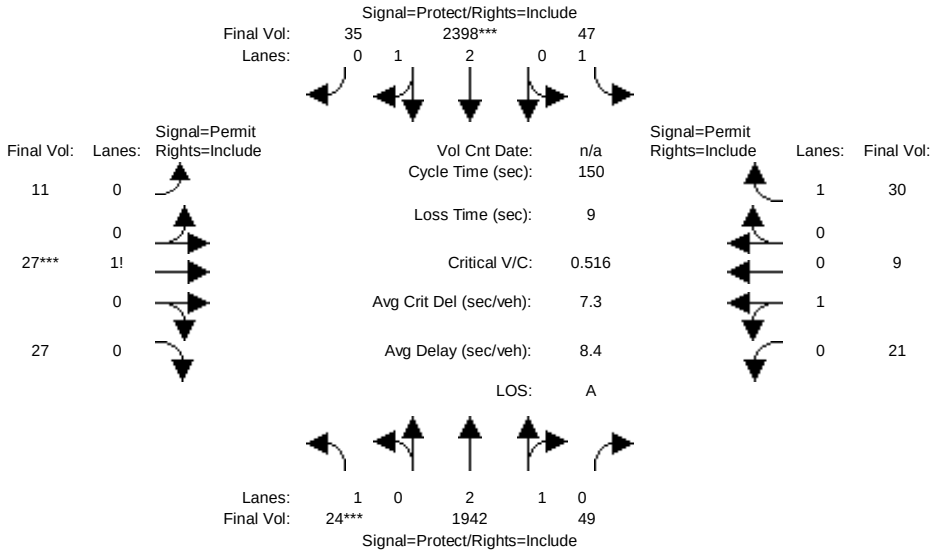


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	3002	19	12	1198	8	43	24	72	47	38	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3002	19	12	1198	8	43	24	72	47	38	54
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3013	19	12	1216	8	43	24	72	47	38	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3013	19	12	1216	8	43	24	72	47	38	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3013	19	12	1216	8	43	24	72	47	38	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3013	19	12	1216	8	43	24	72	47	38	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.98	0.02	0.31	0.17	0.52	0.55	0.45	1.00
Final Sat.:	1750	5565	35	1750	5563	37	541	302	906	995	805	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.54	0.54	0.01	0.22	0.22	0.08	0.08	0.08	0.05	0.05	0.03
Crit Moves:		****		****				****				
Green Time:	20.6	90.7	90.7	7.0	77.1	77.1	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.13	0.72	0.72	0.12	0.34	0.34	0.72	0.72	0.72	0.43	0.43	0.28
Uniform Del:	42.1	7.8	7.8	53.6	9.8	9.8	51.5	51.5	51.5	49.8	49.8	48.9
IncremntDel:	0.9	1.1	1.1	2.3	0.3	0.3	20.2	20.2	20.2	6.5	6.5	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	8.9	8.9	55.9	10.1	10.1	71.8	71.8	71.8	56.3	56.3	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:	43.1	8.9	8.9	55.9	10.1	10.1	71.8	71.8	71.8	56.3	56.3	52.5
LOS by Move:	D	A	A	E+	B+	B+	E	E	E	E+	E+	D-
HCM2kAvgQ:	35	517	517	14	171	171	171	171	171	87	87	54

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

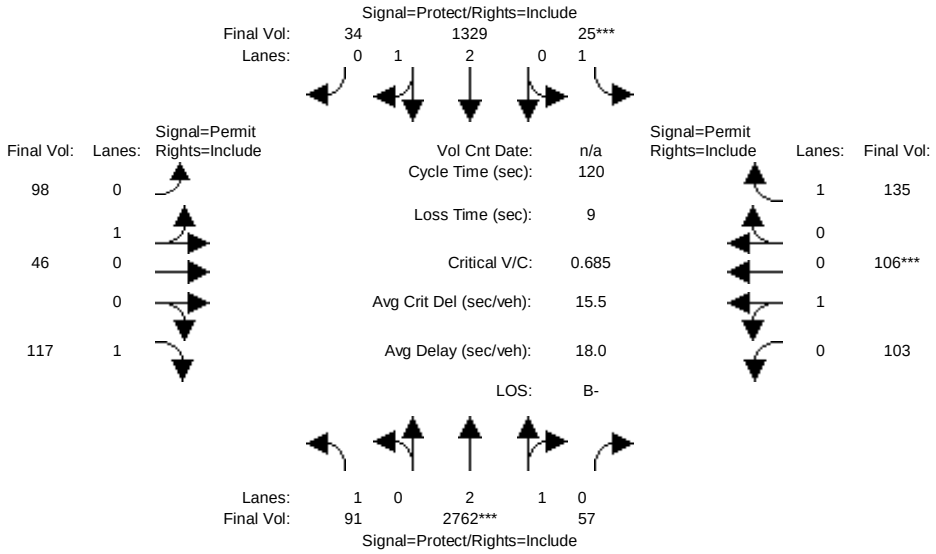


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1876	49	47	2337	35	11	27	27	21	9	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1876	49	47	2337	35	11	27	27	21	9	30
Added Vol:	0	66	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1942	49	47	2398	35	11	27	27	21	9	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1942	49	47	2398	35	11	27	27	21	9	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1942	49	47	2398	35	11	27	27	21	9	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1942	49	47	2398	35	11	27	27	21	9	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.96	0.04	0.17	0.42	0.41	0.70	0.30	1.00
Final Sat.:	1750	5462	138	1750	5519	81	296	727	727	1260	540	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.03	0.43	0.43	0.04	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	115	115.3	15.1	123	123.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.29	0.46	0.46	0.27	0.53	0.53	0.53	0.53	0.53	0.24	0.24	0.24
Uniform Del:	69.1	6.2	6.2	62.3	4.2	4.2	67.3	67.3	67.3	65.9	65.9	65.9
IncremntDel:	8.9	0.4	0.4	3.7	0.4	0.4	15.3	15.3	15.3	4.4	4.4	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.0	6.6	6.6	66.0	4.6	4.6	82.6	82.6	82.6	70.3	70.3	70.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	6.6	6.6	66.0	4.6	4.6	82.6	82.6	82.6	70.3	70.3	70.6
LOS by Move:	E-	A	A	E	A	A	F	F	F	E	E	E
HCM2kAvgQ:	36	274	274	58	297	297	96	96	96	39	39	40

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

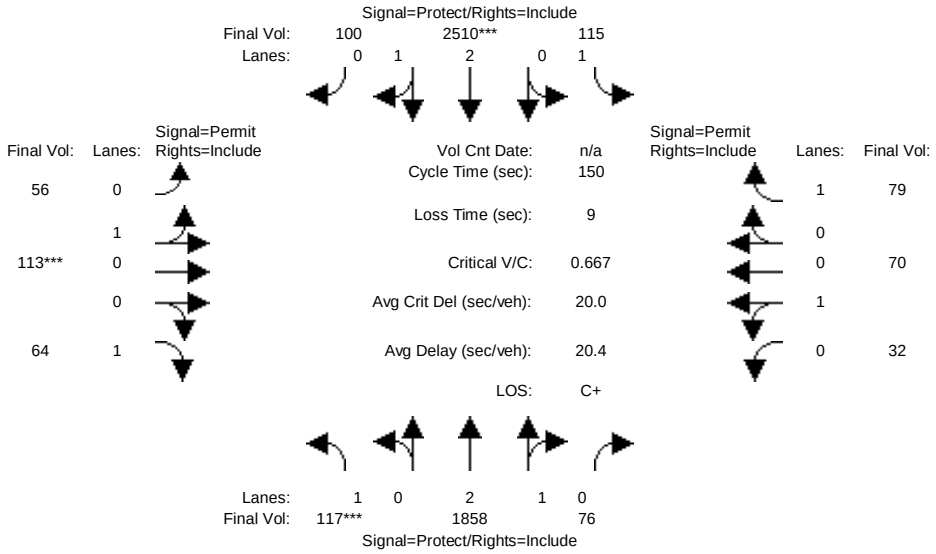


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	2751	57	25	1311	34	98	46	117	103	106	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	2751	57	25	1311	34	98	46	117	103	106	135
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2762	57	25	1329	34	98	46	117	103	106	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	2762	57	25	1329	34	98	46	117	103	106	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	2762	57	25	1329	34	98	46	117	103	106	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	2762	57	25	1329	34	98	46	117	103	106	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.92	0.08	0.68	0.32	1.00	0.49	0.51	1.00
Final Sat.:	1750	5487	113	1750	5460	140	1225	575	1750	887	913	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.01	0.24	0.24	0.08	0.08	0.07	0.12	0.12	0.08
Crit Moves:		****		****							****	
Green Time:	17.7	84.5	84.5	7.0	73.8	73.8	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.35	0.71	0.71	0.24	0.40	0.40	0.49	0.49	0.41	0.71	0.71	0.47
Uniform Del:	46.0	10.6	10.6	54.0	11.7	11.7	45.8	45.8	45.1	47.6	47.6	45.6
IncremntDel:	3.8	1.1	1.1	5.6	0.3	0.3	5.8	5.8	4.4	13.9	13.9	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.8	11.7	11.7	59.6	12.1	12.1	51.6	51.6	49.5	61.5	61.5	51.2
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:	49.8	11.7	11.7	59.6	12.1	12.1	51.6	51.6	49.5	61.5	61.5	51.2
LOS by Move:	D	B+	B+	E+	B	B	D-	D-	D	E	E	D-
HCM2kAvgQ:	87	534	534	29	212	212	138	138	112	227	227	133

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

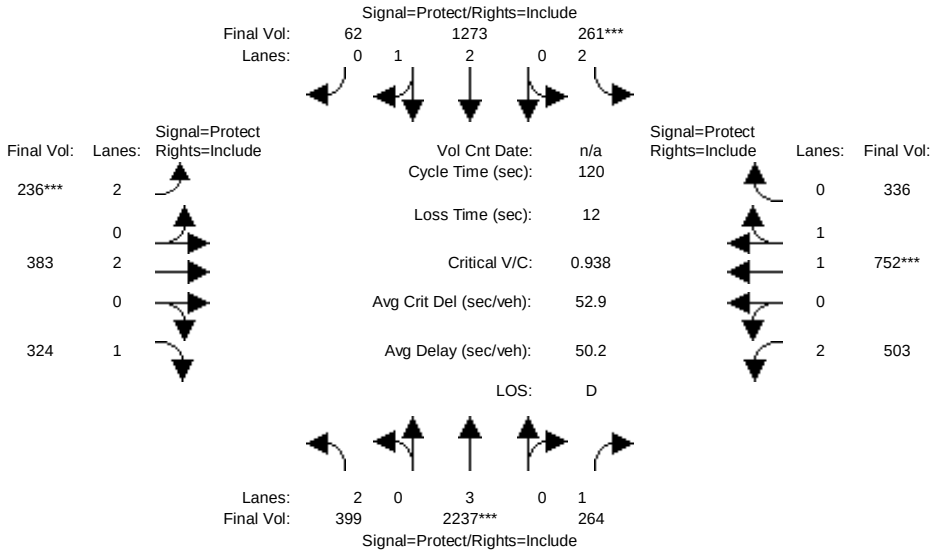


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	1792	76	115	2449	100	56	113	64	32	70	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1792	76	115	2449	100	56	113	64	32	70	79
Added Vol:	0	66	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1858	76	115	2510	100	56	113	64	32	70	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1858	76	115	2510	100	56	113	64	32	70	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1858	76	115	2510	100	56	113	64	32	70	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1858	76	115	2510	100	56	113	64	32	70	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	1.00	2.88	0.12	0.33	0.67	1.00	0.31	0.69	1.00
Final Sat.:	1750	5380	220	1750	5385	215	596	1204	1750	565	1235	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.07	0.47	0.47	0.09	0.09	0.04	0.06	0.06	0.05
Crit Moves:	****				****			****				
Green Time:	15.0	101	100.7	19.2	105	104.8	21.1	21.1	21.1	21.1	21.1	21.1
Volume/Cap:	0.67	0.51	0.51	0.51	0.67	0.67	0.67	0.67	0.26	0.40	0.40	0.32
Uniform Del:	65.1	12.4	12.4	61.1	12.7	12.7	61.1	61.1	57.5	58.7	58.7	58.0
IncremntDel:	18.3	0.5	0.5	8.2	0.9	0.9	13.1	13.1	2.5	4.7	4.7	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.4	12.9	12.9	69.3	13.6	13.6	74.2	74.2	60.0	63.4	63.4	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:	83.4	12.9	12.9	69.3	13.6	13.6	74.2	74.2	60.0	63.4	63.4	61.4
LOS by Move:	F	B	B	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	169	369	369	146	569	569	220	220	73	118	118	92

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #8: De Anza Boulevard/Homestead Road

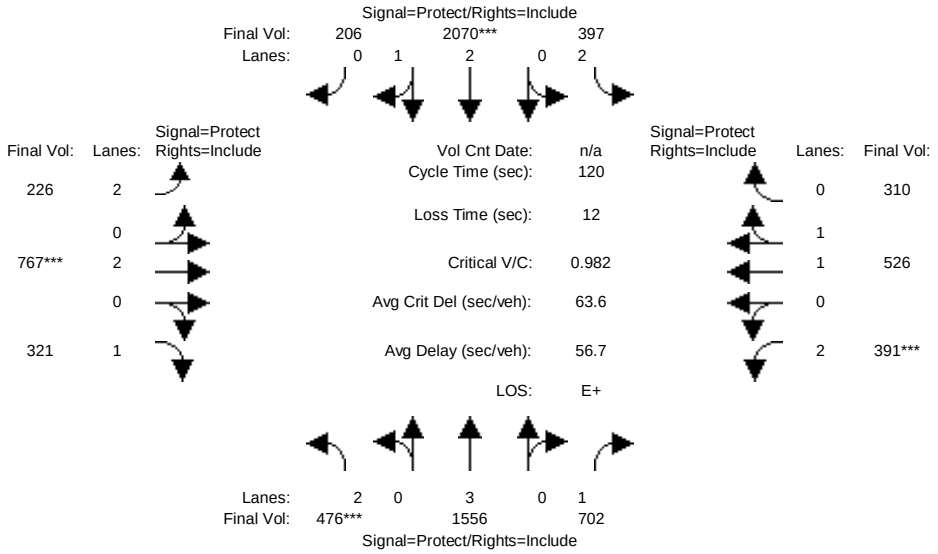


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	394	2226	264	261	1255	62	236	379	315	503	749	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	2226	264	261	1255	62	236	379	315	503	749	336
Added Vol:	5	11	0	0	18	0	0	4	9	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	2237	264	261	1273	62	236	383	324	503	752	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	2237	264	261	1273	62	236	383	324	503	752	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2237	264	261	1273	62	236	383	324	503	752	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	2237	264	261	1273	62	236	383	324	503	752	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	1.37	0.63
Final Sat.:	3150	5700	1750	3150	5340	260	3150	3800	1750	3150	2557	1142
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.15	0.08	0.24	0.24	0.07	0.10	0.19	0.16	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	21.1	50.2	50.2	10.6	39.7	39.7	9.6	25.3	25.3	21.9	37.6	37.6
Volume/Cap:	0.72	0.94	0.36	0.94	0.72	0.72	0.94	0.48	0.88	0.88	0.94	0.94
Uniform Del:	46.7	33.4	23.9	54.4	35.3	35.3	54.9	41.5	45.8	47.8	40.1	40.1
IncremntDel:	7.9	8.7	1.4	40.2	2.5	2.5	42.8	2.0	24.1	17.0	15.2	15.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.6	42.1	25.3	94.6	37.7	37.7	97.7	43.5	69.9	64.8	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:	54.6	42.1	25.3	94.6	37.7	37.7	97.7	43.5	69.9	64.8	55.3	55.3
LOS by Move:	D-	D	C	F	D+	D+	F	D	E	E	E+	E+
HCM2kAvgQ:	244	771	178	226	390	390	210	162	389	347	612	612

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #8: De Anza Boulevard/Homestead Road

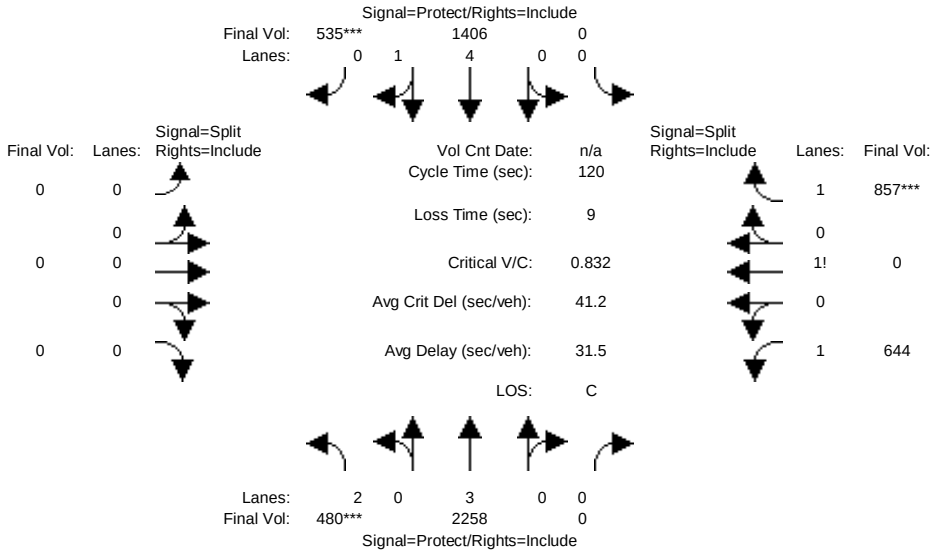


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	1490	702	397	2009	206	226	752	291	391	510	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	1490	702	397	2009	206	226	752	291	391	510	310
Added Vol:	33	66	0	0	61	0	0	15	30	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	1556	702	397	2070	206	226	767	321	391	526	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:	476	1556	702	397	2070	206	226	767	321	391	526	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1556	702	397	2070	206	226	767	321	391	526	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
FinalVolume:	476	1556	702	397	2070	206	226	767	321	391	526	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	2.00	1.00	2.00	1.24	0.76
Final Sat.:	3150	5700	1750	3150	5092	507	3150	3800	1750	3150	2327	1371
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.40	0.13	0.41	0.41	0.07	0.20	0.18	0.12	0.23	0.23
Crit Moves:	****				****			****			****	
Green Time:	18.5	51.9	51.9	16.3	49.7	49.7	9.6	24.7	24.7	15.2	30.2	30.2
Volume/Cap:	0.98	0.63	0.93	0.93	0.98	0.98	0.90	0.98	0.89	0.98	0.90	0.90
Uniform Del:	50.6	26.6	32.3	51.3	34.7	34.7	54.7	47.4	46.4	52.3	43.4	43.4
IncremntDel:	36.6	1.2	19.3	28.8	14.9	14.9	35.3	28.1	26.7	40.8	13.1	13.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.2	27.9	51.6	80.0	49.6	49.6	90.0	75.5	73.1	93.0	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	27.9	51.6	80.0	49.6	49.6	90.0	75.5	73.1	93.0	56.5	56.5
LOS by Move:	F	C	D-	F	D	D	F	E-	E	F	E+	E+
HCM2kAvgQ:	380	379	771	308	860	860	194	480	394	325	467	467

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

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

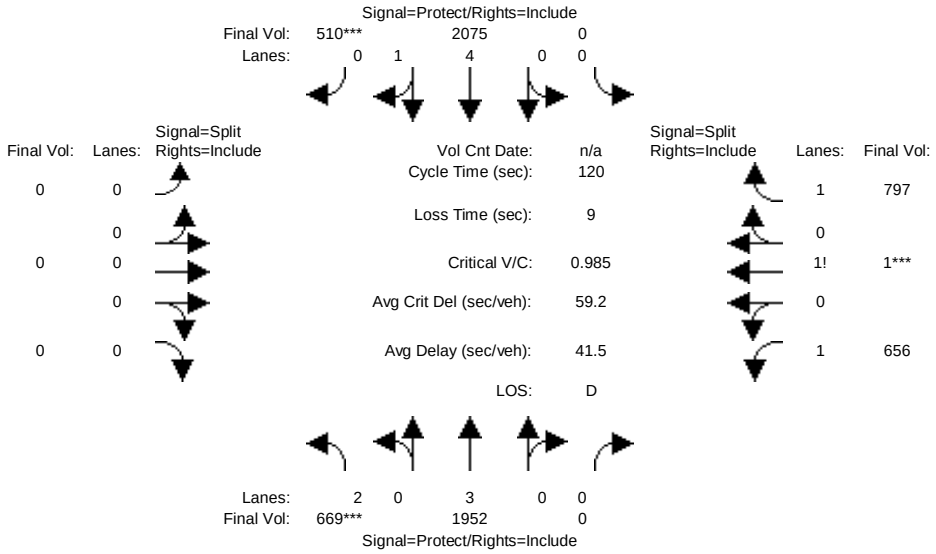


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	2242	0	0	1380	535	0	0	0	644	0	857
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	2242	0	0	1380	535	0	0	0	644	0	857
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	2258	0	0	1406	535	0	0	0	644	0	857
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	2258	0	0	1406	535	0	0	0	644	0	857
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	2258	0	0	1406	535	0	0	0	644	0	857
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	2258	0	0	1406	535	0	0	0	644	0	857
Saturation 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	2501	0	2749
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.00	0.00	0.19	0.31	0.00	0.00	0.00	0.26	0.00	0.31
Crit Moves:	****					****						****
Green Time:	22.0	66.1	0.0	0.0	44.1	44.1	0.0	0.0	0.0	44.9	0.0	44.9
Volume/Cap:	0.83	0.72	0.00	0.00	0.50	0.83	0.00	0.00	0.00	0.69	0.00	0.83
Uniform Del:	47.2	20.1	0.0	0.0	29.5	34.6	0.0	0.0	0.0	31.6	0.0	34.1
IncremntDel:	13.2	1.5	0.0	0.0	0.5	3.7	0.0	0.0	0.0	1.8	0.0	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	60.4	21.5	0.0	0.0	29.9	38.2	0.0	0.0	0.0	33.4	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	21.5	0.0	0.0	29.9	38.2	0.0	0.0	0.0	33.4	0.0	38.8
LOS by Move:	E	C+	A	A	C	D+	A	A	A	C-	A	D+
HCM2kAvgQ:	261	502	0	0	252	539	0	0	0	395	0	547

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

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

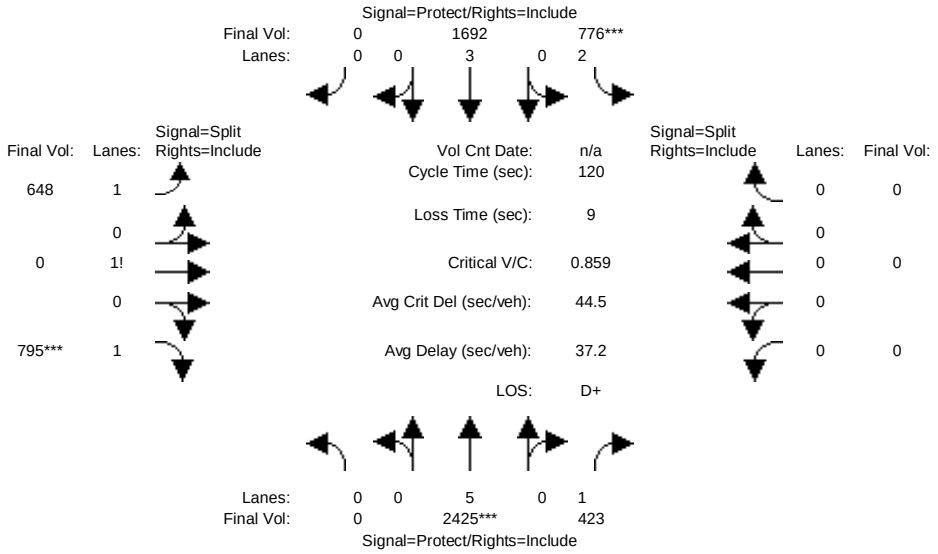


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	669	1853	0	0	1984	510	0	0	0	656	1	797
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	1853	0	0	1984	510	0	0	0	656	1	797
Added Vol:	0	99	0	0	91	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	1952	0	0	2075	510	0	0	0	656	1	797
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	669	1952	0	0	2075	510	0	0	0	656	1	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	1952	0	0	2075	510	0	0	0	656	1	797
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	669	1952	0	0	2075	510	0	0	0	656	1	797
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3150	5700	0	0	7599	1800	0	0	0	2539	2	2709
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.00	0.00	0.27	0.28	0.00	0.00	0.00	0.26	0.42	0.29
Crit Moves:	****					****					****	
Green Time:	25.9	60.4	0.0	0.0	34.5	34.5	0.0	0.0	0.0	50.6	50.6	50.6
Volume/Cap:	0.99	0.68	0.00	0.00	0.95	0.99	0.00	0.00	0.00	0.61	0.99	0.70
Uniform Del:	46.9	22.5	0.0	0.0	41.9	42.5	0.0	0.0	0.0	27.0	34.3	28.4
IncremntDel:	31.1	1.3	0.0	0.0	8.9	14.5	0.0	0.0	0.0	1.2	20.2	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	78.0	23.9	0.0	0.0	50.8	56.9	0.0	0.0	0.0	28.2	54.5	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	23.9	0.0	0.0	50.8	56.9	0.0	0.0	0.0	28.2	54.5	30.4
LOS by Move:	E-	C	A	A	D	E+	A	A	A	C	D-	C
HCM2kAvgQ:	472	471	0	0	587	639	0	0	0	357	882	435

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

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

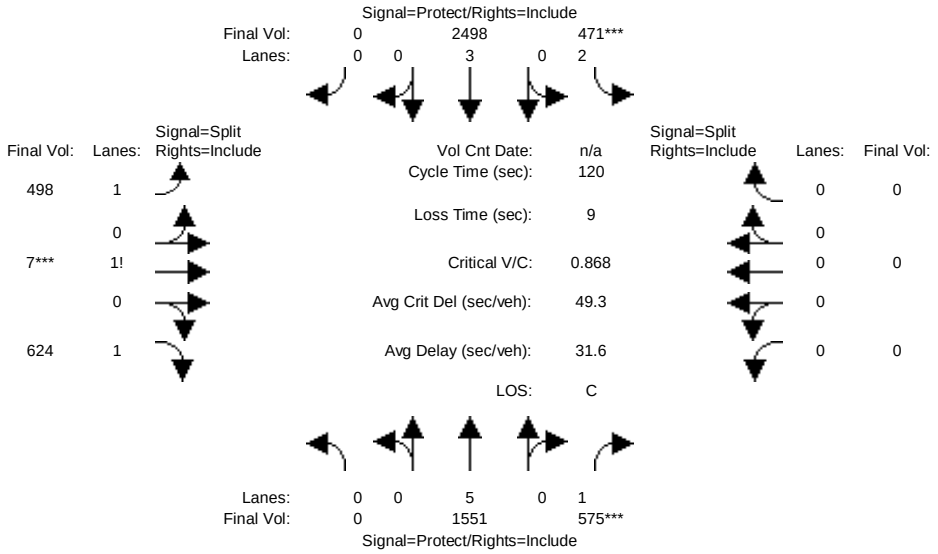


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2409	423	776	1666	0	648	0	795	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	2409	423	776	1666	0	648	0	795	0	0	0
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2425	423	776	1692	0	648	0	795	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	2425	423	776	1692	0	648	0	795	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2425	423	776	1692	0	648	0	795	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	2425	423	776	1692	0	648	0	795	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2536	0	2714	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.24	0.25	0.30	0.00	0.26	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	35.7	35.7	34.4	70.1	0.0	40.9	0.0	40.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.86	0.81	0.86	0.51	0.00	0.75	0.00	0.86	0.00	0.00	0.00
Uniform Del:	0.0	39.8	39.1	40.5	14.8	0.0	35.0	0.0	36.8	0.0	0.0	0.0
IncremntDel:	0.0	3.7	13.1	10.4	0.6	0.0	2.7	0.0	6.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	43.5	52.1	50.9	15.3	0.0	37.7	0.0	42.8	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	43.5	52.1	50.9	15.3	0.0	37.7	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	D	D-	D	B	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	488	441	456	311	0	424	0	542	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

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

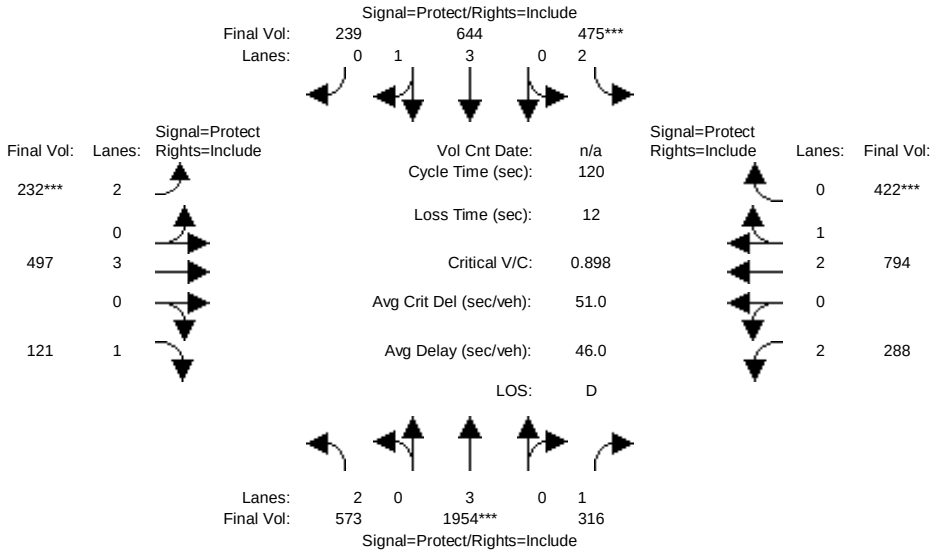


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1452	575	471	2407	0	498	7	624	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	1452	575	471	2407	0	498	7	624	0	0	0
Added Vol:	0	99	0	0	91	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1551	575	471	2498	0	498	7	624	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	1551	575	471	2498	0	498	7	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	575	471	2498	0	498	7	624	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	1551	575	471	2498	0	498	7	624	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	1.44	0.01	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2517	22	2711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.33	0.15	0.44	0.00	0.20	0.32	0.23	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	45.4	45.4	20.7	66.1	0.0	44.9	44.9	44.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.87	0.87	0.80	0.00	0.53	0.87	0.62	0.00	0.00	0.00
Uniform Del:	0.0	27.7	34.5	48.3	21.5	0.0	29.3	34.8	30.5	0.0	0.0	0.0
IncremntDel:	0.0	0.4	14.4	16.9	2.2	0.0	0.9	8.0	1.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.1	48.9	65.3	23.7	0.0	30.3	42.8	32.1	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	28.1	48.9	65.3	23.7	0.0	30.3	42.8	32.1	0.0	0.0	0.0
LOS by Move:	A	C	D	E	C	A	C	D	C-	A	A	A
HCM2kAvgQ:	0	211	599	249	583	0	272	594	335	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

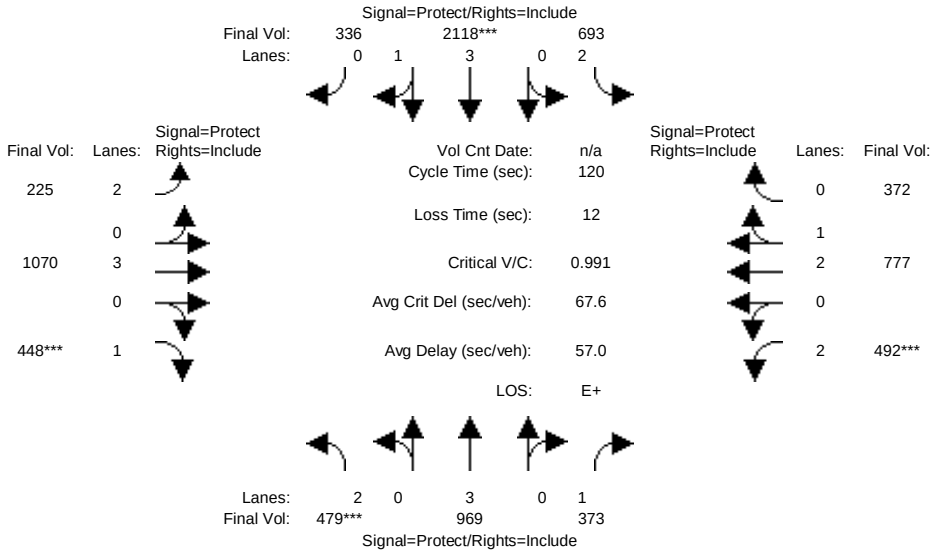


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	573	1954	312	440	644	239	232	471	121	285	778	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	1954	312	440	644	239	232	471	121	285	778	400
Added Vol:	0	0	4	35	0	0	0	26	0	3	16	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	573	1954	316	475	644	239	232	497	121	288	794	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	573	1954	316	475	644	239	232	497	121	288	794	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1954	316	475	644	239	232	497	121	288	794	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1954	316	475	644	239	232	497	121	288	794	422
Saturation Flow 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:	0.18	0.34	0.18	0.15	0.11	0.14	0.07	0.09	0.07	0.09	0.21	0.24
Crit Moves:		****		****			****					****
Green Time:	37.7	45.8	45.8	20.1	28.3	28.3	9.8	20.5	20.5	21.5	32.2	32.2
Volume/Cap:	0.58	0.90	0.47	0.90	0.48	0.58	0.90	0.51	0.40	0.51	0.78	0.90
Uniform Del:	34.5	34.9	28.0	48.9	39.5	40.6	54.6	45.2	44.3	44.5	40.6	42.3
IncremntDel:	2.5	6.4	2.4	20.7	0.9	1.6	34.9	1.9	4.0	3.3	3.9	9.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.0	41.3	30.4	69.6	40.4	42.2	89.5	47.1	48.3	47.7	44.5	52.0
User DelAdj:	1.00	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	41.3	30.4	69.6	40.4	42.2	89.5	47.1	48.3	47.7	44.5	52.0
LOS by Move:	D+	D	C	E	D	D	F	D	D	D	D	D-
HCM2kAvgQ:	275	649	238	341	176	224	198	150	114	156	379	493

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

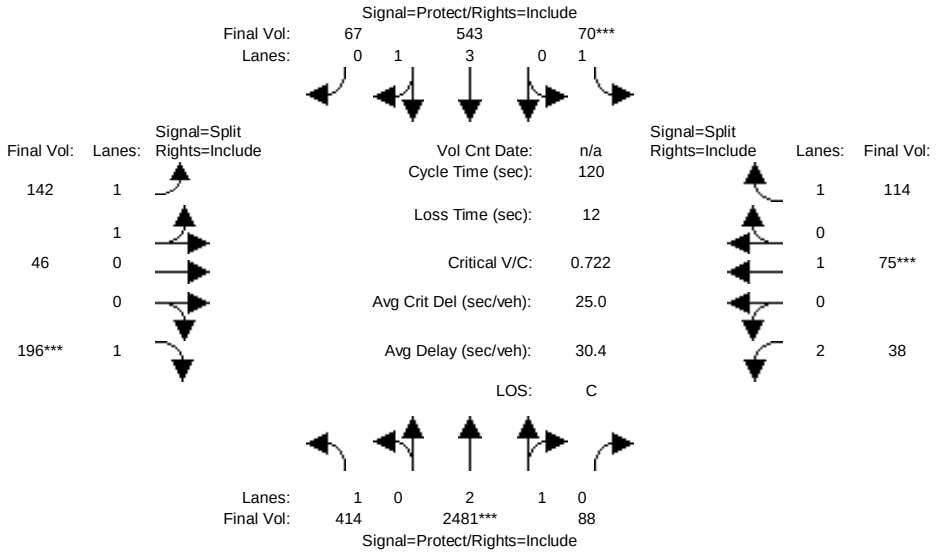


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	479	969	358	571	2118	336	225	979	448	476	678	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	969	358	571	2118	336	225	979	448	476	678	240
Added Vol:	0	0	15	122	0	0	0	91	0	16	99	132
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	969	373	693	2118	336	225	1070	448	492	777	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	969	373	693	2118	336	225	1070	448	492	777	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	969	373	693	2118	336	225	1070	448	492	777	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	969	373	693	2118	336	225	1070	448	492	777	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.43	0.57	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6471	1027	3150	5700	1750	3150	3797	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.21	0.22	0.33	0.33	0.07	0.19	0.26	0.16	0.20	0.21
Crit Moves:	****				****				****	****		
Green Time:	18.4	28.6	28.6	29.5	39.6	39.6	12.8	31.0	31.0	18.9	37.1	37.1
Volume/Cap:	0.99	0.71	0.90	0.90	0.99	0.99	0.67	0.73	0.99	0.99	0.66	0.67
Uniform Del:	50.7	42.0	44.3	43.8	40.0	40.0	51.5	40.6	44.3	50.5	36.0	36.1
IncremntDel:	38.7	3.2	24.3	15.0	16.0	16.0	10.1	3.2	40.1	38.1	2.0	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.4	45.2	68.6	58.8	56.0	56.0	61.6	43.8	84.4	88.6	38.0	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	45.2	68.6	58.8	56.0	56.0	61.6	43.8	84.4	88.6	38.0	38.2
LOS by Move:	F	D	E	E+	E+	E+	E	D	F	F	D+	D+
HCM2kAvgQ:	386	302	445	457	727	727	151	330	592	395	327	332

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #12: De Anza Boulevard/McClellan Road

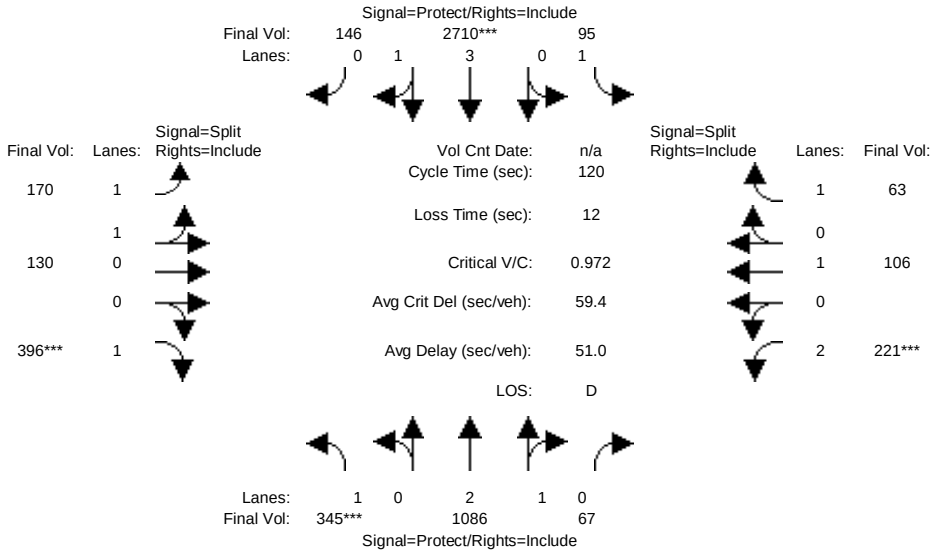


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	2477	88	70	540	67	142	46	196	38	75	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	2477	88	70	540	67	142	46	196	38	75	114
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	2481	88	70	543	67	142	46	196	38	75	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:	414	2481	88	70	543	67	142	46	196	38	75	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2481	88	70	543	67	142	46	196	38	75	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
FinalVolume:	414	2481	88	70	543	67	142	46	196	38	75	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	3.54	0.46	1.52	0.48	1.00	2.00	1.00	1.00
Final Sat.:	1750	5408	192	1750	6675	824	2681	869	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.46	0.46	0.04	0.08	0.08	0.05	0.05	0.11	0.01	0.04	0.07
Crit Moves:		****		****					****		****	
Green Time:	58.8	72.5	72.5	7.0	20.7	20.7	17.7	17.7	17.7	10.8	10.8	10.8
Volume/Cap:	0.48	0.76	0.76	0.69	0.47	0.47	0.36	0.36	0.76	0.13	0.44	0.72
Uniform Del:	20.5	17.4	17.4	55.4	44.7	44.7	46.0	46.0	49.1	50.3	51.7	53.1
IncremntDel:	1.9	1.7	1.7	31.5	1.2	1.2	1.9	1.9	18.8	1.0	7.9	24.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.4	19.0	19.0	86.9	46.0	46.0	48.0	48.0	67.9	51.3	59.6	77.9
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:	22.4	19.0	19.0	86.9	46.0	46.0	48.0	48.0	67.9	51.3	59.6	77.9
LOS by Move:	C+	B-	B-	F	D	D	D	D	E	D-	E+	E-
HCM2kAvgQ:	273	604	604	102	137	137	89	89	231	21	78	149

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #12: De Anza Boulevard/McClellan Road

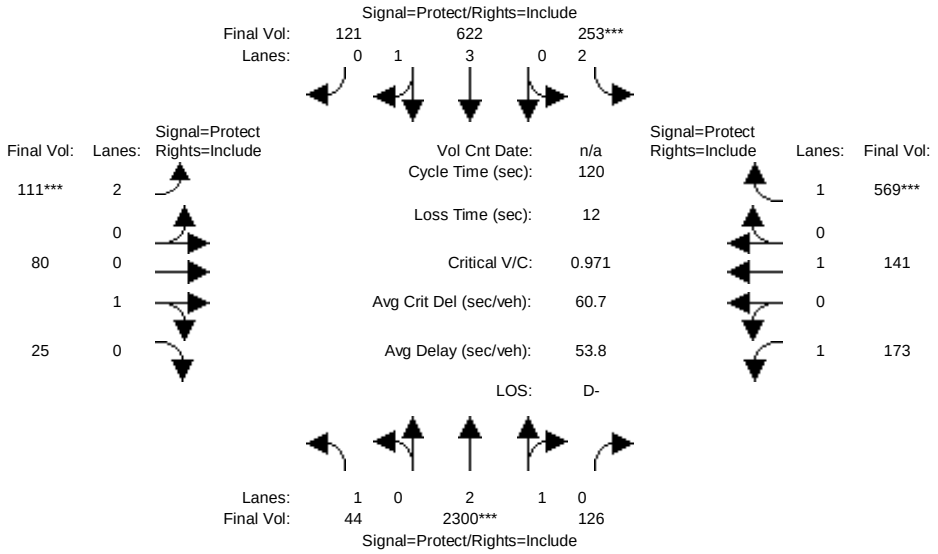


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	345	1071	67	95	2694	146	170	130	396	221	106	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:	345	1071	67	95	2694	146	170	130	396	221	106	63
Added Vol:	0	15	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	1086	67	95	2710	146	170	130	396	221	106	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:	345	1086	67	95	2710	146	170	130	396	221	106	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1086	67	95	2710	146	170	130	396	221	106	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
FinalVolume:	345	1086	67	95	2710	146	170	130	396	221	106	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	0.99	0.95	0.92	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	3.79	0.21	1.15	0.85	1.00	2.00	1.00	1.00
Final Sat.:	1750	5274	325	1750	7116	383	2011	1538	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.21	0.05	0.38	0.38	0.08	0.08	0.23	0.07	0.06	0.04
Crit Moves:	****				****				****	****		
Green Time:	24.0	54.9	54.9	15.5	46.4	46.4	27.6	27.6	27.6	10.0	10.0	10.0
Volume/Cap:	0.98	0.45	0.45	0.42	0.98	0.98	0.37	0.37	0.98	0.84	0.67	0.43
Uniform Del:	47.8	22.3	22.3	48.1	36.4	36.4	38.9	38.9	46.0	54.2	53.4	52.3
IncremntDel:	44.4	0.6	0.6	5.6	13.5	13.5	1.3	1.3	41.3	26.6	20.3	9.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	22.8	22.8	53.7	50.0	50.0	40.2	40.2	87.3	80.8	73.7	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:	92.2	22.8	22.8	53.7	50.0	50.0	40.2	40.2	87.3	80.8	73.7	61.4
LOS by Move:	F	C+	C+	D-	D	D	D	D	F	F	E	E
HCM2kAvgQ:	473	243	243	96	818	818	127	127	530	180	126	72

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #13: De Anza Boulevard/Bollinger Road

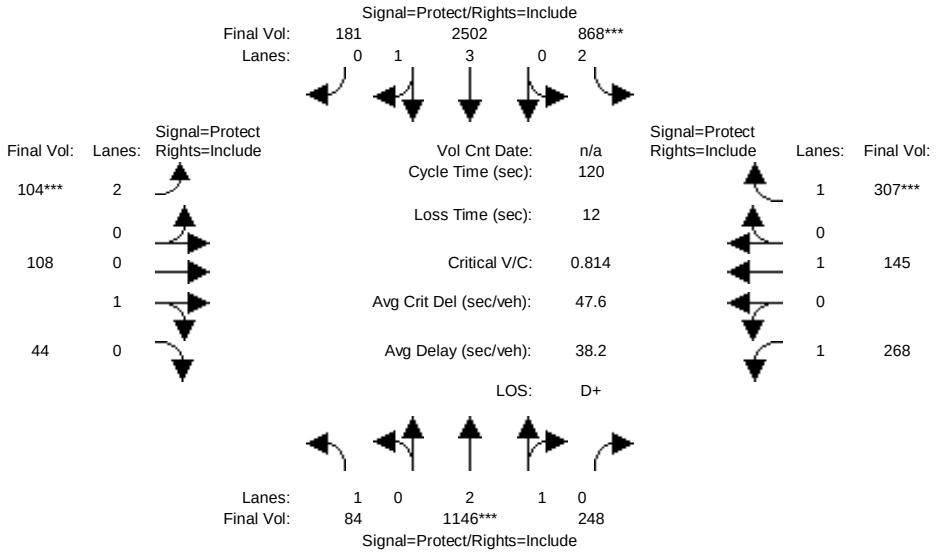


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	2296	126	253	619	121	111	80	25	173	141	569
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2296	126	253	619	121	111	80	25	173	141	569
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2300	126	253	622	121	111	80	25	173	141	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2300	126	253	622	121	111	80	25	173	141	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2300	126	253	622	121	111	80	25	173	141	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2300	126	253	622	121	111	80	25	173	141	569
Saturation 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	2.84	0.16	2.00	3.32	0.68	2.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	5309	291	3150	6277	1221	3150	1371	429	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.08	0.10	0.10	0.04	0.06	0.06	0.10	0.07	0.33
Crit Moves:		****		****			****					****
Green Time:	22.9	52.2	52.2	9.7	38.9	38.9	7.0	21.1	21.1	25.0	39.2	39.2
Volume/Cap:	0.13	1.00	1.00	1.00	0.31	0.31	0.60	0.33	0.33	0.47	0.23	1.00
Uniform Del:	40.3	33.8	33.8	55.1	30.4	30.4	55.1	43.3	43.3	41.7	29.4	40.4
IncremntDel:	0.8	17.4	17.4	55.6	0.3	0.3	13.9	2.8	2.8	4.4	0.9	36.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.1	51.3	51.3	110.7	30.7	30.7	69.0	46.1	46.1	46.0	30.3	77.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	51.3	51.3	110.7	30.7	30.7	69.0	46.1	46.1	46.0	30.3	77.2
LOS by Move:	D	D-	D-	F	C	C	E	D	D	D	C	E-
HCM2kAvgQ:	37	933	933	235	129	129	86	93	93	159	93	730

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #13: De Anza Boulevard/Bollinger Road

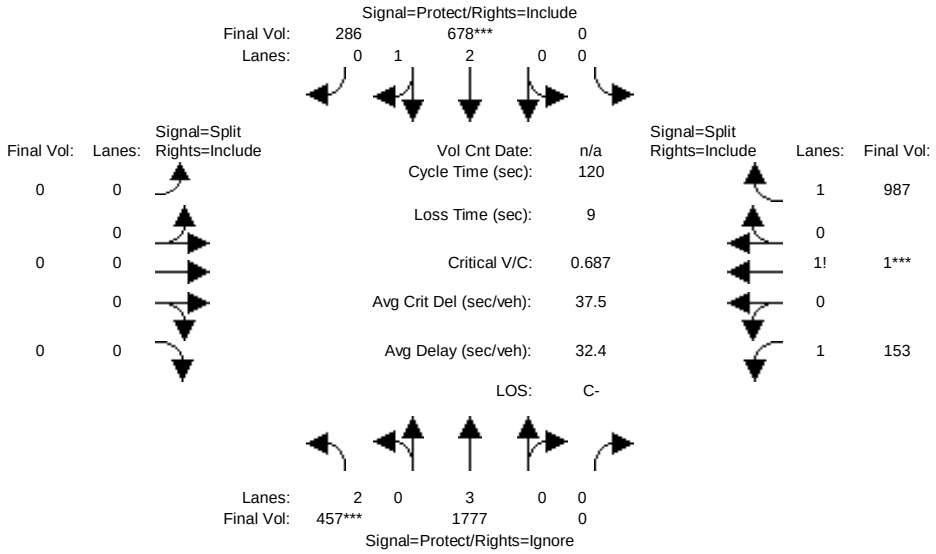


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1131	248	868	2486	181	104	108	44	268	145	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1131	248	868	2486	181	104	108	44	268	145	307
Added Vol:	0	15	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1146	248	868	2502	181	104	108	44	268	145	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1146	248	868	2502	181	104	108	44	268	145	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1146	248	868	2502	181	104	108	44	268	145	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1146	248	868	2502	181	104	108	44	268	145	307
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	2.45	0.55	2.00	3.72	0.28	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4602	996	3150	6993	506	3150	1279	521	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.28	0.36	0.36	0.03	0.08	0.08	0.15	0.08	0.18
Crit Moves:		****		****			****					****
Green Time:	10.6	35.9	35.9	39.8	65.1	65.1	7.0	11.5	11.5	20.8	25.3	25.3
Volume/Cap:	0.54	0.83	0.83	0.83	0.66	0.66	0.57	0.88	0.88	0.88	0.36	0.83
Uniform Del:	52.4	39.2	39.2	37.0	19.6	19.6	55.0	53.6	53.6	48.4	40.4	45.3
IncremntDel:	13.0	5.0	5.0	7.7	0.9	0.9	12.0	43.2	43.2	28.8	2.5	19.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.4	44.2	44.2	44.8	20.4	20.4	67.1	96.8	96.8	77.2	43.0	64.5
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:	65.4	44.2	44.2	44.8	20.4	20.4	67.1	96.8	96.8	77.2	43.0	64.5
LOS by Move:	E	D	D	D	C+	C+	E	F	F	E-	D	E
HCM2kAvgQ:	99	462	462	499	450	450	78	215	215	339	117	353

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

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

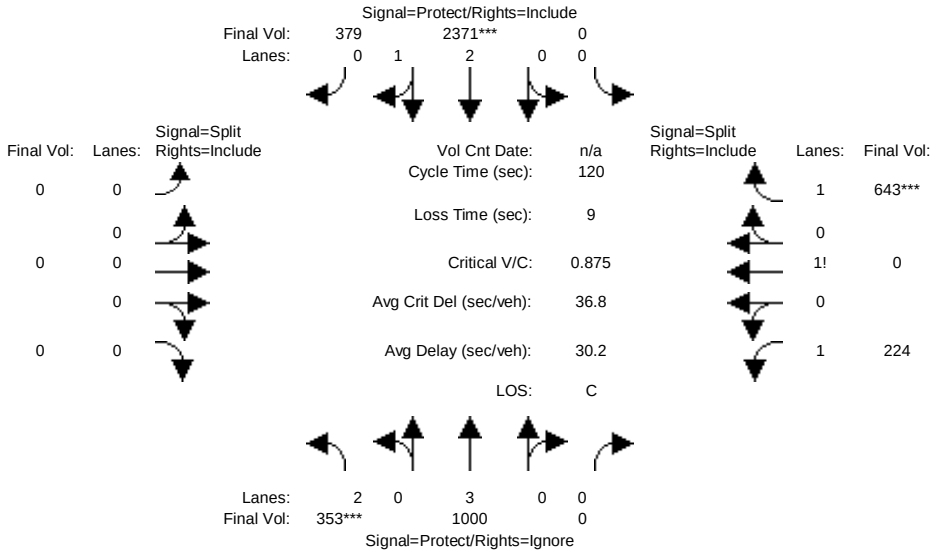


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	457	1773	0	0	675	286	0	0	0	153	1	987
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1773	0	0	675	286	0	0	0	153	1	987
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1777	0	0	678	286	0	0	0	153	1	987
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1777	0	0	678	286	0	0	0	153	1	987
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1777	0	0	678	286	0	0	0	153	1	987
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	1777	0	0	678	286	0	0	0	153	1	987
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	1.13	0.01	1.86
Final Sat.:	3150	5700	0	0	3936	1660	0	0	0	1990	3	3350
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.08	0.32	0.29
Crit Moves:	****				****						****	
Green Time:	25.3	55.4	0.0	0.0	30.1	30.1	0.0	0.0	0.0	55.6	55.6	55.6
Volume/Cap:	0.69	0.68	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.17	0.69	0.64
Uniform Del:	43.7	25.3	0.0	0.0	40.7	40.7	0.0	0.0	0.0	18.7	25.4	24.5
IncremntDel:	5.7	1.4	0.0	0.0	2.8	2.8	0.0	0.0	0.0	0.1	2.3	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	49.4	26.7	0.0	0.0	43.5	43.5	0.0	0.0	0.0	18.8	27.7	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:	49.4	26.7	0.0	0.0	43.5	43.5	0.0	0.0	0.0	18.8	27.7	26.2
LOS by Move:	D	C	A	A	D	D	A	A	A	B-	C	C
HCM2kAvgQ:	237	428	0	0	297	297	0	0	0	76	449	397

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

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

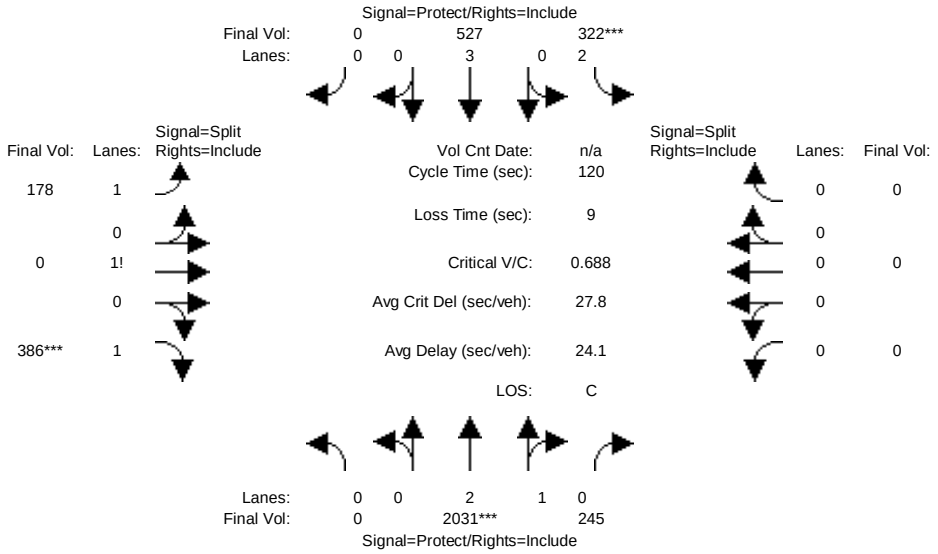


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	985	0	0	2355	379	0	0	0	224	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:	353	985	0	0	2355	379	0	0	0	224	0	643
Added Vol:	0	15	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1000	0	0	2371	379	0	0	0	224	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:	353	1000	0	0	2371	379	0	0	0	224	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1000	0	0	2371	379	0	0	0	224	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
FinalVolume:	353	1000	0	0	2371	379	0	0	0	224	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	2.57	0.43	0.00	0.00	0.00	1.26	0.00	1.74
Final Sat.:	3150	5700	0	0	4827	772	0	0	0	2212	0	3125
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.10	0.00	0.21
Crit Moves:	****				****							****
Green Time:	15.4	82.8	0.0	0.0	67.4	67.4	0.0	0.0	0.0	28.2	0.0	28.2
Volume/Cap:	0.87	0.25	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.43	0.00	0.87
Uniform Del:	51.4	7.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	39.0	0.0	44.2
IncremntDel:	22.3	0.2	0.0	0.0	3.7	3.7	0.0	0.0	0.0	0.7	0.0	10.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	73.7	7.2	0.0	0.0	26.4	26.4	0.0	0.0	0.0	39.7	0.0	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:	73.7	7.2	0.0	0.0	26.4	26.4	0.0	0.0	0.0	39.7	0.0	54.8
LOS by Move:	E	A	A	A	C	C	A	A	A	D	A	D-
HCM2kAvgQ:	213	113	0	0	802	802	0	0	0	155	0	422

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

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

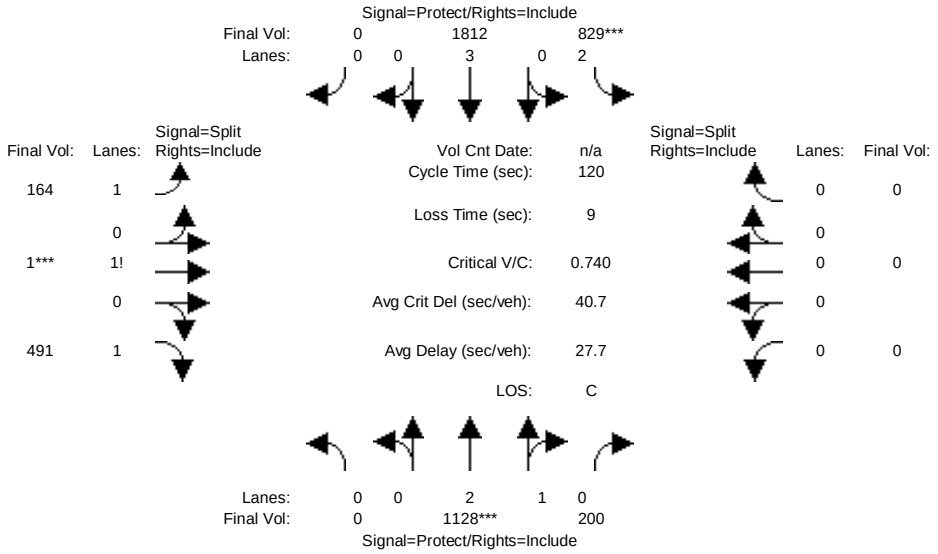


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2027	245	322	524	0	178	0	386	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2027	245	322	524	0	178	0	386	0	0	0
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2031	245	322	527	0	178	0	386	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2031	245	322	527	0	178	0	386	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2031	245	322	527	0	178	0	386	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2031	245	322	527	0	178	0	386	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.67	0.33	2.00	3.00	0.00	1.32	0.00	1.68	0.00	0.00	0.00
Final Sat.:	0	4996	603	3150	5700	0	2313	0	3021	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.10	0.09	0.00	0.08	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	70.9	70.9	17.8	88.7	0.0	22.3	0.0	22.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.13	0.00	0.41	0.00	0.69	0.00	0.00	0.00
Uniform Del:	0.0	16.9	16.9	48.4	4.5	0.0	43.1	0.0	45.6	0.0	0.0	0.0
IncremntDel:	0.0	1.2	1.2	8.0	0.1	0.0	0.9	0.0	4.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	18.1	56.5	4.6	0.0	44.0	0.0	50.3	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	18.1	18.1	56.5	4.6	0.0	44.0	0.0	50.3	0.0	0.0	0.0
LOS by Move:	A	B-	B-	E+	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	496	496	173	46	0	125	0	237	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

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

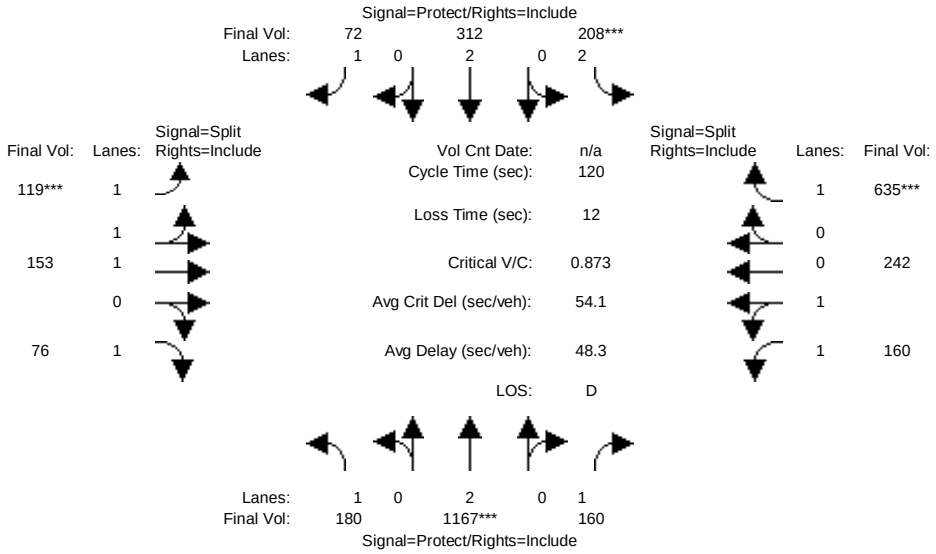


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1113	200	829	1796	0	164	1	491	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1113	200	829	1796	0	164	1	491	0	0	0
Added Vol:	0	15	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1128	200	829	1812	0	164	1	491	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1128	200	829	1812	0	164	1	491	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1128	200	829	1812	0	164	1	491	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1128	200	829	1812	0	164	1	491	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.53	0.47	2.00	3.00	0.00	1.25	0.01	1.74	0.00	0.00	0.00
Final Sat.:	0	4756	843	3150	5700	0	2196	5	3136	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.26	0.32	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	38.5	38.5	42.7	81.2	0.0	29.8	29.8	29.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.74	0.74	0.47	0.00	0.30	0.74	0.63	0.00	0.00	0.00
Uniform Del:	0.0	36.3	36.3	33.8	9.2	0.0	36.6	41.5	40.2	0.0	0.0	0.0
IncremntDel:	0.0	2.8	2.8	4.4	0.4	0.0	0.4	5.5	2.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	39.1	39.1	38.2	9.6	0.0	37.0	47.0	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	39.1	39.1	38.2	9.6	0.0	37.0	47.0	43.1	0.0	0.0	0.0
LOS by Move:	A	D	D	D+	A	A	D+	D	D	A	A	A
HCM2kAvgQ:	0	397	397	391	252	0	107	329	261	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #16: Saratoga Sunnyvale Road/Prospect Road

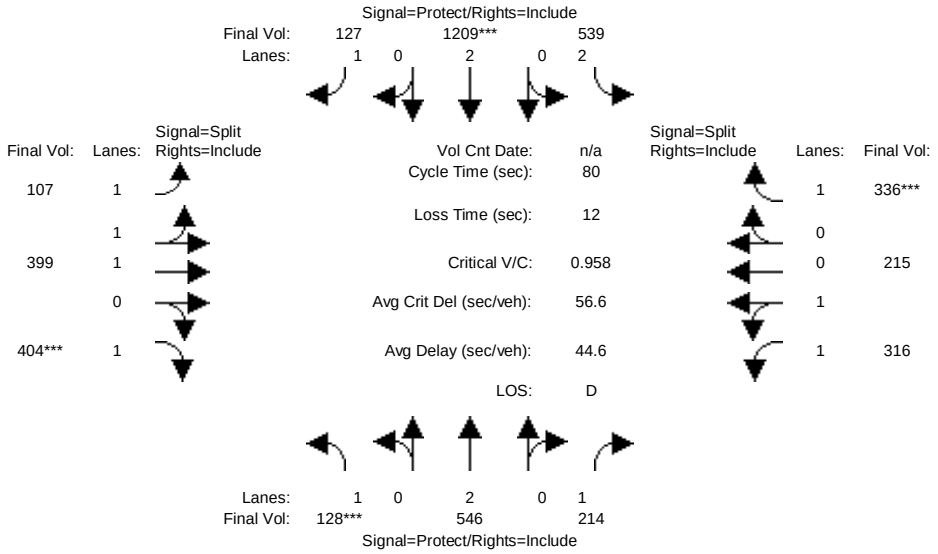


Street Name:	Saratoga Sunnyvale Road						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1163	160	208	309	72	119	149	76	160	239	635
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1163	160	208	309	72	119	149	76	160	239	635
Added Vol:	0	4	0	0	3	0	0	4	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1167	160	208	312	72	119	153	76	160	242	635
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1167	160	208	312	72	119	153	76	160	242	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1167	160	208	312	72	119	153	76	160	242	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1167	160	208	312	72	119	153	76	160	242	635
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.35	1.65	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2383	3063	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.09	0.07	0.08	0.04	0.05	0.05	0.04	0.09	0.13	0.36
Crit Moves:		****		****			****					****
Green Time:	27.4	40.9	40.9	8.8	22.2	22.2	10.0	10.0	10.0	48.3	48.3	48.3
Volume/Cap:	0.45	0.90	0.27	0.90	0.44	0.22	0.60	0.60	0.52	0.23	0.32	0.90
Uniform Del:	39.8	37.6	28.7	55.2	43.4	41.5	53.1	53.1	52.7	23.6	24.5	33.6
IncremntDel:	3.6	10.3	1.1	38.2	2.0	1.6	5.7	5.7	12.7	0.3	0.7	16.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.4	47.9	29.8	93.4	45.4	43.1	58.8	58.8	65.4	23.9	25.2	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:	43.4	47.9	29.8	93.4	45.4	43.1	58.8	58.8	65.4	23.9	25.2	50.5
LOS by Move:	D	D	C	F	D	D	E+	E+	E	C	C	D
HCM2kAvgQ:	160	598	114	184	135	62	108	108	91	102	150	681

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #16: Saratoga Sunnyvale Road/Prospect Road

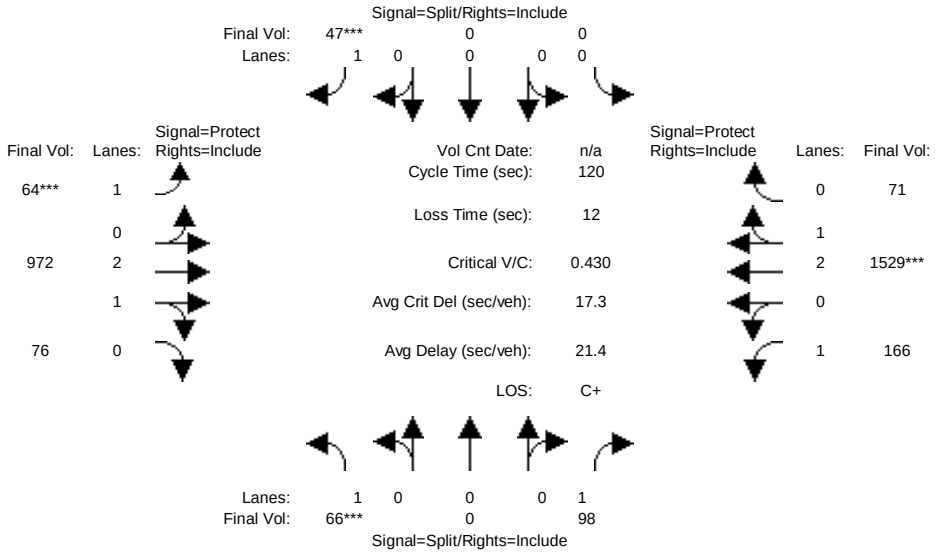


Street Name:	Saratoga Sunnyvale Road						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	531	214	539	1193	127	107	384	404	316	199	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	531	214	539	1193	127	107	384	404	316	199	336
Added Vol:	0	15	0	0	16	0	0	15	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	546	214	539	1209	127	107	399	404	316	215	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	546	214	539	1209	127	107	399	404	316	215	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	546	214	539	1209	127	107	399	404	316	215	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	546	214	539	1209	127	107	399	404	316	215	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.20	0.80	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	2112	1437	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.12	0.17	0.32	0.07	0.06	0.11	0.23	0.15	0.15	0.19
Crit Moves:	****				****				****			****
Green Time:	7.0	15.1	15.1	18.0	26.2	26.2	19.0	19.0	19.0	15.8	15.8	15.8
Volume/Cap:	0.84	0.76	0.65	0.76	0.97	0.22	0.26	0.44	0.97	0.76	0.76	0.97
Uniform Del:	35.9	30.7	29.9	28.9	26.5	19.5	24.8	26.0	30.2	30.3	30.3	31.9
IncremntDel:	39.1	7.4	9.4	7.5	19.6	0.9	0.3	1.2	37.6	7.5	7.5	41.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	38.1	39.3	36.4	46.1	20.4	25.1	27.2	67.9	37.8	37.8	73.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	38.1	39.3	36.4	46.1	20.4	25.1	27.2	67.9	37.8	37.8	73.7
LOS by Move:	E-	D+	D	D+	D	C+	C	C	E	D+	D+	E
HCM2kAvgQ:	146	207	161	234	523	63	61	114	408	213	213	354

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #17: Stevens Creek Boulevard/Torre Avenue

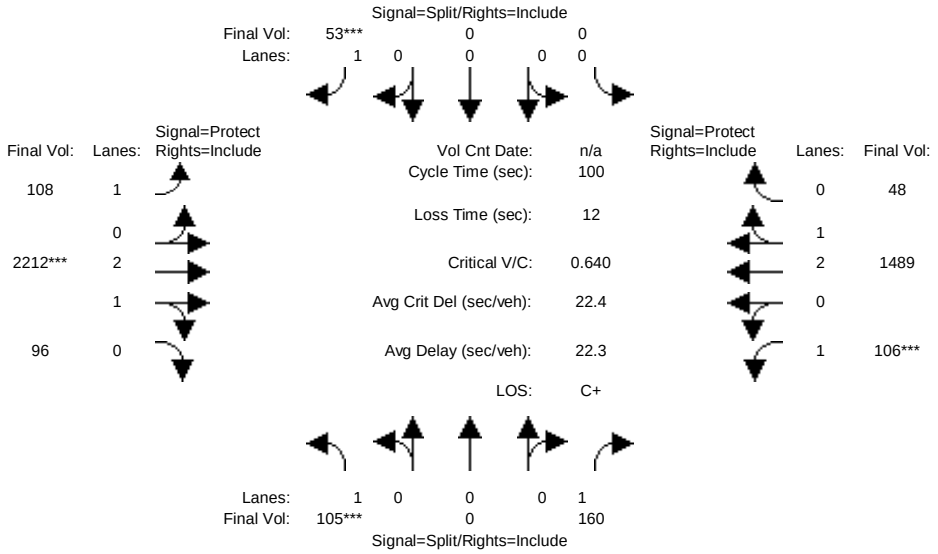


Street Name:	Torre Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	0	98	0	0	47	64	904	76	166	1487	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	98	0	0	47	64	904	76	166	1487	71
Added Vol:	0	0	0	0	0	0	0	68	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	98	0	0	47	64	972	76	166	1529	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	98	0	0	47	64	972	76	166	1529	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	98	0	0	47	64	972	76	166	1529	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	98	0	0	47	64	972	76	166	1529	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.77	0.23	1.00	2.86	0.14
Final Sat.:	1750	0	1750	0	0	1750	1750	5193	406	1750	5351	248
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.03	0.04	0.19	0.19	0.09	0.29	0.29
Crit Moves:	****					****	****				****	
Green Time:	14.5	0.0	14.5	0.0	0.0	10.0	9.5	55.4	55.4	28.1	74.0	74.0
Volume/Cap:	0.31	0.00	0.46	0.00	0.00	0.32	0.46	0.41	0.41	0.41	0.46	0.46
Uniform Del:	48.2	0.0	49.1	0.0	0.0	51.8	52.8	21.4	21.4	38.9	12.3	12.3
IncremntDel:	3.8	0.0	7.1	0.0	0.0	5.8	10.8	0.5	0.5	3.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	0.0	56.3	0.0	0.0	57.6	63.6	21.9	21.9	41.9	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:	52.0	0.0	56.3	0.0	0.0	57.6	63.6	21.9	21.9	41.9	12.8	12.8
LOS by Move:	D-	A	E+	A	A	E+	E	C+	C+	D	B	B
HCM2kAvgQ:	66	0	103	0	0	52	75	213	213	144	264	264

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #17: Stevens Creek Boulevard/Torre Avenue

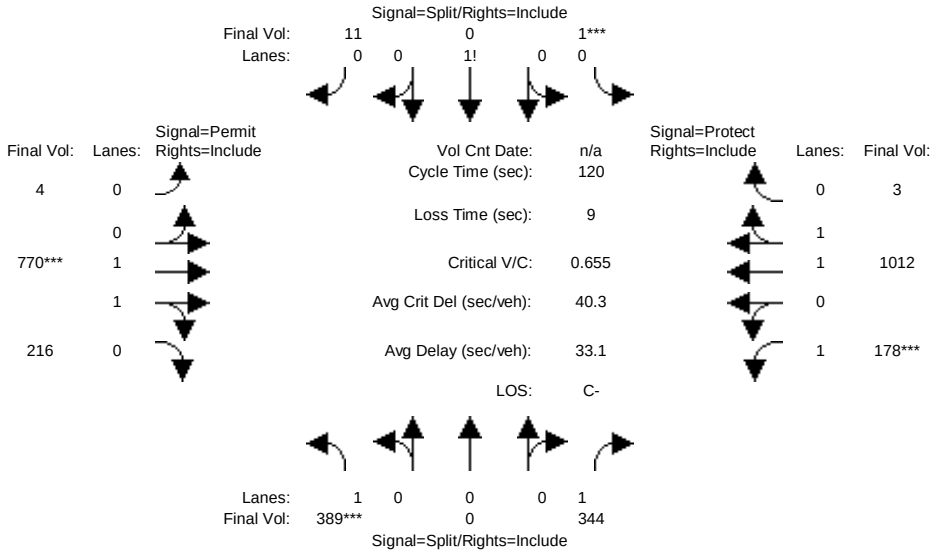


Street Name:	Torre Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	0	160	0	0	53	108	1976	96	106	1234	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	160	0	0	53	108	1976	96	106	1234	48
Added Vol:	0	0	0	0	0	0	0	236	0	0	255	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	160	0	0	53	108	2212	96	106	1489	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	160	0	0	53	108	2212	96	106	1489	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	160	0	0	53	108	2212	96	106	1489	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	160	0	0	53	108	2212	96	106	1489	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.87	0.13	1.00	2.90	0.10
Final Sat.:	1750	0	1750	0	0	1750	1750	5367	233	1750	5425	175
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.06	0.41	0.41	0.06	0.27	0.27
Crit Moves:	****					****		****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	10.0	12.9	55.5	55.5	8.2	50.8	50.8
Volume/Cap:	0.42	0.00	0.64	0.00	0.00	0.30	0.48	0.74	0.74	0.74	0.54	0.54
Uniform Del:	39.1	0.0	40.4	0.0	0.0	41.8	40.4	16.8	16.8	44.9	16.7	16.7
IncremntDel:	5.1	0.0	11.9	0.0	0.0	4.4	7.0	1.6	1.6	29.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	0.0	52.3	0.0	0.0	46.2	47.4	18.4	18.4	73.9	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	52.3	0.0	0.0	46.2	47.4	18.4	18.4	73.9	17.4	17.4
LOS by Move:	D	A	D-	A	A	D	D	B-	B-	E	B	B
HCM2kAvgQ:	90	0	153	0	0	48	97	478	478	129	275	275

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #18: Homestead Road/Blaney Avenue

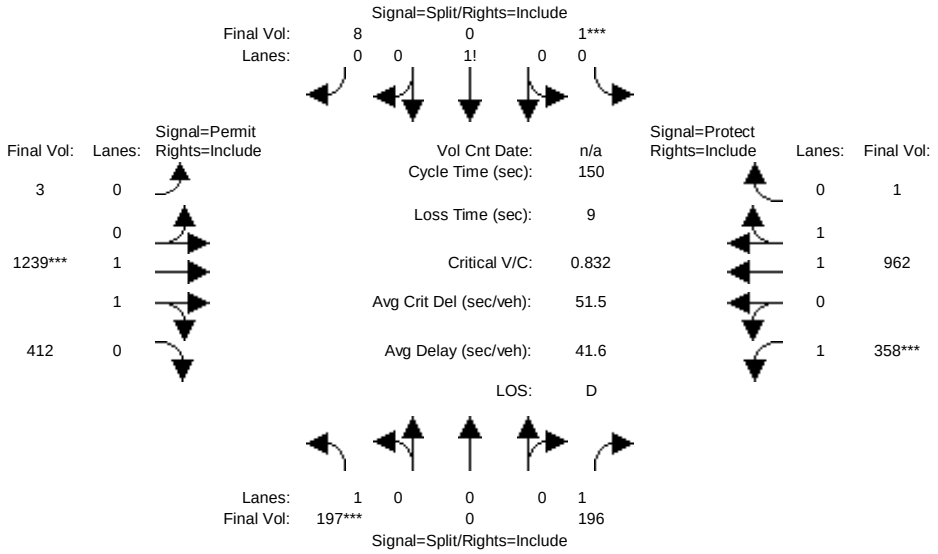


Street Name:	Homestead Road						Blaney Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	382	0	340	1	0	11	4	770	205	171	1012	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:	382	0	340	1	0	11	4	770	205	171	1012	3
Added Vol:	7	0	4	0	0	0	0	0	11	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	0	344	1	0	11	4	770	216	178	1012	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:	389	0	344	1	0	11	4	770	216	178	1012	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	344	1	0	11	4	770	216	178	1012	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	0	344	1	0	11	4	770	216	178	1012	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.08	0.00	0.92	0.01	1.55	0.44	1.00	1.99	0.01
Final Sat.:	1750	0	1750	146	0	1604	15	2800	785	1750	3689	11
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.20	0.01	0.00	0.01	0.28	0.28	0.28	0.10	0.27	0.27
Crit Moves:	****			****				****		****		
Green Time:	37.5	0.0	37.5	10.0	0.0	10.0	46.4	46.4	46.4	17.2	63.5	63.5
Volume/Cap:	0.71	0.00	0.63	0.08	0.00	0.08	0.71	0.71	0.71	0.71	0.52	0.52
Uniform Del:	36.5	0.0	35.3	50.8	0.0	50.8	31.2	31.2	31.2	49.1	18.3	18.3
IncremntDel:	7.7	0.0	5.4	1.1	0.0	1.1	3.1	3.1	3.1	15.8	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	0.0	40.7	51.9	0.0	51.9	34.3	34.3	34.3	64.9	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:	44.2	0.0	40.7	51.9	0.0	51.9	34.3	34.3	34.3	64.9	19.3	19.3
LOS by Move:	D	A	D	D-	A	D-	C-	C-	C-	E	B-	B-
HCM2kAvgQ:	367	0	307	12	0	12	425	425	425	205	308	308

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #18: Homestead Road/Blaney Avenue

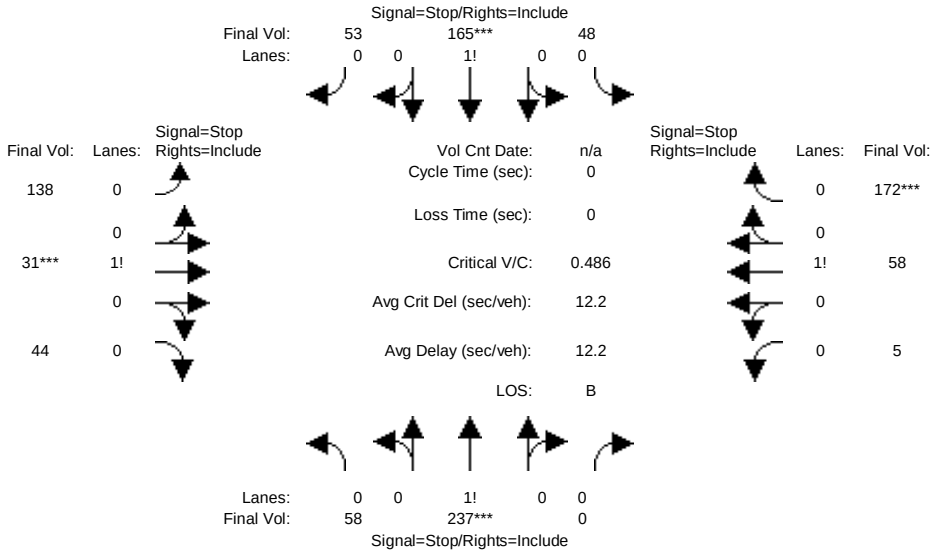


Street Name:	Homestead Road						Blaney Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	156	0	171	1	0	8	3	1239	374	335	962	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	0	171	1	0	8	3	1239	374	335	962	1
Added Vol:	41	0	25	0	0	0	0	0	38	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	0	196	1	0	8	3	1239	412	358	962	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	0	196	1	0	8	3	1239	412	358	962	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	0	196	1	0	8	3	1239	412	358	962	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	0	196	1	0	8	3	1239	412	358	962	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.11	0.00	0.89	0.01	1.50	0.49	1.00	1.99	0.01
Final Sat.:	1750	0	1750	194	0	1556	7	2697	897	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.01	0.00	0.01	0.46	0.46	0.46	0.20	0.26	0.26
Crit Moves:	****			****				****		****		
Green Time:	19.0	0.0	19.0	10.0	0.0	10.0	77.5	77.5	77.5	34.5	112	112.0
Volume/Cap:	0.89	0.00	0.88	0.08	0.00	0.08	0.89	0.89	0.89	0.89	0.35	0.35
Uniform Del:	64.5	0.0	64.4	65.7	0.0	65.7	32.4	32.4	32.4	55.9	6.5	6.5
IncremntDel:	37.3	0.0	36.6	1.3	0.0	1.3	6.8	6.8	6.8	24.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	101.8	0.0	101.0	67.0	0.0	67.0	39.2	39.2	39.2	80.1	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:	101.8	0.0	101.0	67.0	0.0	67.0	39.2	39.2	39.2	80.1	6.9	6.9
LOS by Move:	F	A	F	E	A	E	D	D	D	F	A	A
HCM2kAvgQ:	313	0	311	12	0	12	955	955	955	506	190	190

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #19: Blaney Avenue/Merritt Drive



Street Name:	Blaney Avenue						Merritt Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	58	226	0	48	147	53	138	31	44	5	58	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	226	0	48	147	53	138	31	44	5	58	172
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	237	0	48	165	53	138	31	44	5	58	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	237	0	48	165	53	138	31	44	5	58	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	237	0	48	165	53	138	31	44	5	58	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	237	0	48	165	53	138	31	44	5	58	172
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	0.00	0.18	0.62	0.20	0.65	0.14	0.21	0.02	0.25	0.73
Final Sat.:	119	488	0	110	378	121	368	83	117	13	152	450
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	xxxx	0.44	0.44	0.44	0.37	0.37	0.37	0.38	0.38	0.38
Crit Moves:		****			****			****				****
Delay/Veh:	13.2	13.2	0.0	12.2	12.2	12.2	11.8	11.8	11.8	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	0.0	12.2	12.2	12.2	11.8	11.8	11.8	11.2	11.2	11.2
LOS by Move:	B	B	*	B	B	B	B	B	B	B	B	B
ApproachDel:		13.2			12.2			11.8			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			12.2			11.8			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	19.4	19.4	19.4	15.8	15.8	15.8	11.8	11.8	11.8	12.1	12.1	12.1

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #19 Blaney Avenue/Merritt Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0	0 1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	58	237	0	48	165	53	138	31	44	5	58	172

Major Street Volume: 561
Minor Approach Volume: 235
Minor Approach Volume Threshold: 374

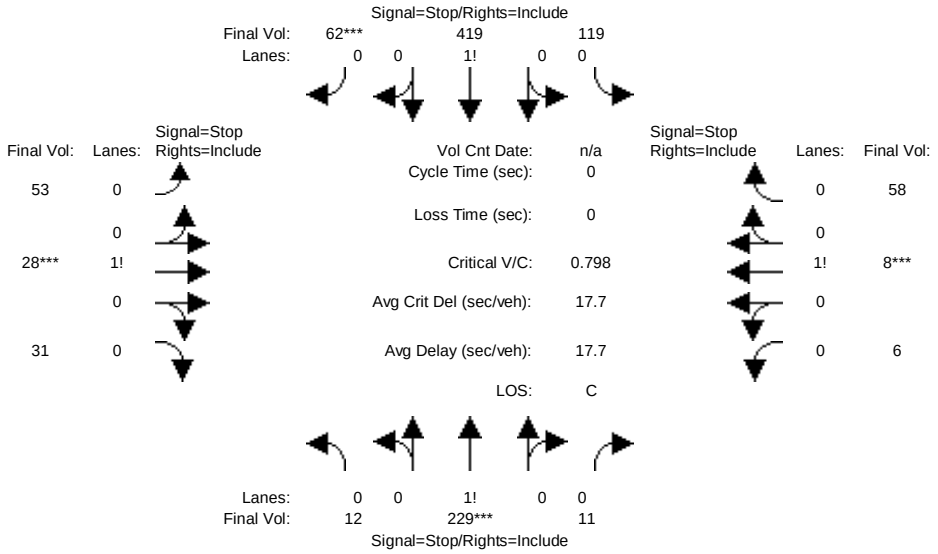
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #19: Blaney Avenue/Merritt Drive



Street Name:	Blaney Avenue						Merritt Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	163	11	119	358	62	53	28	31	6	8	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	163	11	119	358	62	53	28	31	6	8	58
Added Vol:	0	66	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	229	11	119	419	62	53	28	31	6	8	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	229	11	119	419	62	53	28	31	6	8	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	229	11	119	419	62	53	28	31	6	8	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	229	11	119	419	62	53	28	31	6	8	58
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.91	0.04	0.20	0.70	0.10	0.47	0.25	0.28	0.08	0.11	0.81
Final Sat.:	32	611	29	149	525	78	263	139	154	48	64	463
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.80	0.80	0.80	0.20	0.20	0.20	0.13	0.13	0.13
Crit Moves:		****				****		****			****	
Delay/Veh:	11.0	11.0	11.0	22.9	22.9	22.9	10.2	10.2	10.2	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	22.9	22.9	22.9	10.2	10.2	10.2	9.3	9.3	9.3
LOS by Move:	B	B	B	C	C	C	B	B	B	A	A	A
ApproachDel:		11.0			22.9			10.2			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			22.9			10.2			9.3	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	13.2	13.2	13.2	79.4	79.4	79.4	5.1	5.1	5.1	2.8	2.8	2.8

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #19 Blaney Avenue/Merritt Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	12	229	11	119	419	62	53	28	31	6	8	58

Major Street Volume: 852
Minor Approach Volume: 112
Minor Approach Volume Threshold: 262

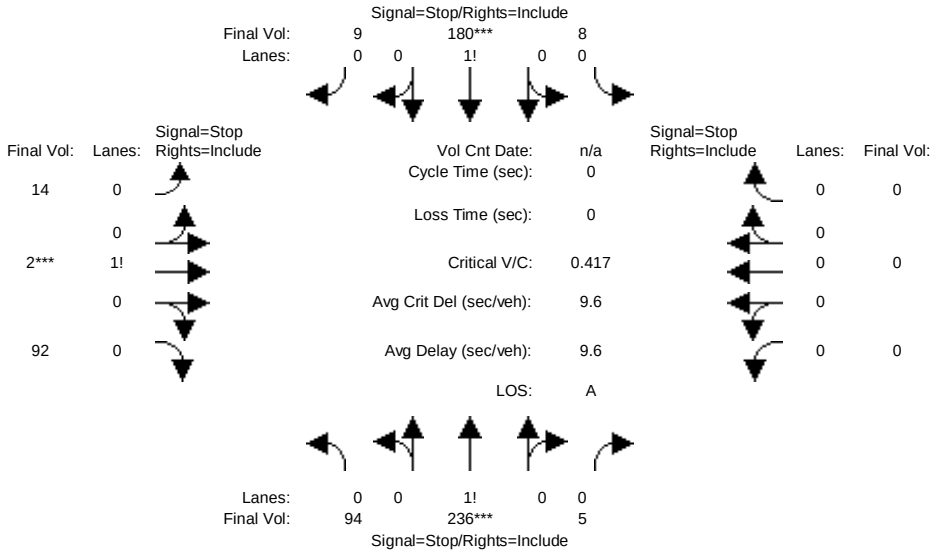
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #20: Blaney Avenue/Forest Avenue



Street Name:	Blaney Avenue						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	94	225	5	8	162	9	14	2	92	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	225	5	8	162	9	14	2	92	0	0	0
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	236	5	8	180	9	14	2	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	236	5	8	180	9	14	2	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	236	5	8	180	9	14	2	92	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	236	5	8	180	9	14	2	92	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.71	0.01	0.04	0.91	0.05	0.13	0.02	0.85	0.00	0.00	0.00
Final Sat.:	225	566	12	32	715	36	95	14	622	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.25	0.25	0.25	0.15	0.15	0.15	xxxx	xxxx	xxxx
Crit Moves:		****			****			****				
Delay/Veh:	10.4	10.4	10.4	8.9	8.9	8.9	8.2	8.2	8.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	8.9	8.9	8.9	8.2	8.2	8.2	0.0	0.0	0.0
LOS by Move:	B	B	B	A	A	A	A	A	A	*	*	*
ApproachDel:		10.4			8.9			8.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		10.4			8.9			8.2			xxxxxx	
LOS by Appr:		B			A			A			*	
AllWayAvgQ:	16.8	16.8	16.8	7.8	7.8	7.8	3.6	3.6	3.6	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #20 Blaney Avenue/Forest Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 0	0	0
Initial Vol:	94	236	5	8	180	9	14	2	92	0	0	0

Major Street Volume: 532
Minor Approach Volume: 108
Minor Approach Volume Threshold: 388

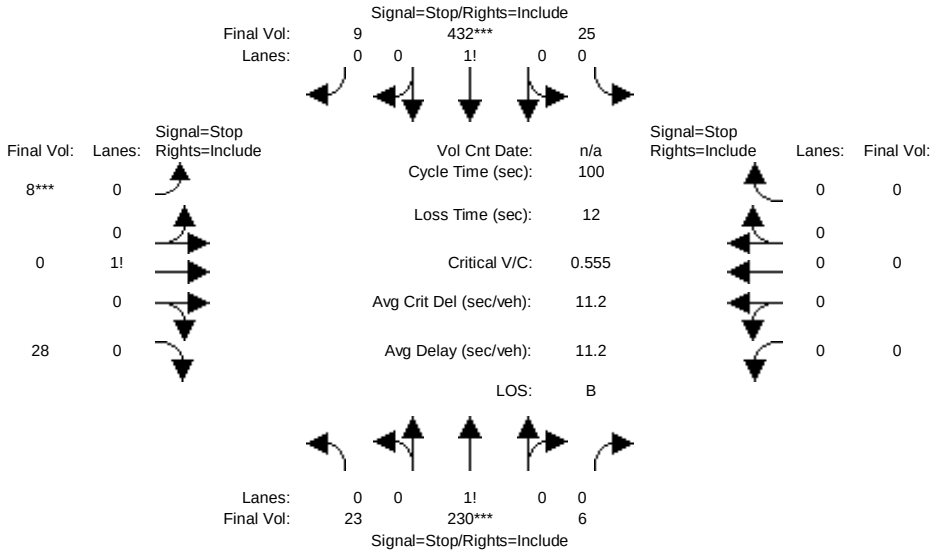
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #20: Blaney Avenue/Forest Avenue



Street Name:	Blaney Avenue						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	164	6	25	371	9	8	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	164	6	25	371	9	8	0	28	0	0	0
Added Vol:	0	66	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	230	6	25	432	9	8	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	230	6	25	432	9	8	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	230	6	25	432	9	8	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	230	6	25	432	9	8	0	28	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.89	0.02	0.05	0.93	0.02	0.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	71	707	18	45	779	16	145	0	508	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.55	0.55	0.55	0.06	xxxx	0.06	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.5	9.5	9.5	12.3	12.3	12.3	8.2	0.0	8.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	12.3	12.3	12.3	8.2	0.0	8.2	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	B	A	*	A	*	*	*
ApproachDel:		9.5			12.3			8.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.5			12.3			8.2			xxxxxx	
LOS by Appr:		A			B			A			*	
AllWayAvgQ:	11.4	11.4	11.4	29.5	29.5	29.5	1.2	1.2	1.2	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #20 Blaney Avenue/Forest Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0		0 0 1!	0		0 0 1!	0		0 0 0	0	0
Initial Vol:	23	230	6	25	432	9	8	0	28	0	0	0

Major Street Volume: 725
Minor Approach Volume: 36
Minor Approach Volume Threshold: 305

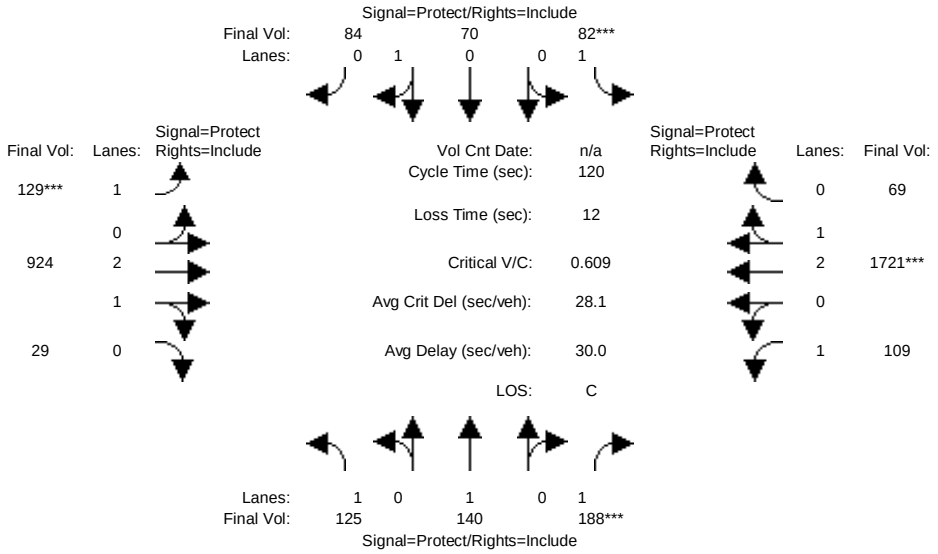
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #21: Stevens Creek Boulevard/Blaney Avenue

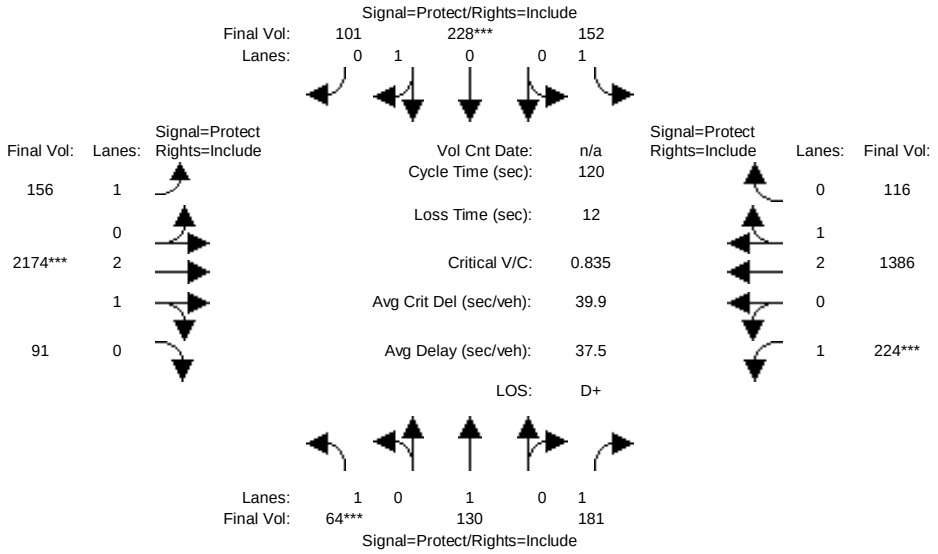


Street Name:	Blaney Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	140	179	64	70	84	129	854	29	104	1678	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	140	179	64	70	84	129	854	29	104	1678	58
Added Vol:	0	0	9	18	0	0	0	70	0	5	43	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	140	188	82	70	84	129	924	29	109	1721	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	140	188	82	70	84	129	924	29	109	1721	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	140	188	82	70	84	129	924	29	109	1721	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	140	188	82	70	84	129	924	29	109	1721	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.91	0.09	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	818	982	1750	5429	170	1750	5384	216
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.11	0.05	0.09	0.09	0.07	0.17	0.17	0.06	0.32	0.32
Crit Moves:			****	****			****				****	
Green Time:	13.8	21.2	21.2	9.2	16.6	16.6	14.5	56.8	56.8	20.8	63.0	63.0
Volume/Cap:	0.62	0.42	0.61	0.61	0.62	0.62	0.61	0.36	0.36	0.36	0.61	0.61
Uniform Del:	50.6	43.9	45.6	53.6	48.7	48.7	50.0	20.1	20.1	43.7	19.9	19.9
IncremntDel:	13.4	3.8	8.6	18.8	11.1	11.1	12.3	0.4	0.4	3.3	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.0	47.7	54.2	72.4	59.8	59.8	62.4	20.4	20.4	47.0	20.8	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:	64.0	47.7	54.2	72.4	59.8	59.8	62.4	20.4	20.4	47.0	20.8	20.8
LOS by Move:	E	D	D-	E	E+	E+	E	C+	C+	D	C+	C+
HCM2kAvgQ:	143	121	193	105	164	164	145	185	185	101	391	391

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #21: Stevens Creek Boulevard/Blaney Avenue

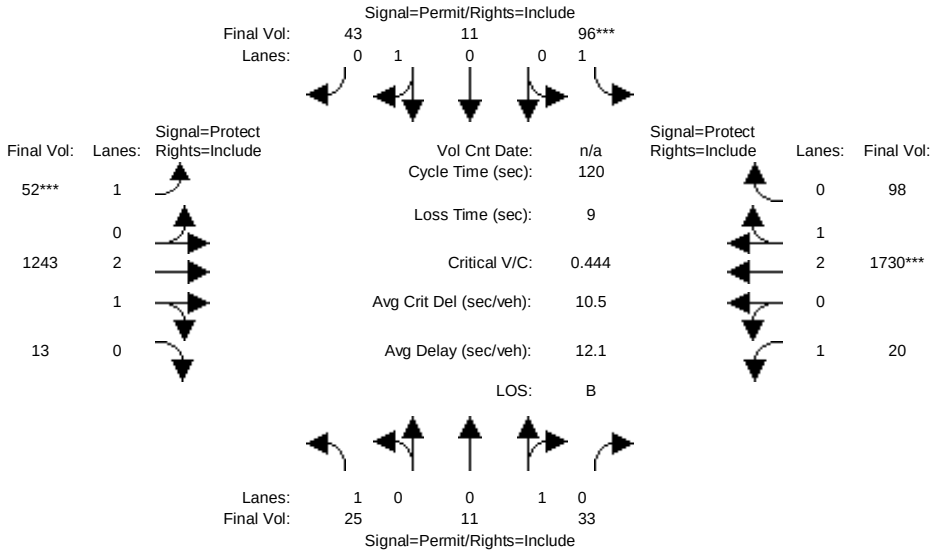


Street Name:	Blaney Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	130	151	91	228	101	156	1931	91	191	1123	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	130	151	91	228	101	156	1931	91	191	1123	50
Added Vol:	0	0	30	61	0	0	0	243	0	33	263	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	130	181	152	228	101	156	2174	91	224	1386	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	130	181	152	228	101	156	2174	91	224	1386	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	130	181	152	228	101	156	2174	91	224	1386	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	130	181	152	228	101	156	2174	91	224	1386	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	2.88	0.12	1.00	2.76	0.24
Final Sat.:	1750	1900	1750	1750	1247	553	1750	5375	225	1750	5167	432
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.10	0.09	0.18	0.18	0.09	0.40	0.40	0.13	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.8	17.8	15.0	25.8	25.8	18.8	57.1	57.1	18.1	56.4	56.4
Volume/Cap:	0.63	0.46	0.70	0.70	0.85	0.85	0.57	0.85	0.85	0.85	0.57	0.57
Uniform Del:	55.2	46.7	48.5	50.3	45.2	45.2	46.9	27.7	27.7	49.6	23.0	23.0
IncremntDel:	25.7	5.3	14.3	16.8	20.2	20.2	8.4	3.6	3.6	27.5	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.9	52.0	62.8	67.1	65.5	65.5	55.3	31.3	31.3	77.1	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:	80.9	52.0	62.8	67.1	65.5	65.5	55.3	31.3	31.3	77.1	23.9	23.9
LOS by Move:	F	D-	E	E	E	E	E+	C	C	E-	C	C
HCM2kAvgQ:	90	119	204	179	373	373	162	676	676	284	340	340

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #22: Stevens Creek Boulevard/Portal Avenue

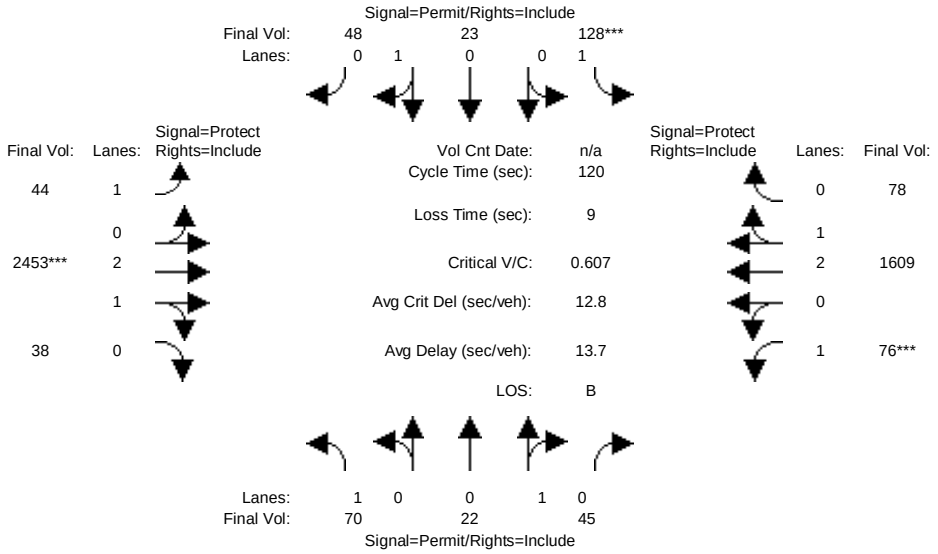


Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	11	33	96	11	43	52	1146	13	20	1671	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	11	33	96	11	43	52	1146	13	20	1671	98
Added Vol:	0	0	0	0	0	0	0	97	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	11	33	96	11	43	52	1243	13	20	1730	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	11	33	96	11	43	52	1243	13	20	1730	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	11	33	96	11	43	52	1243	13	20	1730	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	11	33	96	11	43	52	1243	13	20	1730	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.25	0.75	1.00	0.20	0.80	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	1750	450	1350	1750	367	1433	1750	5542	58	1750	5299	300
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.03	0.03	0.03	0.22	0.22	0.01	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	14.8	14.8	14.8	14.8	14.8	14.8	8.0	76.3	76.3	19.9	88.2	88.2
Volume/Cap:	0.12	0.20	0.20	0.44	0.24	0.24	0.44	0.35	0.35	0.07	0.44	0.44
Uniform Del:	46.8	47.3	47.3	48.8	47.5	47.5	53.8	10.2	10.2	42.3	6.3	6.3
IncremntDel:	1.1	2.0	2.0	6.5	2.6	2.6	11.7	0.3	0.3	0.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.9	49.2	49.2	55.3	50.1	50.1	65.6	10.5	10.5	42.7	6.6	6.6
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:	47.9	49.2	49.2	55.3	50.1	50.1	65.6	10.5	10.5	42.7	6.6	6.6
LOS by Move:	D	D	D	E+	D	D	E	B+	B+	D	A	A
HCM2kAvgQ:	23	41	41	100	51	51	64	180	180	17	223	223

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #22: Stevens Creek Boulevard/Portal Avenue

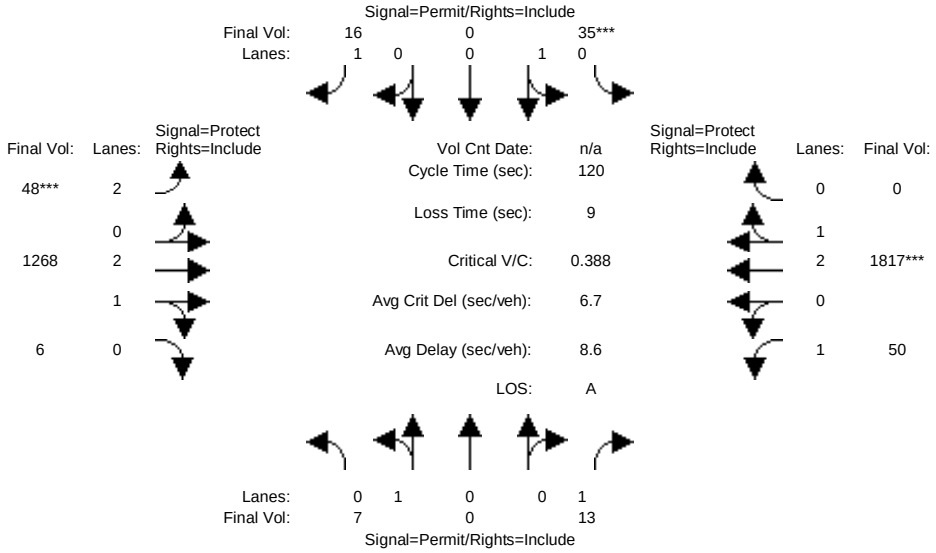


Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	22	45	128	23	48	44	2119	38	76	1247	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	22	45	128	23	48	44	2119	38	76	1247	78
Added Vol:	0	0	0	0	0	0	0	334	0	0	362	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	22	45	128	23	48	44	2453	38	76	1609	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	22	45	128	23	48	44	2453	38	76	1609	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	22	45	128	23	48	44	2453	38	76	1609	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	22	45	128	23	48	44	2453	38	76	1609	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.33	0.67	1.00	0.32	0.68	1.00	2.95	0.05	1.00	2.86	0.14
Final Sat.:	1750	591	1209	1750	583	1217	1750	5514	85	1750	5341	259
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.04	0.04	0.03	0.44	0.44	0.04	0.30	0.30
Crit Moves:				****				****		****		
Green Time:	14.5	14.5	14.5	14.5	14.5	14.5	15.7	88.0	88.0	8.6	80.9	80.9
Volume/Cap:	0.33	0.31	0.31	0.61	0.33	0.33	0.19	0.61	0.61	0.61	0.45	0.45
Uniform Del:	48.3	48.2	48.2	50.1	48.3	48.3	46.5	7.7	7.7	54.1	9.1	9.1
IncremntDel:	4.2	3.7	3.7	12.3	4.0	4.0	1.9	0.7	0.7	19.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.5	51.9	51.9	62.4	52.3	52.3	48.4	8.4	8.4	74.0	9.5	9.5
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:	52.5	51.9	51.9	62.4	52.3	52.3	48.4	8.4	8.4	74.0	9.5	9.5
LOS by Move:	D-	D-	D-	E	D-	D-	D	A	A	E	A	A
HCM2kAvgQ:	70	65	65	144	69	69	41	377	377	99	243	243

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #23: Stevens Creek Boulevard/Perimeter Road

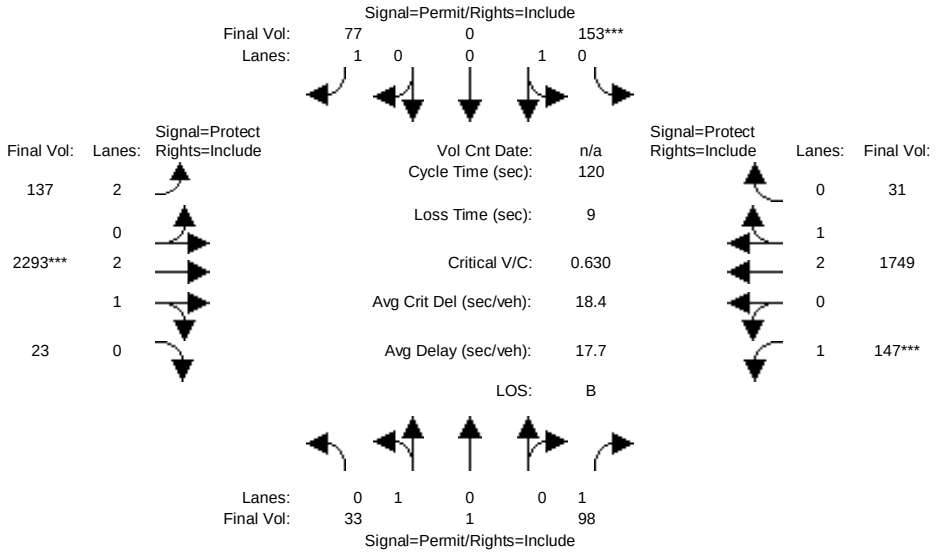


Street Name:	Perimeter Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	13	35	0	16	48	1268	6	50	1817	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	13	35	0	16	48	1268	6	50	1817	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	13	35	0	16	48	1268	6	50	1817	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	13	35	0	16	48	1268	6	50	1817	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	13	35	0	16	48	1268	6	50	1817	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	13	35	0	16	48	1268	6	50	1817	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	2.00	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1800	0	1750	1800	0	1750	3150	5574	26	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.01	0.02	0.23	0.23	0.03	0.32	0.00
Crit Moves:				****			****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	80.4	80.4	20.6	94.0	0.0
Volume/Cap:	0.05	0.00	0.09	0.23	0.00	0.11	0.26	0.34	0.34	0.17	0.41	0.00
Uniform Del:	50.6	0.0	50.8	51.4	0.0	50.9	54.0	8.5	8.5	42.4	4.2	0.0
IncremntDel:	0.6	0.0	1.2	3.6	0.0	1.5	3.4	0.2	0.2	1.2	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	51.2	0.0	52.0	55.0	0.0	52.4	57.5	8.7	8.7	43.6	4.5	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:	51.2	0.0	52.0	55.0	0.0	52.4	57.5	8.7	8.7	43.6	4.5	0.0
LOS by Move:	D-	A	D-	E+	A	D-	E+	A	A	D	A	A
HCM2kAvgQ:	7	0	13	36	0	16	32	167	167	39	173	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #23: Stevens Creek Boulevard/Perimeter Road

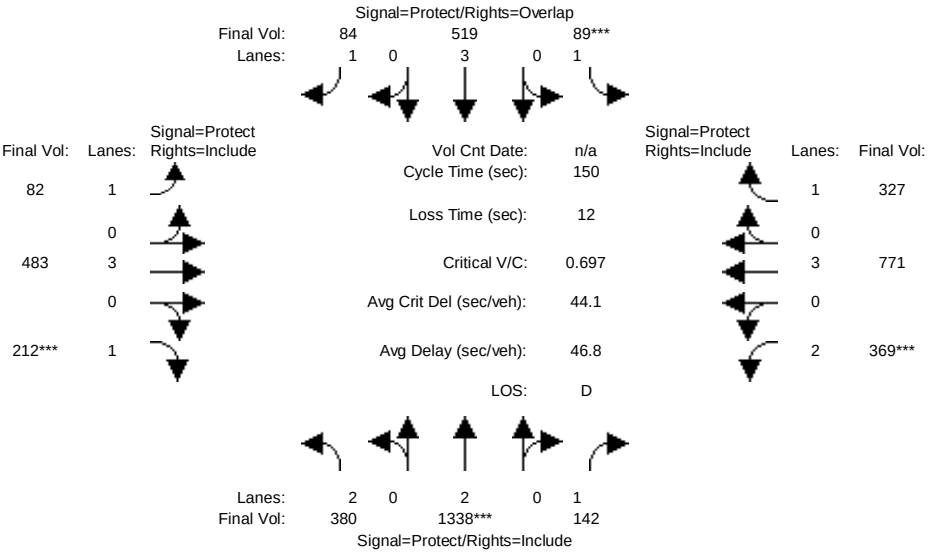


Street Name:	Perimeter Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	1	98	153	0	77	137	2293	23	147	1749	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:	33	1	98	153	0	77	137	2293	23	147	1749	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1	98	153	0	77	137	2293	23	147	1749	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:	33	1	98	153	0	77	137	2293	23	147	1749	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1	98	153	0	77	137	2293	23	147	1749	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
FinalVolume:	33	1	98	153	0	77	137	2293	23	147	1749	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	1.00	0.00	1.00	2.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	1747	53	1750	1800	0	1750	3150	5544	56	1750	5502	98
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.09	0.00	0.04	0.04	0.41	0.41	0.08	0.32	0.32
Crit Moves:				****				****		****		
Green Time:	16.2	16.2	16.2	16.2	0.0	16.2	14.7	78.8	78.8	16.0	80.1	80.1
Volume/Cap:	0.14	0.14	0.41	0.63	0.00	0.33	0.36	0.63	0.63	0.63	0.48	0.48
Uniform Del:	45.8	45.8	47.6	49.1	0.0	47.0	48.3	12.1	12.1	49.2	9.7	9.7
IncremntDel:	1.2	1.2	5.3	11.8	0.0	3.6	2.5	0.8	0.8	12.2	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.0	47.0	52.9	60.8	0.0	50.6	50.8	12.9	12.9	61.4	10.2	10.2
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	47.0	52.9	60.8	0.0	50.6	50.8	12.9	12.9	61.4	10.2	10.2
LOS by Move:	D	D	D-	E	A	D	D	B	B	E	B+	B+
HCM2kAvgQ:	30	30	98	165	0	75	77	425	425	131	253	253

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #24: Wolfe Road/El Camino Real

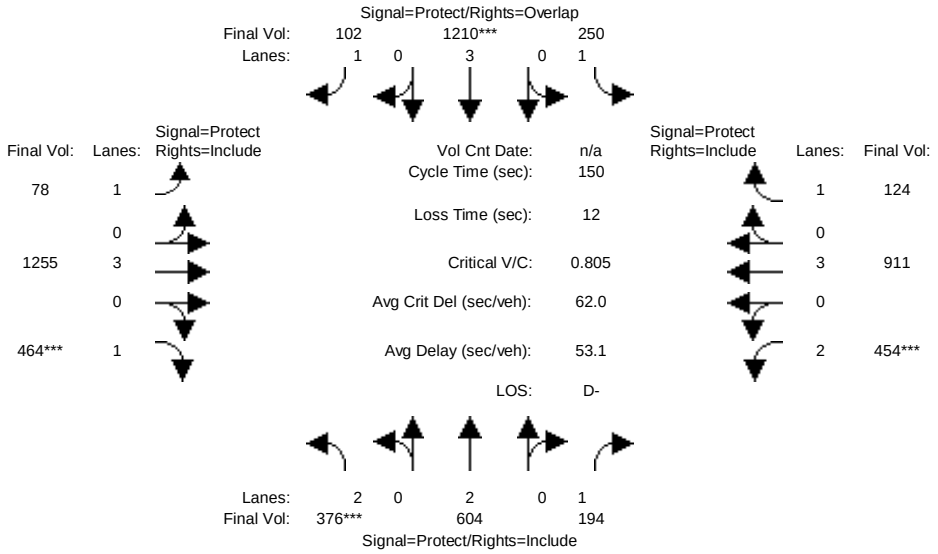


Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	1327	142	89	501	84	82	483	186	369	771	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1327	142	89	501	84	82	483	186	369	771	327
Added Vol:	16	11	0	0	18	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1338	142	89	519	84	82	483	212	369	771	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:	380	1338	142	89	519	84	82	483	212	369	771	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1338	142	89	519	84	82	483	212	369	771	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	1338	142	89	519	84	82	483	212	369	771	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.08	0.05	0.09	0.05	0.05	0.08	0.12	0.12	0.14	0.19
Crit Moves:		****		****					****	****		
Green Time:	49.4	75.8	75.8	10.9	37.3	47.6	10.3	26.1	26.1	25.2	41.0	41.0
Volume/Cap:	0.37	0.70	0.16	0.70	0.37	0.15	0.68	0.49	0.70	0.70	0.49	0.68
Uniform Del:	38.3	28.3	20.0	67.9	46.6	36.7	68.3	55.9	58.3	58.8	45.8	48.7
IncremntDel:	1.0	2.1	0.4	27.1	0.7	0.6	27.2	1.7	12.5	7.4	1.1	7.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	30.5	20.4	95.0	47.3	37.3	95.5	57.7	70.7	66.2	46.9	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:	39.3	30.5	20.4	95.0	47.3	37.3	95.5	57.7	70.7	66.2	46.9	56.4
LOS by Move:	D	C	C+	F	D	D+	F	E+	E	E	D	E+
HCM2kAvgQ:	196	587	91	142	163	73	132	174	275	268	249	380

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #24: Wolfe Road/El Camino Real

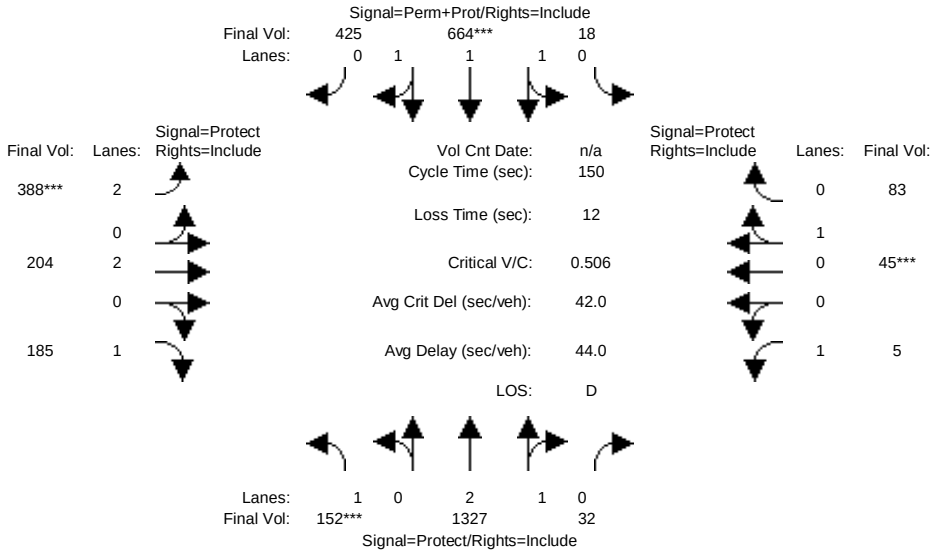


Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	277	538	194	250	1149	102	78	1255	373	454	911	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:	277	538	194	250	1149	102	78	1255	373	454	911	124
Added Vol:	99	66	0	0	61	0	0	0	91	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	604	194	250	1210	102	78	1255	464	454	911	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:	376	604	194	250	1210	102	78	1255	464	454	911	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	604	194	250	1210	102	78	1255	464	454	911	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	376	604	194	250	1210	102	78	1255	464	454	911	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.11	0.14	0.21	0.06	0.04	0.22	0.27	0.14	0.16	0.07
Crit Moves:	****				****				****	****		
Green Time:	22.2	32.5	32.5	29.2	39.5	56.8	17.2	49.4	49.4	26.8	59.0	59.0
Volume/Cap:	0.81	0.73	0.51	0.73	0.81	0.15	0.39	0.67	0.81	0.81	0.41	0.18
Uniform Del:	61.8	54.7	51.7	56.7	51.6	30.8	61.5	43.3	45.9	59.1	32.9	29.7
IncremntDel:	13.8	5.7	4.9	13.1	4.7	0.5	5.6	1.9	11.4	11.7	0.5	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.6	60.4	56.6	69.8	56.3	31.3	67.1	45.2	57.4	70.7	33.4	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	60.4	56.6	69.8	56.3	31.3	67.1	45.2	57.4	70.7	33.4	30.3
LOS by Move:	E-	E	E+	E	E+	C	E	D	E+	E	C-	C
HCM2kAvgQ:	301	352	218	323	474	81	97	422	564	349	245	97

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #25: Wolfe Road/Fremont Avenue

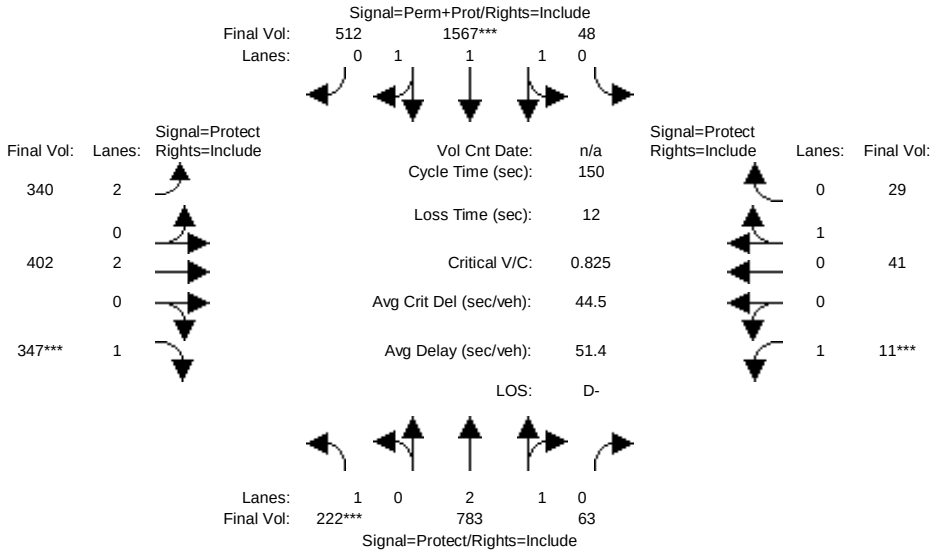


Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	1300	32	18	620	425	388	204	185	5	45	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1300	32	18	620	425	388	204	185	5	45	83
Added Vol:	0	27	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1327	32	18	664	425	388	204	185	5	45	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1327	32	18	664	425	388	204	185	5	45	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1327	32	18	664	425	388	204	185	5	45	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1327	32	18	664	425	388	204	185	5	45	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.35	0.65
Final Sat.:	1750	5468	132	98	3610	1800	3150	3800	1750	1750	633	1167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.00	0.18	0.24	0.12	0.05	0.11	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	25.5	53.9	53.9	43.9	69.3	69.3	27.4	30.0	30.0	13.2	15.8	15.8
Volume/Cap:	0.51	0.67	0.67	0.63	0.40	0.51	0.67	0.27	0.53	0.03	0.67	0.67
Uniform Del:	56.6	40.6	40.6	46.0	26.6	28.4	57.2	50.8	53.7	62.5	64.6	64.6
IncremntDel:	6.1	1.8	1.8	1.7	0.4	0.9	6.2	0.9	5.6	0.4	17.6	17.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.7	42.4	42.4	47.7	27.0	29.3	63.4	51.6	59.4	62.9	82.2	82.2
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:	62.7	42.4	42.4	47.7	27.0	29.3	63.4	51.6	59.4	62.9	82.2	82.2
LOS by Move:	E	D	D	D	C	C	E	D-	E+	E	F	F
HCM2kAvgQ:	181	455	455	355	256	355	273	99	214	6	178	178

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #25: Wolfe Road/Fremont Avenue

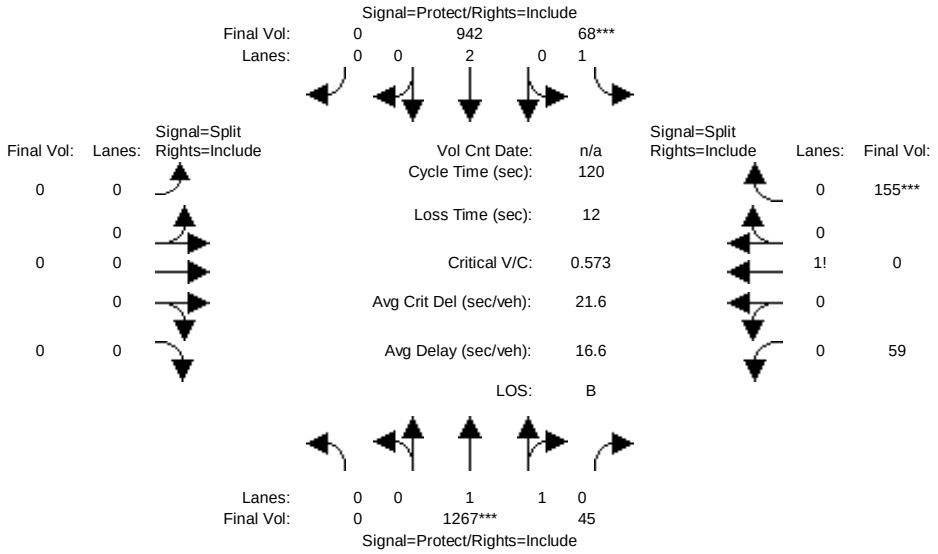


Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	222	618	63	48	1415	512	340	402	347	11	41	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	618	63	48	1415	512	340	402	347	11	41	29
Added Vol:	0	165	0	0	152	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	783	63	48	1567	512	340	402	347	11	41	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	783	63	48	1567	512	340	402	347	11	41	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	783	63	48	1567	512	340	402	347	11	41	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	783	63	48	1567	512	340	402	347	11	41	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.77	0.23	0.07	2.20	0.73	2.00	2.00	1.00	1.00	0.59	0.41
Final Sat.:	1750	5182	417	124	4051	1324	3150	3800	1750	1750	1054	746
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.00	0.39	0.39	0.11	0.11	0.20	0.01	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	23.6	26.9	26.9	71.8	72.1	72.1	26.1	35.3	35.3	7.0	16.1	16.1
Volume/Cap:	0.80	0.84	0.84	0.81	0.80	0.80	0.62	0.45	0.84	0.13	0.36	0.36
Uniform Del:	61.0	59.5	59.5	33.2	33.0	33.0	57.3	49.1	54.7	68.6	62.1	62.1
IncremntDel:	21.6	8.6	8.6	2.8	2.7	2.7	5.2	1.6	18.6	3.4	5.2	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.6	68.1	68.1	36.0	35.7	35.7	62.5	50.7	73.3	72.0	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:	82.6	68.1	68.1	36.0	35.7	35.7	62.5	50.7	73.3	72.0	67.3	67.3
LOS by Move:	F	E	E	D+	D+	D+	E	D	E	E	E	E
HCM2kAvgQ:	316	377	377	741	737	737	235	199	468	16	85	85

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #26: Wolfe Road/Marion Way

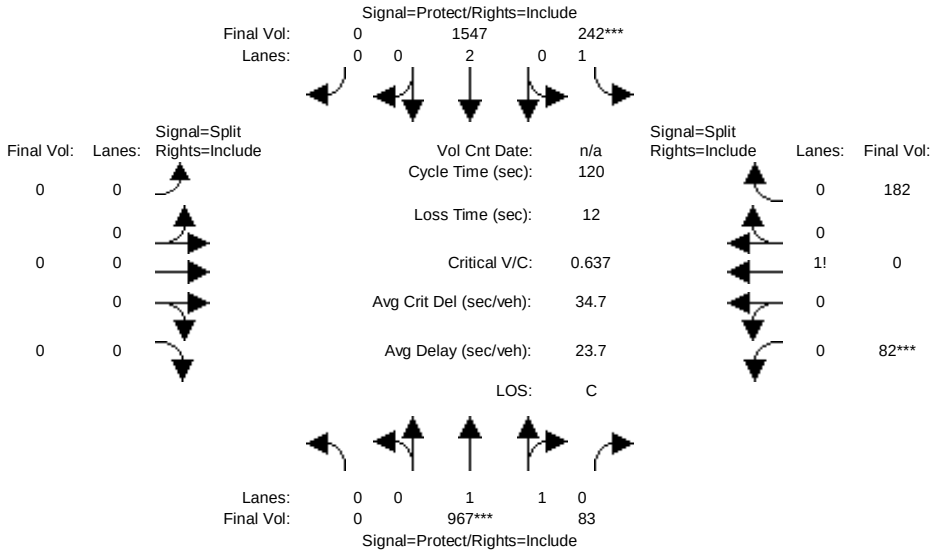


Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1240	40	68	898	0	0	0	0	50	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	40	68	898	0	0	0	0	50	0	155
Added Vol:	0	27	5	0	44	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1267	45	68	942	0	0	0	0	59	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1267	45	68	942	0	0	0	0	59	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1267	45	68	942	0	0	0	0	59	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1267	45	68	942	0	0	0	0	59	0	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	0.28	0.00	0.72
Final Sat.:	0	3573	127	1750	3800	0	0	0	0	482	0	1268
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.04	0.25	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****								****
Green Time:	0.0	74.3	74.3	8.1	82.4	0.0	0.0	0.0	0.0	25.6	0.0	25.6
Volume/Cap:	0.00	0.57	0.57	0.57	0.36	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Uniform Del:	0.0	13.5	13.5	54.2	7.8	0.0	0.0	0.0	0.0	42.3	0.0	42.3
IncremntDel:	0.0	1.0	1.0	18.6	0.4	0.0	0.0	0.0	0.0	6.3	0.0	6.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.6	14.6	72.8	8.2	0.0	0.0	0.0	0.0	48.6	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:	0.0	14.6	14.6	72.8	8.2	0.0	0.0	0.0	0.0	48.6	0.0	48.6
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	364	364	88	178	0	0	0	0	205	0	205

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #26: Wolfe Road/Marion Way

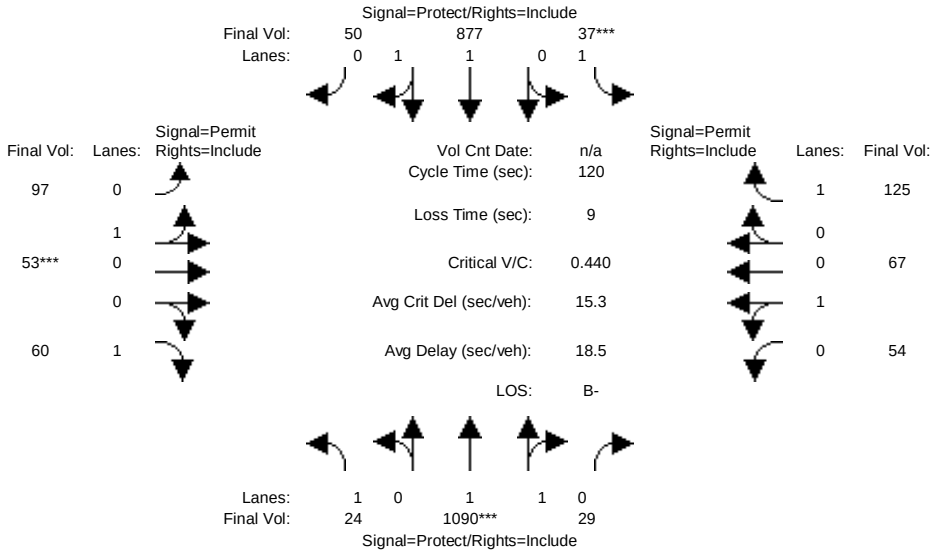


Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	802	50	242	1395	0	0	0	0	52	0	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	802	50	242	1395	0	0	0	0	52	0	182
Added Vol:	0	165	33	0	152	0	0	0	0	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	967	83	242	1547	0	0	0	0	82	0	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	967	83	242	1547	0	0	0	0	82	0	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	967	83	242	1547	0	0	0	0	82	0	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	967	83	242	1547	0	0	0	0	82	0	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.84	0.16	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3407	292	1750	3800	0	0	0	0	544	0	1206
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.14	0.41	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:		****		****						****		
Green Time:	0.0	53.5	53.5	26.1	79.6	0.0	0.0	0.0	0.0	28.4	0.0	28.4
Volume/Cap:	0.00	0.64	0.64	0.64	0.61	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Uniform Del:	0.0	25.7	25.7	42.7	11.5	0.0	0.0	0.0	0.0	41.1	0.0	41.1
IncremntDel:	0.0	1.9	1.9	7.9	1.1	0.0	0.0	0.0	0.0	7.3	0.0	7.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.6	27.6	50.6	12.6	0.0	0.0	0.0	0.0	48.4	0.0	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	27.6	50.6	12.6	0.0	0.0	0.0	0.0	48.4	0.0	48.4
LOS by Move:	A	C	C	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	390	390	239	405	0	0	0	0	255	0	255

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #27: Wolfe Road/Iverness Avenue

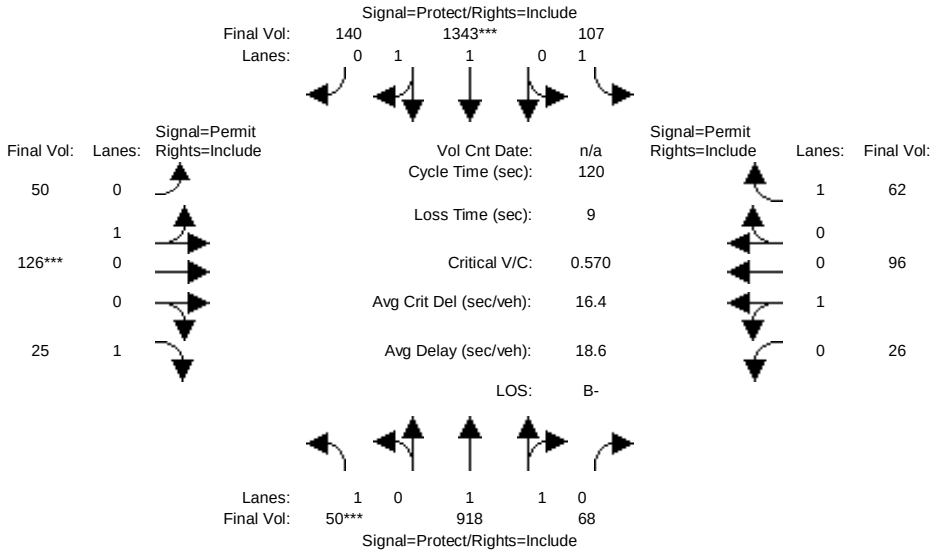


Street Name:	Wolfe Road						Iverness Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1058	29	37	824	50	97	53	60	54	67	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1058	29	37	824	50	97	53	60	54	67	125
Added Vol:	0	32	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:	24	1090	29	37	877	50	97	53	60	54	67	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1090	29	37	877	50	97	53	60	54	67	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1090	29	37	877	50	97	53	60	54	67	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1090	29	37	877	50	97	53	60	54	67	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.89	0.11	0.65	0.35	1.00	0.45	0.55	1.00
Final Sat.:	1750	3604	96	1750	3500	200	1164	636	1750	803	997	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.02	0.25	0.25	0.08	0.08	0.03	0.07	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	16.7	81.5	81.5	7.0	71.8	71.8	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.10	0.45	0.45	0.36	0.42	0.42	0.45	0.45	0.18	0.36	0.36	0.38
Uniform Del:	45.1	8.8	8.8	54.4	12.9	12.9	43.2	43.2	41.0	42.5	42.5	42.7
IncremntDel:	0.8	0.6	0.6	9.7	0.6	0.6	4.2	4.2	1.2	3.0	3.0	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.9	9.4	9.4	64.0	13.5	13.5	47.5	47.5	42.3	45.5	45.5	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:	45.9	9.4	9.4	64.0	13.5	13.5	47.5	47.5	42.3	45.5	45.5	46.0
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	22	240	240	46	230	230	136	136	51	106	106	114

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #27: Wolfe Road/Iverness Avenue

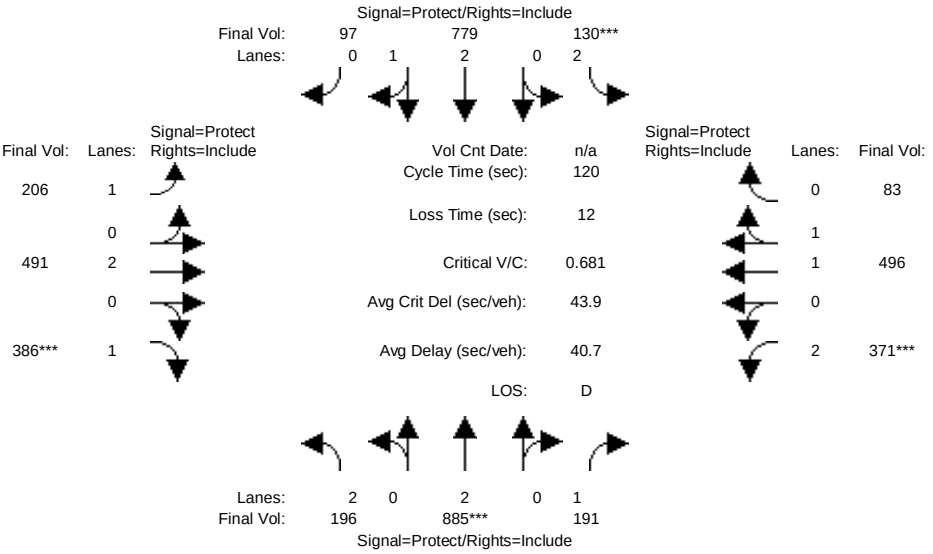


Street Name:	Wolfe Road						Iverness Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	720	68	107	1161	140	50	126	25	26	96	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	720	68	107	1161	140	50	126	25	26	96	62
Added Vol:	0	198	0	0	182	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	918	68	107	1343	140	50	126	25	26	96	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	918	68	107	1343	140	50	126	25	26	96	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	918	68	107	1343	140	50	126	25	26	96	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	918	68	107	1343	140	50	126	25	26	96	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.81	0.19	0.28	0.72	1.00	0.21	0.79	1.00
Final Sat.:	1750	3445	255	1750	3350	349	511	1289	1750	384	1416	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.06	0.40	0.40	0.10	0.10	0.01	0.07	0.07	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	73.7	73.7	16.9	83.6	83.6	20.4	20.4	20.4	20.4	20.4	20.4
Volume/Cap:	0.49	0.43	0.43	0.43	0.58	0.58	0.58	0.58	0.08	0.40	0.40	0.21
Uniform Del:	54.8	12.2	12.2	47.2	9.2	9.2	45.8	45.8	41.9	44.3	44.3	42.9
IncremntDel:	15.8	0.6	0.6	5.5	0.9	0.9	7.7	7.7	0.6	3.8	3.8	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.6	12.8	12.8	52.6	10.2	10.2	53.5	53.5	42.5	48.2	48.2	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:	70.6	12.8	12.8	52.6	10.2	10.2	53.5	53.5	42.5	48.2	48.2	44.4
LOS by Move:	E	B	B	D-	B+	B+	D-	D-	D	D	D	D
HCM2kAvgQ:	65	241	241	107	354	354	174	174	21	112	112	55

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #28: Wolfe Road/Homestead Road

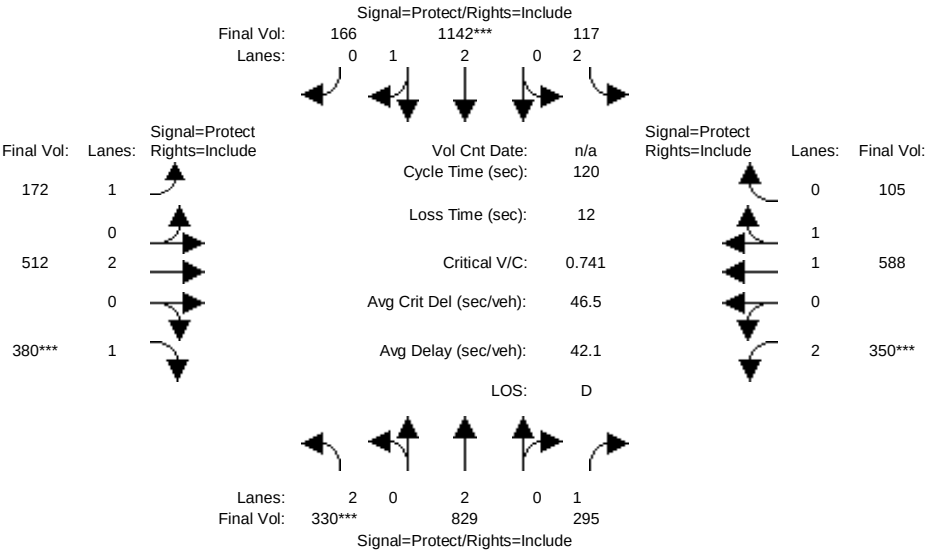


Street Name:	Wolfe Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	196	853	169	130	726	97	206	491	386	309	496	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	853	169	130	726	97	206	491	386	309	496	83
Added Vol:	0	32	22	0	53	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	885	191	130	779	97	206	491	386	371	496	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:	196	885	191	130	779	97	206	491	386	371	496	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	885	191	130	779	97	206	491	386	371	496	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	885	191	130	779	97	206	491	386	371	496	83
Saturation Flow 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	2.66	0.34	1.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	3150	3800	1750	3150	4979	620	1750	3800	1750	3150	3169	530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.11	0.04	0.16	0.16	0.12	0.13	0.22	0.12	0.16	0.16
Crit Moves:		****		****					****	****		
Green Time:	13.8	41.1	41.1	7.3	34.6	34.6	25.6	38.9	38.9	20.8	34.0	34.0
Volume/Cap:	0.54	0.68	0.32	0.68	0.54	0.54	0.55	0.40	0.68	0.68	0.55	0.55
Uniform Del:	50.2	33.8	29.1	55.2	36.0	36.0	42.1	31.5	35.2	46.5	36.5	36.5
IncremntDel:	5.8	2.9	1.4	17.9	1.3	1.3	5.8	1.0	6.5	6.7	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.9	36.7	30.5	73.1	37.4	37.4	47.8	32.4	41.6	53.2	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	36.7	30.5	73.1	37.4	37.4	47.8	32.4	41.6	53.2	38.6	38.6
LOS by Move:	E+	D+	C	E	D+	D+	D	C-	D	D-	D+	D+
HCM2kAvgQ:	120	366	139	104	238	238	195	175	352	221	240	240

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #28: Wolfe Road/Homestead Road

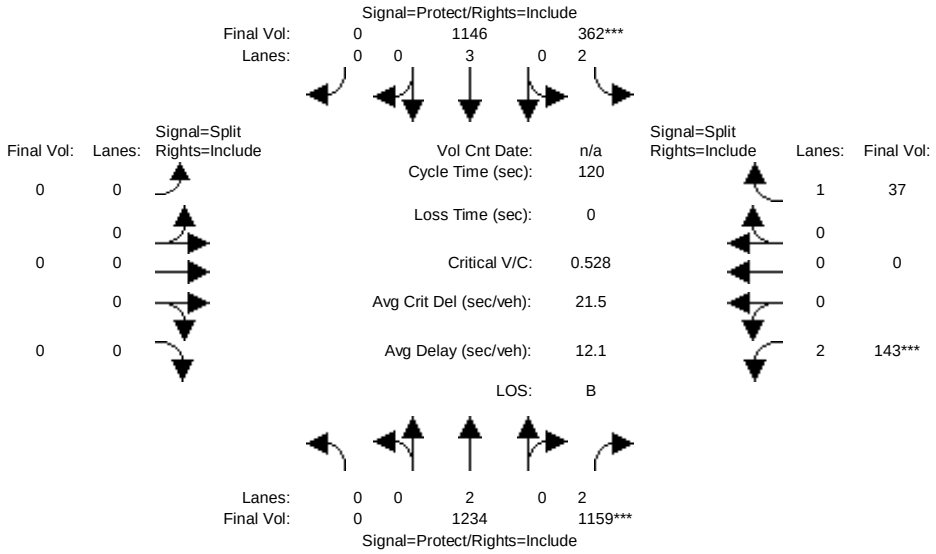


Street Name:	Wolfe Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	631	163	117	960	166	172	512	380	137	588	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	631	163	117	960	166	172	512	380	137	588	105
Added Vol:	0	198	132	0	182	0	0	0	0	213	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	829	295	117	1142	166	172	512	380	350	588	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	829	295	117	1142	166	172	512	380	350	588	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	829	295	117	1142	166	172	512	380	350	588	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	829	295	117	1142	166	172	512	380	350	588	105
Saturation Flow 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	2.61	0.39	1.00	2.00	1.00	2.00	1.69	0.31
Final Sat.:	3150	3800	1750	3150	4888	711	1750	3800	1750	3150	3139	561
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.17	0.04	0.23	0.23	0.10	0.13	0.22	0.11	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	17.0	43.3	43.3	11.6	37.8	37.8	18.3	35.2	35.2	18.0	34.9	34.9
Volume/Cap:	0.74	0.61	0.47	0.39	0.74	0.74	0.64	0.46	0.74	0.74	0.64	0.64
Uniform Del:	49.4	31.4	29.5	50.9	36.7	36.7	47.8	34.6	38.3	48.8	37.1	37.1
IncremntDel:	10.6	2.0	2.5	3.7	2.8	2.8	11.4	1.4	9.3	10.0	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	33.4	32.0	54.6	39.5	39.5	59.2	36.0	47.6	58.8	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:	60.0	33.4	32.0	54.6	39.5	39.5	59.2	36.0	47.6	58.8	40.1	40.1
LOS by Move:	E+	C-	C	D-	D	D	E+	D+	D	E+	D	D
HCM2kAvgQ:	216	319	227	70	394	394	187	195	373	225	301	301

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #29: Wolfe Road/Apple Campus 2 Driveway

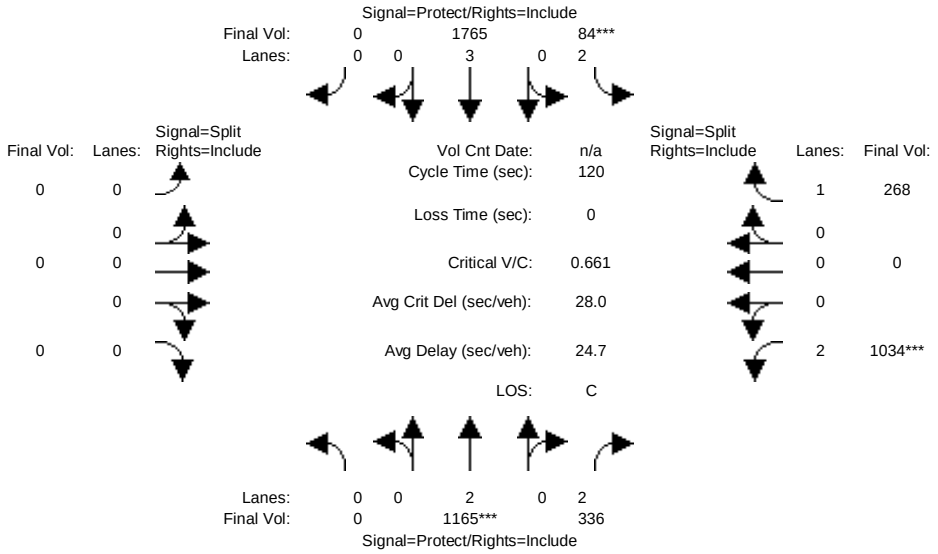


Street Name:	Wolfe Road						Apple Campus 2 Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1180	1159	362	1032	0	0	0	0	143	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	1159	362	1032	0	0	0	0	143	0	37
Added Vol:	0	54	0	0	114	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1234	1159	362	1146	0	0	0	0	143	0	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:	0	1234	1159	362	1146	0	0	0	0	143	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1234	1159	362	1146	0	0	0	0	143	0	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
FinalVolume:	0	1234	1159	362	1146	0	0	0	0	143	0	37
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	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3150	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.37	0.11	0.20	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	83.6	83.6	26.1	110	0.0	0.0	0.0	0.0	10.3	0.0	10.3
Volume/Cap:	0.00	0.47	0.53	0.53	0.22	0.00	0.00	0.00	0.00	0.53	0.00	0.25
Uniform Del:	0.0	8.2	8.7	41.5	0.6	0.0	0.0	0.0	0.0	52.5	0.0	51.2
IncremntDel:	0.0	0.6	0.9	2.9	0.1	0.0	0.0	0.0	0.0	7.2	0.0	3.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	8.8	9.7	44.4	0.7	0.0	0.0	0.0	0.0	59.7	0.0	55.1
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	8.8	9.7	44.4	0.7	0.0	0.0	0.0	0.0	59.7	0.0	55.1
LOS by Move:	A	A	A	D	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	253	307	188	41	0	0	0	0	94	0	39

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #29: Wolfe Road/Apple Campus 2 Driveway

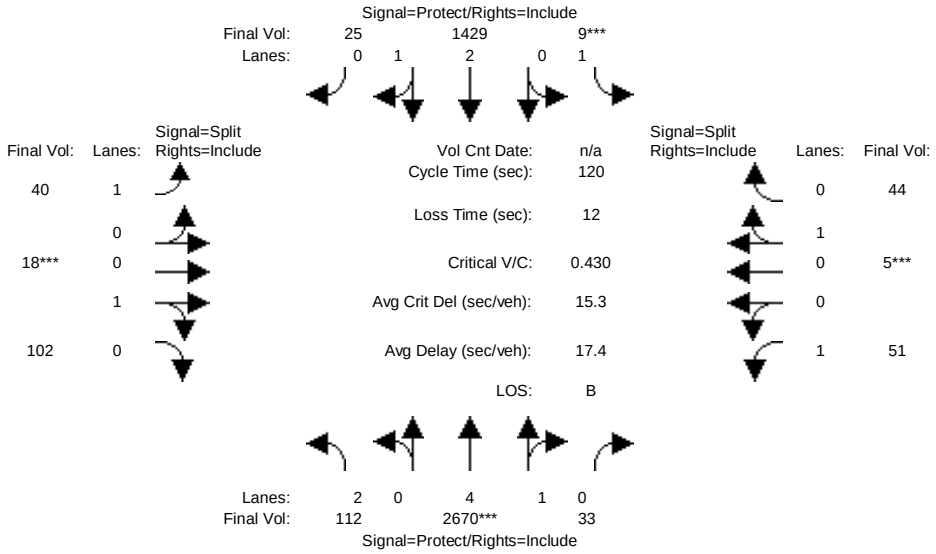


Street Name:	Wolfe Road						Apple Campus 2 Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	836	336	84	1370	0	0	0	0	1034	0	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	836	336	84	1370	0	0	0	0	1034	0	268
Added Vol:	0	329	0	0	395	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1165	336	84	1765	0	0	0	0	1034	0	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1165	336	84	1765	0	0	0	0	1034	0	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1165	336	84	1765	0	0	0	0	1034	0	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1165	336	84	1765	0	0	0	0	1034	0	268
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	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3150	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.11	0.03	0.31	0.00	0.00	0.00	0.00	0.33	0.00	0.15
Crit Moves:		****		****						****		
Green Time:	0.0	55.6	55.6	4.8	60.5	0.0	0.0	0.0	0.0	59.5	0.0	59.5
Volume/Cap:	0.00	0.66	0.23	0.66	0.61	0.00	0.00	0.00	0.00	0.66	0.00	0.31
Uniform Del:	0.0	24.9	19.3	56.8	21.4	0.0	0.0	0.0	0.0	22.7	0.0	18.0
IncremntDel:	0.0	2.0	0.4	23.9	1.0	0.0	0.0	0.0	0.0	2.2	0.0	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	26.9	19.7	80.7	22.4	0.0	0.0	0.0	0.0	24.9	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	19.7	80.7	22.4	0.0	0.0	0.0	0.0	24.9	0.0	18.9
LOS by Move:	A	C	B-	F	C+	A	A	A	A	C	A	B-
HCM2kAvgQ:	0	422	109	76	391	0	0	0	0	436	0	155

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #30: Wolfe Road/Pruneridge Avenue

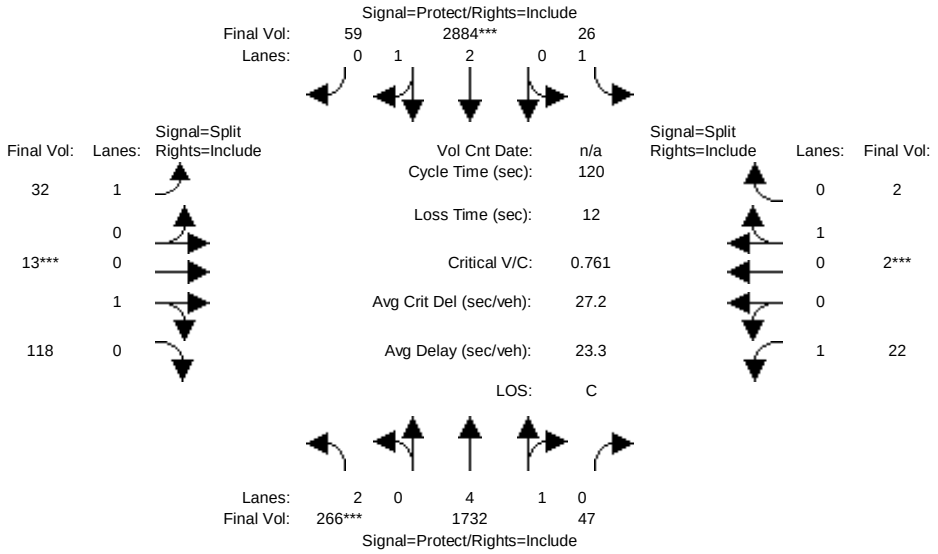


Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	2616	33	9	1315	25	40	18	102	51	5	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2616	33	9	1315	25	40	18	102	51	5	44
Added Vol:	0	54	0	0	114	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2670	33	9	1429	25	40	18	102	51	5	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2670	33	9	1429	25	40	18	102	51	5	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2670	33	9	1429	25	40	18	102	51	5	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2670	33	9	1429	25	40	18	102	51	5	44
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	4.94	0.06	1.00	2.95	0.05	1.00	0.15	0.85	1.00	0.10	0.90
Final Sat.:	3150	9285	115	1750	5504	96	1750	270	1530	1750	184	1616
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.01	0.26	0.26	0.02	0.07	0.07	0.03	0.03	0.03
Crit Moves:		****		****				****			****	
Green Time:	14.8	73.9	73.9	7.0	66.0	66.0	17.1	17.1	17.1	10.0	10.0	10.0
Volume/Cap:	0.29	0.47	0.47	0.09	0.47	0.47	0.16	0.47	0.47	0.35	0.33	0.33
Uniform Del:	47.8	12.4	12.4	53.5	16.4	16.4	45.1	47.2	47.2	51.9	51.8	51.8
IncremntDel:	1.9	0.3	0.3	1.7	0.5	0.5	1.4	6.0	6.0	6.5	5.7	5.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.6	12.7	12.7	55.2	16.9	16.9	46.5	53.2	53.2	58.4	57.5	57.5
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:	49.6	12.7	12.7	55.2	16.9	16.9	46.5	53.2	53.2	58.4	57.5	57.5
LOS by Move:	D	B	B	E+	B	B	D	D-	D-	E+	E+	E+
HCM2kAvgQ:	61	267	267	10	272	272	36	118	118	56	52	52

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #30: Wolfe Road/Pruneridge Avenue

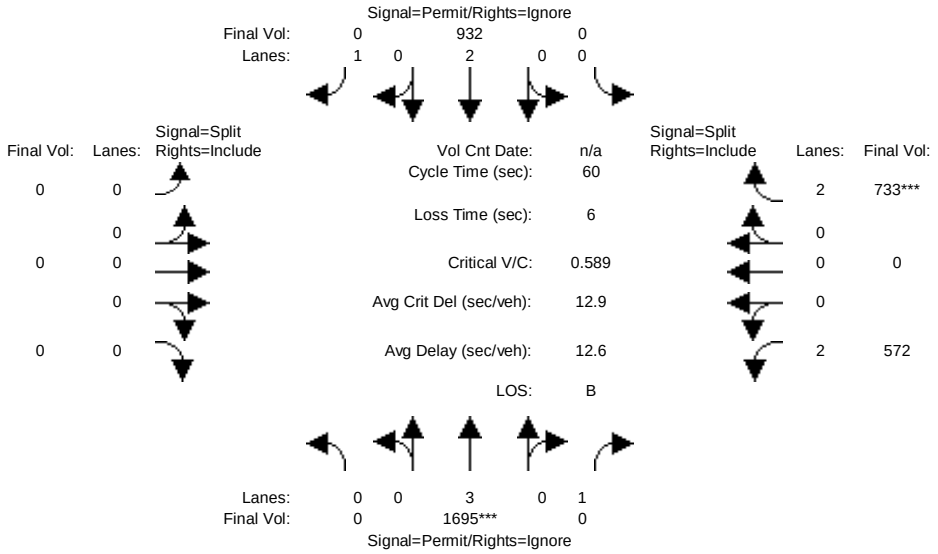


Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	266	1403	47	26	2489	59	32	13	118	22	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1403	47	26	2489	59	32	13	118	22	2	2
Added Vol:	0	329	0	0	395	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1732	47	26	2884	59	32	13	118	22	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1732	47	26	2884	59	32	13	118	22	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1732	47	26	2884	59	32	13	118	22	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1732	47	26	2884	59	32	13	118	22	2	2
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	4.86	0.14	1.00	2.94	0.06	1.00	0.10	0.90	1.00	0.50	0.50
Final Sat.:	3150	9151	248	1750	5488	112	1750	179	1621	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.01	0.53	0.53	0.02	0.07	0.07	0.01	0.00	0.00
Crit Moves:	****				****			****			****	
Green Time:	12.1	66.9	66.9	20.6	75.4	75.4	10.4	10.4	10.4	10.0	10.0	10.0
Volume/Cap:	0.84	0.34	0.34	0.09	0.84	0.84	0.21	0.84	0.84	0.15	0.03	0.03
Uniform Del:	53.0	14.5	14.5	41.8	17.4	17.4	50.9	53.9	53.9	51.1	50.5	50.5
IncremntDel:	22.2	0.2	0.2	0.6	2.5	2.5	3.1	38.5	38.5	2.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	14.7	14.7	42.3	20.0	20.0	54.1	92.4	92.4	53.2	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	14.7	14.7	42.3	20.0	20.0	54.1	92.4	92.4	53.2	50.9	50.9
LOS by Move:	E-	B	B	D	B-	B-	D-	F	F	D-	D	D
HCM2kAvgQ:	204	176	176	22	760	760	33	183	183	23	4	4

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #31: Wolfe Road/I-280 Ramps North

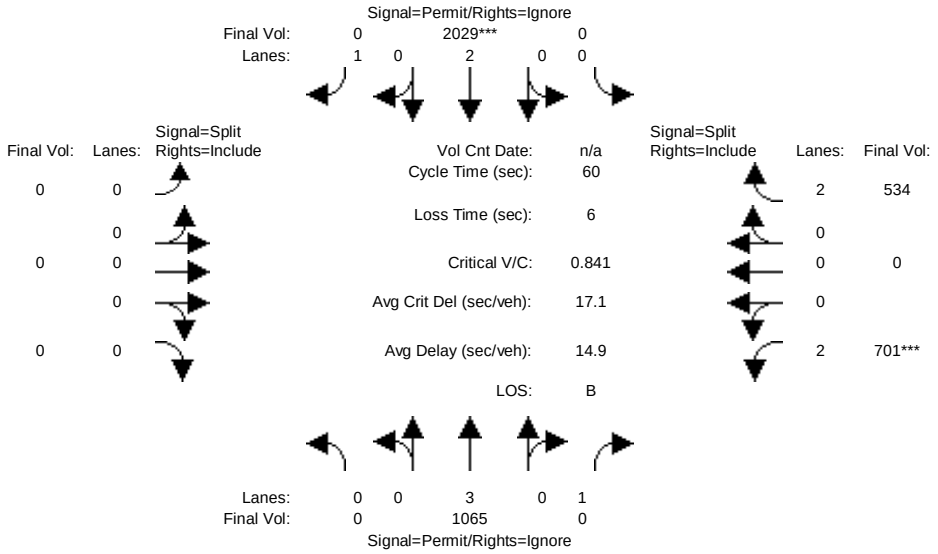


Street Name:	Wolfe Road						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1641	525	0	818	471	0	0	0	506	0	733
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1641	525	0	818	471	0	0	0	506	0	733
Added Vol:	0	54	22	0	114	0	0	0	0	66	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1695	547	0	932	471	0	0	0	572	0	733
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	1695	0	0	932	0	0	0	0	572	0	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1695	0	0	932	0	0	0	0	572	0	733
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	1695	0	0	932	0	0	0	0	572	0	733
Saturation Flow 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	0.83
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.18	0.00	0.23
Crit Moves:		****										****
Green Time:	0.0	30.3	0.0	0.0	30.3	0.0	0.0	0.0	0.0	23.7	0.0	23.7
Volume/Cap:	0.00	0.59	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.46	0.00	0.59
Uniform Del:	0.0	10.5	0.0	0.0	9.7	0.0	0.0	0.0	0.0	13.4	0.0	14.3
IncremntDel:	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	1.2	0.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.4	0.0	0.0	10.6	0.0	0.0	0.0	0.0	14.6	0.0	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:	0.0	11.4	0.0	0.0	10.6	0.0	0.0	0.0	0.0	14.6	0.0	16.4
LOS by Move:	A	B+	A	A	B+	A	A	A	A	B	A	B
HCM2kAvgQ:	0	201	0	0	151	0	0	0	0	127	0	180

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #31: Wolfe Road/I-280 Ramps North

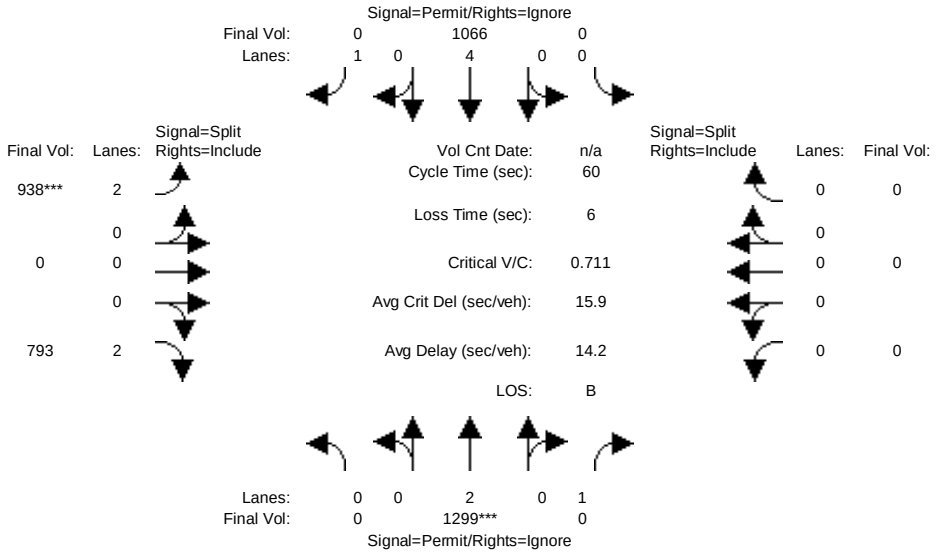


Street Name:	Wolfe Road						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	736	829	0	1634	927	0	0	0	473	0	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	736	829	0	1634	927	0	0	0	473	0	534
Added Vol:	0	329	132	0	395	0	0	0	0	228	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1065	961	0	2029	927	0	0	0	701	0	534
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	1065	0	0	2029	0	0	0	0	701	0	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	0	0	2029	0	0	0	0	701	0	534
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	1065	0	0	2029	0	0	0	0	701	0	534
Saturation Flow 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	0.83
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.22	0.00	0.17
Crit Moves:					****					****		
Green Time:	0.0	38.1	0.0	0.0	38.1	0.0	0.0	0.0	0.0	15.9	0.0	15.9
Volume/Cap:	0.00	0.29	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.00	0.64
Uniform Del:	0.0	4.9	0.0	0.0	8.6	0.0	0.0	0.0	0.0	20.9	0.0	19.5
IncremntDel:	0.0	0.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	10.0	0.0	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.1	0.0	0.0	12.3	0.0	0.0	0.0	0.0	30.8	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	5.1	0.0	0.0	12.3	0.0	0.0	0.0	0.0	30.8	0.0	23.3
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	77	0	0	442	0	0	0	0	262	0	160

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #32: Wolfe Road/I-280 Ramps South

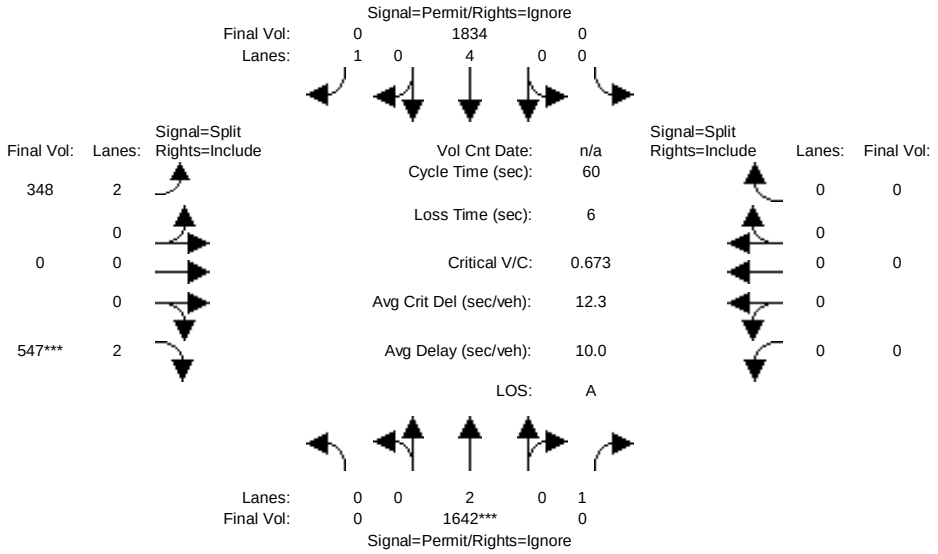


Street Name:	Wolfe Road						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1223	384	0	886	429	938	0	758	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	1223	384	0	886	429	938	0	758	0	0	0
Added Vol:	0	76	20	0	180	0	0	0	35	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1299	404	0	1066	429	938	0	793	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	1299	0	0	1066	0	938	0	793	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1299	0	0	1066	0	938	0	793	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	1299	0	0	1066	0	938	0	793	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	0.34	0.00	0.00	0.14	0.00	0.30	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	28.9	0.0	0.0	28.9	0.0	25.1	0.0	25.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.00	0.00	0.29	0.00	0.71	0.00	0.60	0.00	0.00	0.00
Uniform Del:	0.0	12.3	0.0	0.0	9.4	0.0	14.4	0.0	13.5	0.0	0.0	0.0
IncremntDel:	0.0	2.4	0.0	0.0	0.2	0.0	3.3	0.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	0.0	0.0	9.6	0.0	17.7	0.0	15.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	9.6	0.0	17.7	0.0	15.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	271	0	0	77	0	252	0	191	0	0	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #32: Wolfe Road/I-280 Ramps South

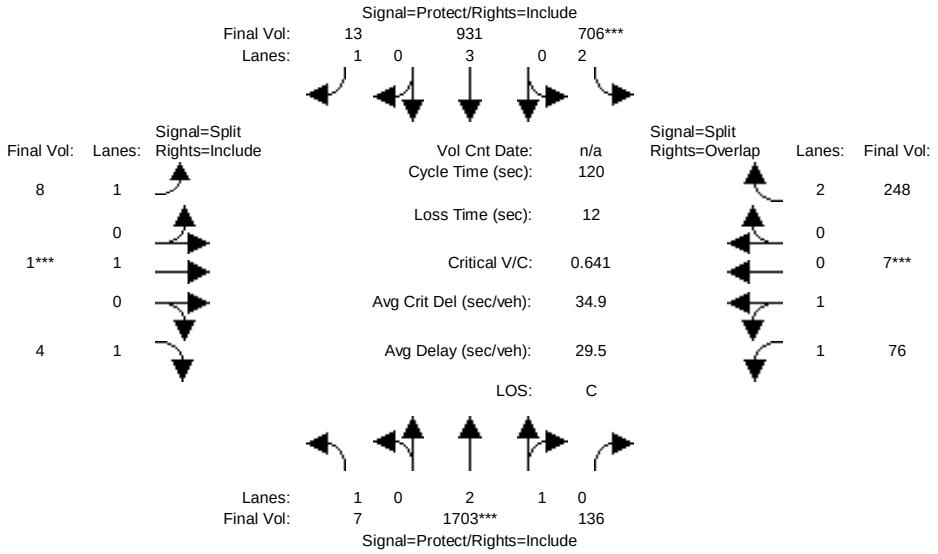


Street Name:	Wolfe Road						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1181	537	0	1211	858	348	0	425	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	1181	537	0	1211	858	348	0	425	0	0	0
Added Vol:	0	461	123	0	623	0	0	0	122	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1642	660	0	1834	858	348	0	547	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	1642	0	0	1834	0	348	0	547	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1642	0	0	1834	0	348	0	547	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	1642	0	0	1834	0	348	0	547	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	0.43	0.00	0.00	0.24	0.00	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	38.5	0.0	0.0	38.5	0.0	15.5	0.0	15.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.38	0.00	0.43	0.00	0.67	0.00	0.00	0.00
Uniform Del:	0.0	6.8	0.0	0.0	5.1	0.0	18.6	0.0	20.0	0.0	0.0	0.0
IncremntDel:	0.0	1.5	0.0	0.0	0.2	0.0	1.6	0.0	4.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.3	0.0	0.0	5.3	0.0	20.2	0.0	24.4	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	8.3	0.0	0.0	5.3	0.0	20.2	0.0	24.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	A	C	A	A	A
HCM2kAvgQ:	0	265	0	0	105	0	91	0	170	0	0	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #33: Wolfe Road/Vallco Parkway

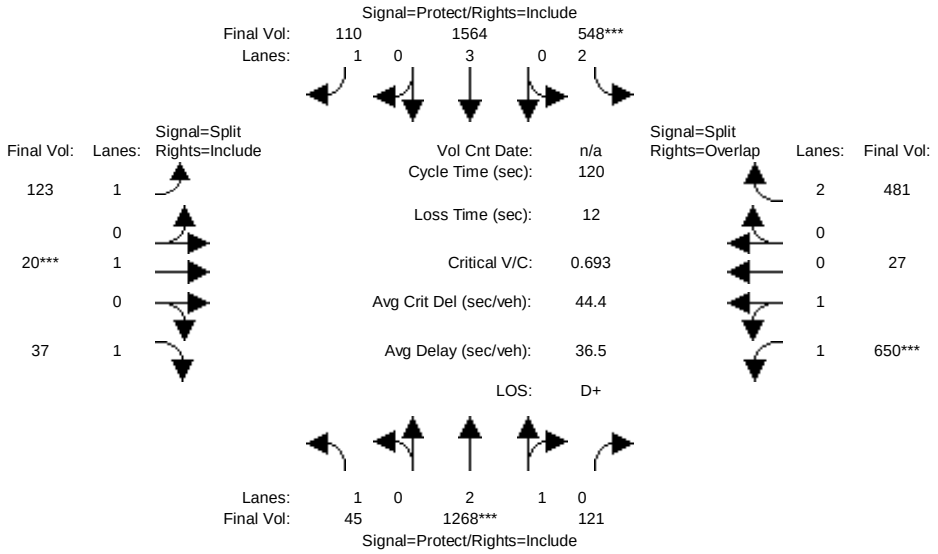


Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1703	136	706	931	13	8	1	4	76	7	248
Growth Adj:	1.00	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	1703	136	706	931	13	8	1	4	76	7	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1703	136	706	931	13	8	1	4	76	7	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1703	136	706	931	13	8	1	4	76	7	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1703	136	706	931	13	8	1	4	76	7	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1703	136	706	931	13	8	1	4	76	7	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.77	0.23	2.00	3.00	1.00	1.00	1.00	1.00	1.83	0.17	2.00
Final Sat.:	1750	5185	414	3150	5700	1750	1750	1900	1750	3251	299	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.22	0.16	0.01	0.00	0.00	0.00	0.02	0.02	0.08
Crit Moves:		****		****				****			****	
Green Time:	23.2	52.3	52.3	35.7	64.8	64.8	10.0	10.0	10.0	10.0	10.0	45.7
Volume/Cap:	0.02	0.75	0.75	0.75	0.30	0.01	0.05	0.01	0.03	0.28	0.28	0.21
Uniform Del:	39.2	28.4	28.4	38.2	15.2	12.8	50.6	50.4	50.5	51.6	51.6	25.0
IncremntDel:	0.1	2.2	2.2	5.6	0.3	0.0	0.7	0.1	0.3	2.4	2.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	30.6	30.6	43.8	15.4	12.8	51.4	50.5	50.9	54.0	54.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	30.6	30.6	43.8	15.4	12.8	51.4	50.5	50.9	54.0	54.0	25.4
LOS by Move:	D	C	C	D	B	B	D-	D	D	D-	D-	C
HCM2kAvgQ:	5	486	486	383	157	6	8	1	4	38	38	91

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #33: Wolfe Road/Vallco Parkway

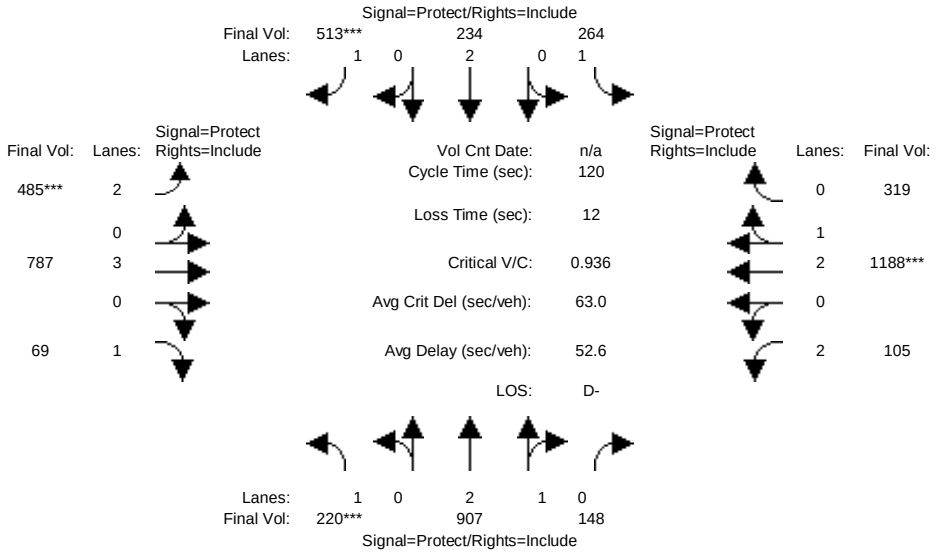


Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	1268	121	548	1564	110	123	20	37	650	27	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1268	121	548	1564	110	123	20	37	650	27	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1268	121	548	1564	110	123	20	37	650	27	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1268	121	548	1564	110	123	20	37	650	27	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1268	121	548	1564	110	123	20	37	650	27	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1268	121	548	1564	110	123	20	37	650	27	481
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	1.92	0.08	2.00
Final Sat.:	1750	5112	488	3150	5700	1750	1750	1900	1750	3408	142	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.17	0.27	0.06	0.07	0.01	0.02	0.19	0.19	0.15
Crit Moves:		****		****				****		****		
Green Time:	11.6	38.8	38.8	27.2	54.4	54.4	12.2	12.2	12.2	29.8	29.8	57.0
Volume/Cap:	0.27	0.77	0.77	0.77	0.60	0.14	0.69	0.10	0.21	0.77	0.77	0.32
Uniform Del:	50.3	36.5	36.5	43.4	24.7	19.1	52.1	49.0	49.5	41.9	41.9	19.5
IncremntDel:	3.8	3.2	3.2	7.7	1.1	0.4	19.9	1.1	2.6	6.3	6.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.1	39.7	39.7	51.2	25.8	19.5	72.0	50.0	52.1	48.2	48.2	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:	54.1	39.7	39.7	51.2	25.8	19.5	72.0	50.0	52.1	48.2	48.2	20.1
LOS by Move:	D-	D	D	D-	C	B-	E	D	D-	D	D	C+
HCM2kAvgQ:	39	384	384	308	370	63	153	18	37	331	331	163

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #34: Wolfe Road/Stevens Creek Boulevard

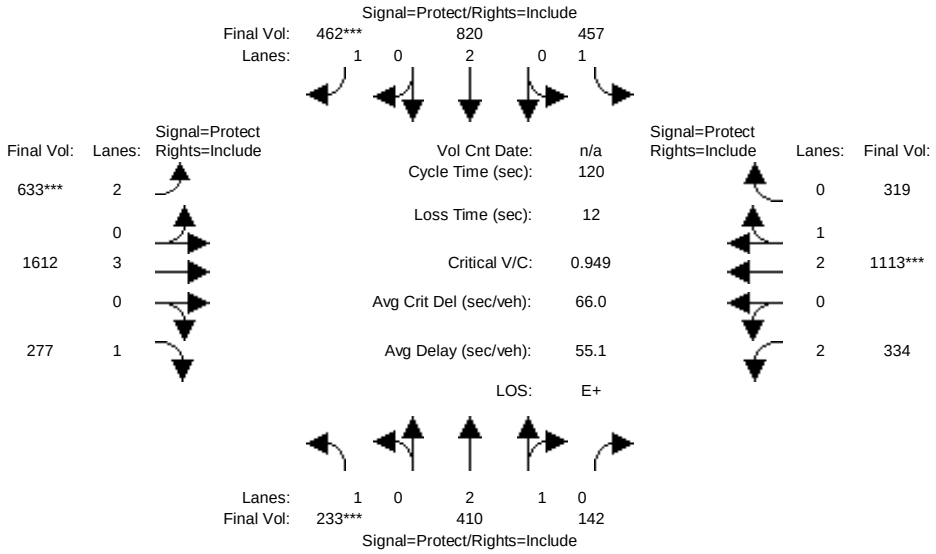


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	907	148	264	234	513	485	787	69	105	1188	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	907	148	264	234	513	485	787	69	105	1188	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	907	148	264	234	513	485	787	69	105	1188	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	907	148	264	234	513	485	787	69	105	1188	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	907	148	264	234	513	485	787	69	105	1188	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	907	148	264	234	513	485	787	69	105	1188	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.56	0.44	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	1750	4813	785	1750	3800	1750	3150	5700	1750	3150	4413	1185
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.15	0.06	0.29	0.15	0.14	0.04	0.03	0.27	0.27
Crit Moves:	****					****	****				****	
Green Time:	16.1	29.8	29.8	23.9	37.6	37.6	19.7	38.2	38.2	16.1	34.5	34.5
Volume/Cap:	0.94	0.76	0.76	0.76	0.20	0.94	0.94	0.43	0.12	0.25	0.94	0.94
Uniform Del:	51.4	41.7	41.7	45.3	30.1	40.0	49.5	32.4	29.1	46.5	41.7	41.7
IncremntDel:	44.1	3.9	3.9	14.3	0.4	25.4	26.4	0.8	0.5	1.4	11.6	11.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.5	45.6	45.6	59.6	30.5	65.4	75.9	33.1	29.5	47.9	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:	95.5	45.6	45.6	59.6	30.5	65.4	75.9	33.1	29.5	47.9	53.2	53.2
LOS by Move:	F	D	D	E+	C	E	E-	C-	C	D	D-	D-
HCM2kAvgQ:	310	342	342	271	77	601	329	191	48	55	568	568

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #34: Wolfe Road/Stevens Creek Boulevard

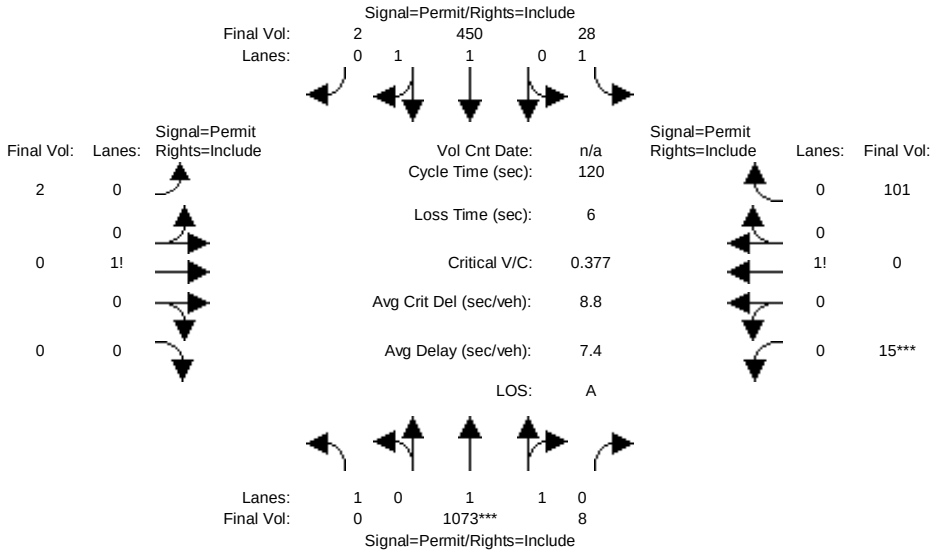


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	233	410	142	457	820	462	633	1612	277	334	1113	319
Growth Adj:	1.00	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	410	142	457	820	462	633	1612	277	334	1113	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	410	142	457	820	462	633	1612	277	334	1113	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	410	142	457	820	462	633	1612	277	334	1113	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	410	142	457	820	462	633	1612	277	334	1113	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	410	142	457	820	462	633	1612	277	334	1113	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.20	0.80	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	1750	4158	1440	1750	3800	1750	3150	5700	1750	3150	4351	1247
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.26	0.22	0.26	0.20	0.28	0.16	0.11	0.26	0.26
Crit Moves:	****					****	****				****	
Green Time:	16.8	13.8	13.8	36.5	33.4	33.4	25.4	42.0	42.0	15.8	32.4	32.4
Volume/Cap:	0.95	0.86	0.86	0.86	0.78	0.95	0.95	0.81	0.45	0.81	0.95	0.95
Uniform Del:	51.2	52.2	52.2	39.4	39.9	42.5	46.6	35.3	30.1	50.7	43.0	43.0
IncremntDel:	45.6	14.0	14.0	16.4	5.6	29.8	24.3	3.6	2.4	15.5	13.8	13.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.7	66.2	66.2	55.8	45.4	72.3	71.0	39.0	32.5	66.2	56.8	56.8
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:	96.7	66.2	66.2	55.8	45.4	72.3	71.0	39.0	32.5	66.2	56.8	56.8
LOS by Move:	F	E	E	E+	D	E	E	D+	C-	E	E+	E+
HCM2kAvgQ:	330	236	236	473	366	537	413	475	209	234	556	556

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #35: Miller Avenue/Calle De Barcelona

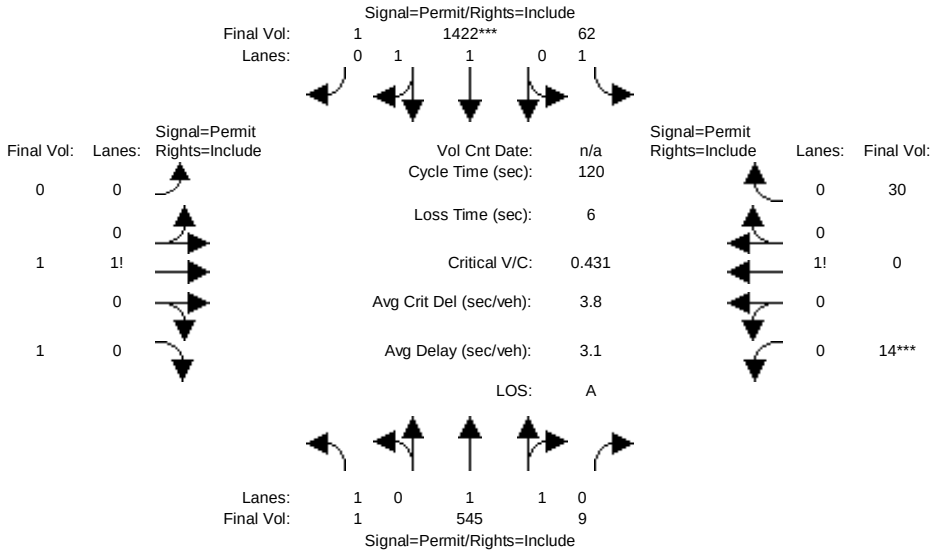


Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1033	8	28	426	2	2	0	0	15	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	1033	8	28	426	2	2	0	0	15	0	101
Added Vol:	0	40	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1073	8	28	450	2	2	0	0	15	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1073	8	28	450	2	2	0	0	15	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1073	8	28	450	2	2	0	0	15	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1073	8	28	450	2	2	0	0	15	0	101
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	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	1.00	0.00	0.00	0.13	0.00	0.87
Final Sat.:	1750	3673	27	1750	3684	16	1750	0	0	226	0	1524
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.02	0.12	0.12	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****								****		
Green Time:	0.0	92.9	92.9	92.9	92.9	92.9	21.1	0.0	0.0	21.1	0.0	21.1
Volume/Cap:	0.00	0.38	0.38	0.02	0.16	0.16	0.01	0.00	0.00	0.38	0.00	0.38
Uniform Del:	0.0	4.3	4.3	3.1	3.5	3.5	40.8	0.0	0.0	43.7	0.0	43.7
IncremntDel:	0.0	0.4	0.4	0.0	0.1	0.1	0.0	0.0	0.0	3.5	0.0	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.7	4.7	3.1	3.6	3.6	40.9	0.0	0.0	47.2	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:	0.0	4.7	4.7	3.1	3.6	3.6	40.9	0.0	0.0	47.2	0.0	47.2
LOS by Move:	A	A	A	A	A	A	D	A	A	D	A	D
HCM2kAvgQ:	0	163	163	6	54	54	2	0	0	107	0	107

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #35: Miller Avenue/Calle De Barcelona

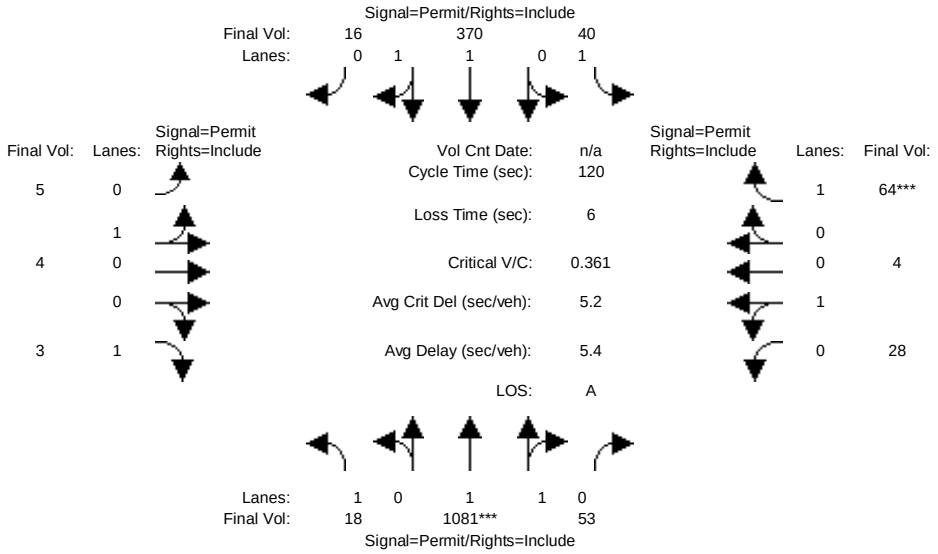


Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	408	9	62	1274	1	0	1	1	14	0	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:	1	408	9	62	1274	1	0	1	1	14	0	30
Added Vol:	0	137	0	0	148	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	545	9	62	1422	1	0	1	1	14	0	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:	1	545	9	62	1422	1	0	1	1	14	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	545	9	62	1422	1	0	1	1	14	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	545	9	62	1422	1	0	1	1	14	0	30
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.00	0.50	0.50	0.32	0.00	0.68
Final Sat.:	1750	3640	60	1750	3697	3	0	900	900	557	0	1193
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.38	0.38	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:					****					****		
Green Time:	104.0	104	104.0	104.0	104	104.0	0.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.17	0.17	0.04	0.44	0.44	0.00	0.01	0.01	0.30	0.00	0.30
Uniform Del:	1.1	1.3	1.3	1.1	1.7	1.7	0.0	50.5	50.5	51.7	0.0	51.7
IncremntDel:	0.0	0.1	0.1	0.1	0.4	0.4	0.0	0.2	0.2	5.2	0.0	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	1.1	1.4	1.4	1.2	2.2	2.2	0.0	50.6	50.6	57.0	0.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	1.4	1.4	1.2	2.2	2.2	0.0	50.6	50.6	57.0	0.0	57.0
LOS by Move:	A	A	A	A	A	A	A	D	D	E+	A	E+
HCM2kAvgQ:	0	42	42	9	152	152	0	2	2	48	0	48

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #36: Miller Avenue/Phil Lane

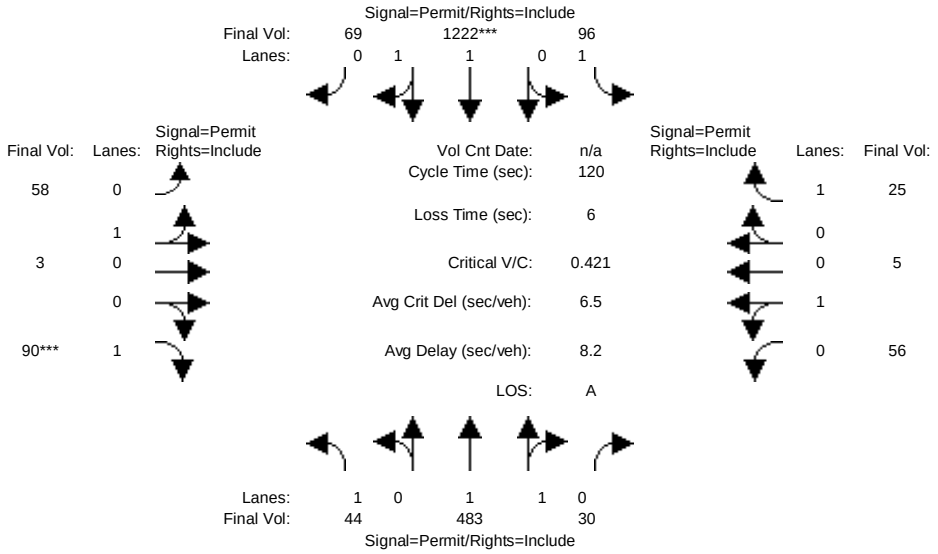


Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	1041	53	40	346	16	5	4	3	28	4	64
Growth Adj:	1.00	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	1041	53	40	346	16	5	4	3	28	4	64
Added Vol:	0	40	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1081	53	40	370	16	5	4	3	28	4	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:	18	1081	53	40	370	16	5	4	3	28	4	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1081	53	40	370	16	5	4	3	28	4	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:	18	1081	53	40	370	16	5	4	3	28	4	64
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	0.56	0.44	1.00	0.87	0.13	1.00
Final Sat.:	1750	3527	173	1750	3547	153	1000	800	1750	1575	225	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.02	0.10	0.10	0.01	0.01	0.00	0.02	0.02	0.04
Crit Moves:		****										****
Green Time:	101.8	102	101.8	101.8	102	101.8	12.2	12.2	12.2	12.2	12.2	12.2
Volume/Cap:	0.01	0.36	0.36	0.03	0.12	0.12	0.05	0.05	0.02	0.18	0.18	0.36
Uniform Del:	1.4	2.0	2.0	1.4	1.5	1.5	48.7	48.7	48.5	49.3	49.3	50.3
IncremntDel:	0.0	0.3	0.3	0.0	0.1	0.1	0.5	0.5	0.2	2.1	2.1	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	1.4	2.3	2.3	1.4	1.6	1.6	49.2	49.2	48.7	51.4	51.4	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:	1.4	2.3	2.3	1.4	1.6	1.6	49.2	49.2	48.7	51.4	51.4	55.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D-	D-	E+
HCM2kAvgQ:	3	120	120	6	31	31	8	8	3	31	31	68

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #36: Miller Avenue/Phil Lane

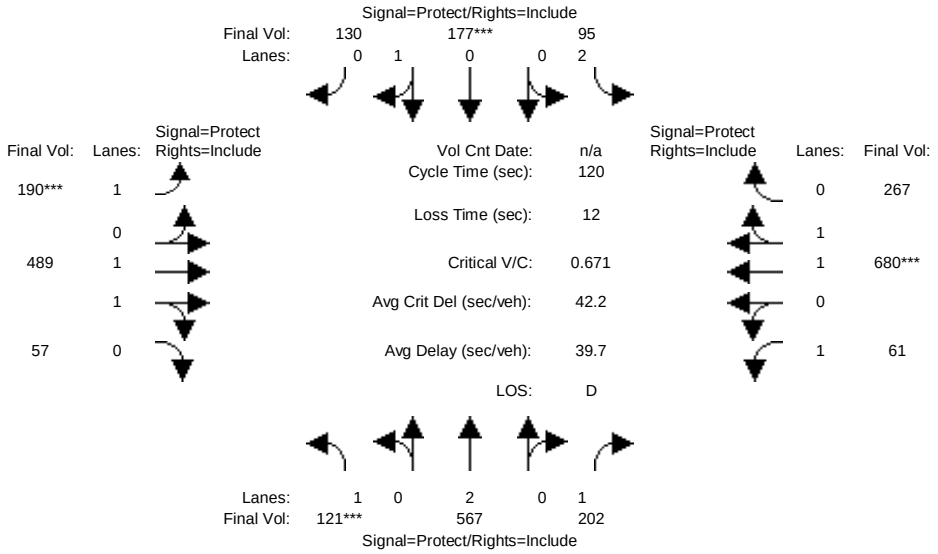


Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	346	30	96	1074	69	58	3	90	56	5	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:	44	346	30	96	1074	69	58	3	90	56	5	25
Added Vol:	0	137	0	0	148	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	483	30	96	1222	69	58	3	90	56	5	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	483	30	96	1222	69	58	3	90	56	5	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	483	30	96	1222	69	58	3	90	56	5	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	483	30	96	1222	69	58	3	90	56	5	25
Saturation 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	1.89	0.11	0.95	0.05	1.00	0.92	0.08	1.00
Final Sat.:	1750	3483	216	1750	3502	198	1711	89	1750	1652	148	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.05	0.35	0.35	0.03	0.03	0.05	0.03	0.03	0.01
Crit Moves:					****				****			
Green Time:	99.4	99.4	99.4	99.4	99.4	99.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.03	0.17	0.17	0.07	0.42	0.42	0.28	0.28	0.42	0.28	0.28	0.12
Uniform Del:	1.8	2.1	2.1	1.9	2.7	2.7	47.9	47.9	48.8	47.9	47.9	46.9
IncremntDel:	0.0	0.1	0.1	0.1	0.4	0.4	3.1	3.1	6.0	3.1	3.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	1.9	2.2	2.2	2.0	3.2	3.2	51.0	51.0	54.8	51.0	51.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.9	2.2	2.2	2.0	3.2	3.2	51.0	51.0	54.8	51.0	51.0	48.0
LOS by Move:	A	A	A	A	A	A	D	D	D-	D	D	D
HCM2kAvgQ:	8	49	49	18	164	164	58	58	93	58	58	23

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #37: Miller Avenue/Bollinger Road

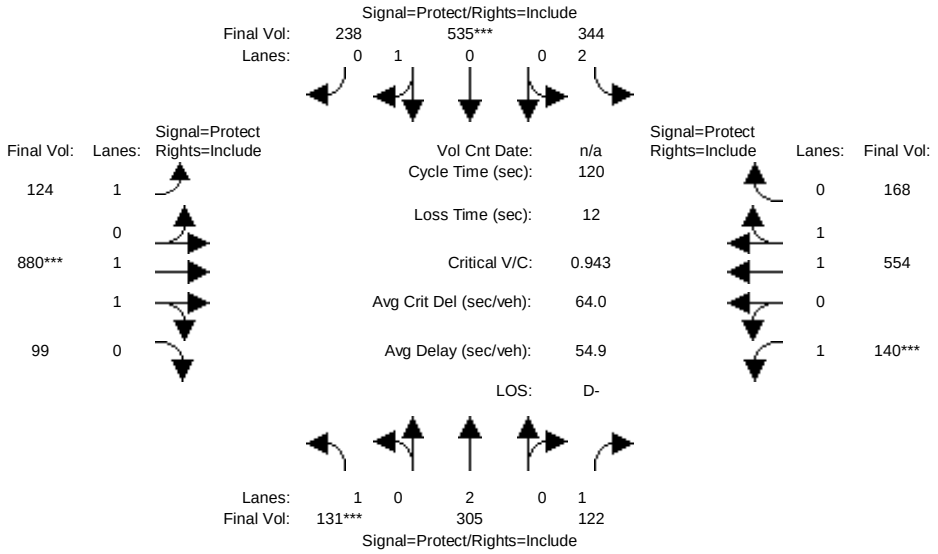


Street Name:	Miller Avenue						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	543	202	91	162	125	181	489	57	61	680	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:	121	543	202	91	162	125	181	489	57	61	680	260
Added Vol:	0	24	0	4	15	5	9	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	567	202	95	177	130	190	489	57	61	680	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:	121	567	202	95	177	130	190	489	57	61	680	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	567	202	95	177	130	190	489	57	61	680	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
FinalVolume:	121	567	202	95	177	130	190	489	57	61	680	267
Saturation 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	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	0.58	0.42	1.00	1.79	0.21	1.00	1.42	0.58
Final Sat.:	1750	3800	1750	3150	1038	762	1750	3313	386	1750	2656	1043
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.12	0.03	0.17	0.17	0.11	0.15	0.15	0.03	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	12.4	30.8	30.8	12.0	30.5	30.5	19.4	46.7	46.7	18.5	45.8	45.8
Volume/Cap:	0.67	0.58	0.45	0.30	0.67	0.67	0.67	0.38	0.38	0.23	0.67	0.67
Uniform Del:	51.9	39.0	37.5	50.1	40.3	40.3	47.3	26.3	26.3	44.5	30.9	30.9
IncremntDel:	18.2	2.5	3.2	2.4	7.6	7.6	12.0	0.8	0.8	1.9	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.0	41.5	40.7	52.5	47.9	47.9	59.3	27.0	27.0	46.5	33.4	33.4
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:	70.0	41.5	40.7	52.5	47.9	47.9	59.3	27.0	27.0	46.5	33.4	33.4
LOS by Move:	E	D	D	D-	D	D	E+	C	C	D	C-	C-
HCM2kAvgQ:	148	239	174	55	290	290	206	183	183	56	385	385

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #37: Miller Avenue/Bollinger Road

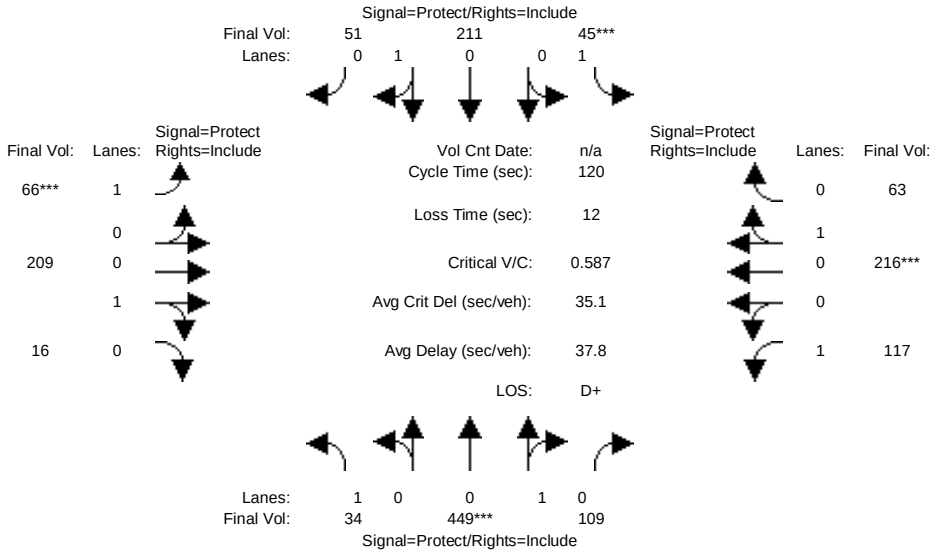


Street Name:	Miller Avenue						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	223	122	318	446	205	94	880	99	140	554	144
Growth Adj:	1.00	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	223	122	318	446	205	94	880	99	140	554	144
Added Vol:	0	82	0	26	89	33	30	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	305	122	344	535	238	124	880	99	140	554	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	305	122	344	535	238	124	880	99	140	554	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	305	122	344	535	238	124	880	99	140	554	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	305	122	344	535	238	124	880	99	140	554	168
Saturation 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	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	0.69	0.31	1.00	1.79	0.21	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	3150	1246	554	1750	3326	374	1750	2838	861
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.11	0.43	0.43	0.07	0.26	0.26	0.08	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	9.5	27.8	27.8	36.4	54.6	54.6	11.7	33.7	33.7	10.2	32.2	32.2
Volume/Cap:	0.94	0.35	0.30	0.36	0.94	0.94	0.73	0.94	0.94	0.94	0.73	0.73
Uniform Del:	55.0	38.5	38.1	32.7	31.2	31.2	52.6	42.2	42.2	54.6	39.9	39.9
IncremntDel:	62.5	1.1	1.9	1.1	20.3	20.3	23.7	17.2	17.2	60.1	4.7	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	117.5	39.6	40.0	33.8	51.5	51.5	76.3	59.4	59.4	114.7	44.6	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:	117.5	39.6	40.0	33.8	51.5	51.5	76.3	59.4	59.4	114.7	44.6	44.6
LOS by Move:	F	D	D	C-	D-	D-	E-	E+	E+	F	D	D
HCM2kAvgQ:	211	119	102	149	836	836	160	566	566	222	340	340

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #38: Miller Avenue/Rainbow Drive

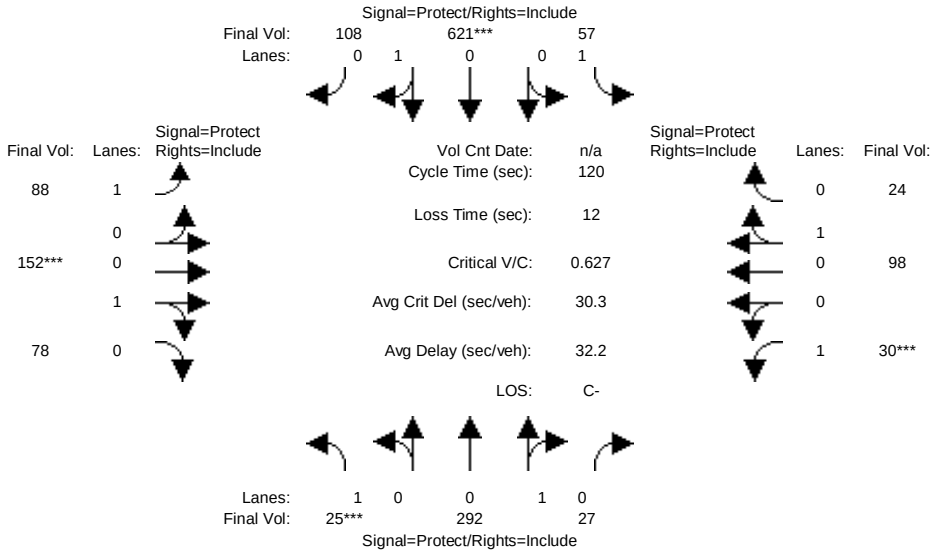


Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	427	109	44	197	51	66	209	16	117	216	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	427	109	44	197	51	66	209	16	117	216	61
Added Vol:	0	22	0	1	14	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	449	109	45	211	51	66	209	16	117	216	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	449	109	45	211	51	66	209	16	117	216	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	449	109	45	211	51	66	209	16	117	216	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
FinalVolume:	34	449	109	45	211	51	66	209	16	117	216	63
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.80	0.20	1.00	0.81	0.19	1.00	0.93	0.07	1.00	0.77	0.23
Final Sat.:	1750	1448	352	1750	1450	350	1750	1672	128	1750	1394	406
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.03	0.15	0.15	0.04	0.13	0.13	0.07	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	19.8	62.3	62.3	7.0	49.5	49.5	7.6	25.2	25.2	13.5	31.1	31.1
Volume/Cap:	0.12	0.60	0.60	0.44	0.35	0.35	0.60	0.59	0.59	0.59	0.60	0.60
Uniform Del:	42.6	20.1	20.1	54.6	24.3	24.3	54.7	42.8	42.8	50.7	38.9	38.9
IncremntDel:	0.8	2.8	2.8	13.2	1.3	1.3	21.6	6.7	6.7	12.6	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.5	22.9	22.9	67.8	25.6	25.6	76.3	49.5	49.5	63.2	44.5	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:	43.5	22.9	22.9	67.8	25.6	25.6	76.3	49.5	49.5	63.2	44.5	44.5
LOS by Move:	D	C+	C+	E	C	C	E-	D	D	E	D	D
HCM2kAvgQ:	30	378	378	57	172	172	89	213	213	133	250	250

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #38: Miller Avenue/Rainbow Drive

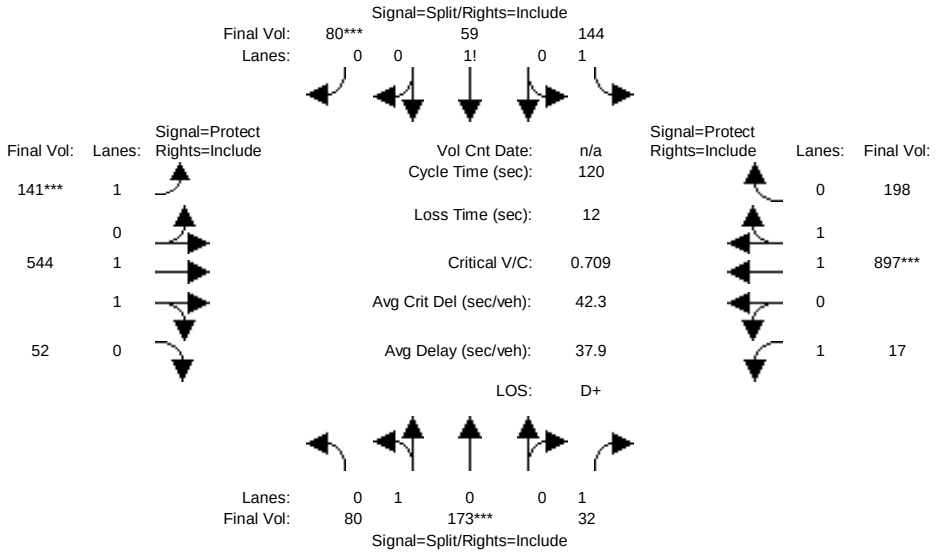


Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	216	27	50	539	108	88	152	78	30	98	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	216	27	50	539	108	88	152	78	30	98	18
Added Vol:	0	76	0	7	82	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	292	27	57	621	108	88	152	78	30	98	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:	25	292	27	57	621	108	88	152	78	30	98	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	292	27	57	621	108	88	152	78	30	98	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
FinalVolume:	25	292	27	57	621	108	88	152	78	30	98	24
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.85	0.15	1.00	0.66	0.34	1.00	0.80	0.20
Final Sat.:	1750	1648	152	1750	1533	267	1750	1190	610	1750	1446	354
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.41	0.41	0.05	0.13	0.13	0.02	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	59.0	59.0	19.4	71.5	71.5	12.2	22.5	22.5	7.0	17.4	17.4
Volume/Cap:	0.24	0.36	0.36	0.20	0.68	0.68	0.50	0.68	0.68	0.29	0.47	0.47
Uniform Del:	54.0	18.8	18.8	43.6	16.5	16.5	51.0	45.4	45.4	54.1	47.1	47.1
IncremntDel:	5.6	1.1	1.1	1.6	3.5	3.5	9.6	10.5	10.5	7.2	5.9	5.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.6	20.0	20.0	45.2	20.0	20.0	60.6	55.9	55.9	61.3	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:	59.6	20.0	20.0	45.2	20.0	20.0	60.6	55.9	55.9	61.3	53.0	53.0
LOS by Move:	E+	B-	B-	D	B-	B-	E	E+	E+	E	D-	D-
HCM2kAvgQ:	29	187	187	51	487	487	98	235	235	36	119	119

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #39: Miller Avenue/Prospect Road

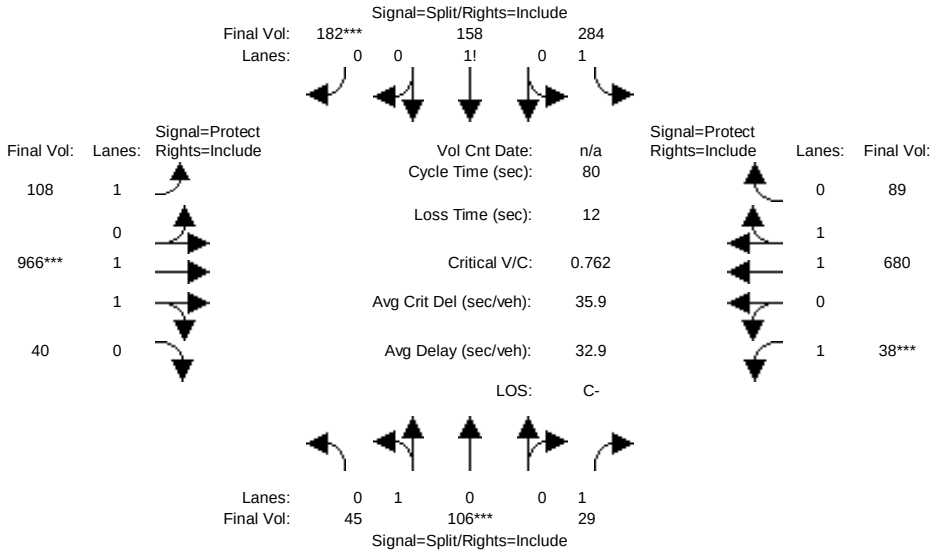


Street Name:	Miller Avenue						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	168	32	140	56	74	130	544	52	17	897	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	168	32	140	56	74	130	544	52	17	897	192
Added Vol:	0	5	0	4	3	6	11	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	173	32	144	59	80	141	544	52	17	897	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:	80	173	32	144	59	80	141	544	52	17	897	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	173	32	144	59	80	141	544	52	17	897	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
FinalVolume:	80	173	32	144	59	80	141	544	52	17	897	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.32	0.68	1.00	1.34	0.28	0.38	1.00	1.82	0.18	1.00	1.63	0.37
Final Sat.:	569	1231	1750	2347	489	664	1750	3377	323	1750	3030	669
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.06	0.12	0.12	0.08	0.16	0.16	0.01	0.30	0.30
Crit Moves:		****				****	****				****	
Green Time:	23.8	23.8	23.8	20.4	20.4	20.4	13.6	46.8	46.8	17.0	50.1	50.1
Volume/Cap:	0.71	0.71	0.09	0.36	0.71	0.71	0.71	0.41	0.41	0.07	0.71	0.71
Uniform Del:	44.9	44.9	39.3	44.0	47.0	47.0	51.3	26.6	26.6	44.7	28.9	28.9
IncremntDel:	11.3	11.3	0.5	1.3	10.2	10.2	19.2	0.9	0.9	0.5	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	56.1	39.8	45.3	57.1	57.1	70.4	27.5	27.5	45.2	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	39.8	45.3	57.1	57.1	70.4	27.5	27.5	45.2	31.7	31.7
LOS by Move:	E+	E+	D	D	E+	E+	E	C	C	D	C	C
HCM2kAvgQ:	260	260	26	100	232	232	172	203	203	15	444	444

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #39: Miller Avenue/Prospect Road

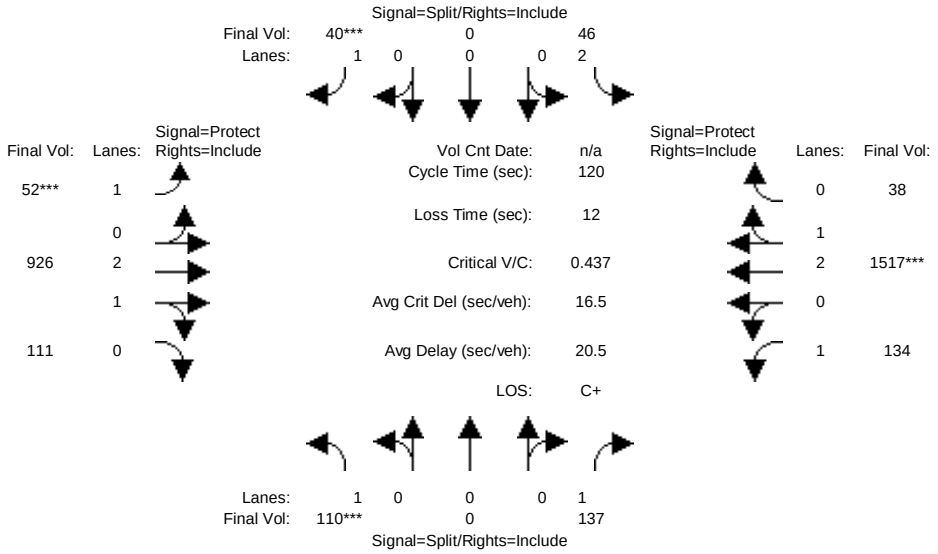


Street Name:	Miller Avenue						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	88	29	261	138	142	72	966	40	38	680	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	88	29	261	138	142	72	966	40	38	680	68
Added Vol:	0	18	0	23	20	40	36	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	106	29	284	158	182	108	966	40	38	680	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	106	29	284	158	182	108	966	40	38	680	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	106	29	284	158	182	108	966	40	38	680	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	106	29	284	158	182	108	966	40	38	680	89
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.30	0.70	1.00	1.30	0.33	0.37	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	536	1264	1750	2276	585	674	1750	3553	147	1750	3271	428
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.12	0.27	0.27	0.06	0.27	0.27	0.02	0.21	0.21
Crit Moves:		****				****		****		****		
Green Time:	10.0	10.0	10.0	25.4	25.4	25.4	9.7	25.6	25.6	7.0	22.9	22.9
Volume/Cap:	0.67	0.67	0.13	0.39	0.85	0.85	0.51	0.85	0.85	0.25	0.73	0.73
Uniform Del:	33.4	33.4	31.1	21.3	25.5	25.5	33.0	25.4	25.4	34.0	25.7	25.7
IncremntDel:	14.8	14.8	1.3	0.7	11.8	11.8	8.6	7.7	7.7	3.8	4.3	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.3	48.3	32.4	22.0	37.3	37.3	41.5	33.2	33.2	37.9	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:	48.3	48.3	32.4	22.0	37.3	37.3	41.5	33.2	33.2	37.9	30.0	30.0
LOS by Move:	D	D	C-	C+	D+	D+	D	C-	C-	D+	C	C
HCM2kAvgQ:	128	128	19	119	370	370	86	372	372	29	256	256

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #40: Stevens Creek Boulevard/Finch Avenue

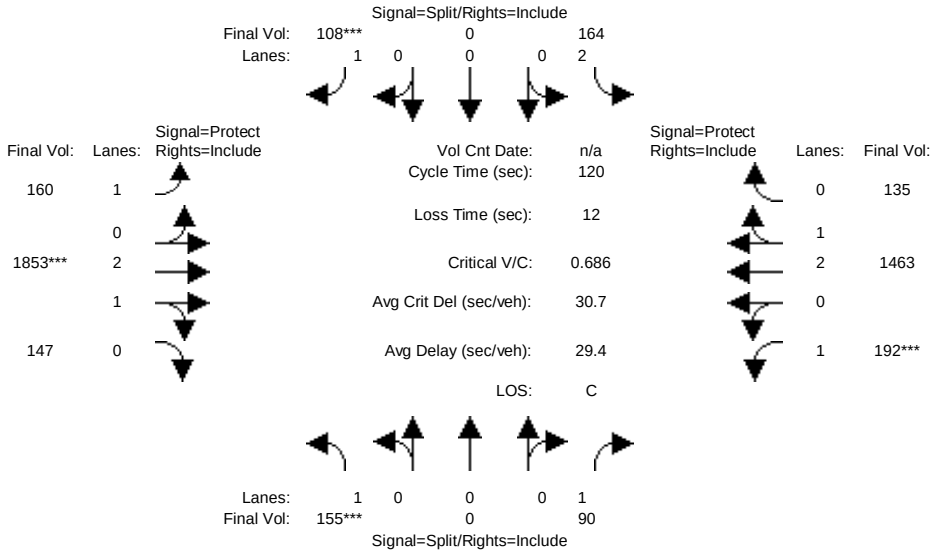


Street Name:	Finch Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	137	46	0	40	52	879	111	134	1491	38
Growth Adj:	1.00	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	0	137	46	0	40	52	879	111	134	1491	38
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	137	46	0	40	52	926	111	134	1517	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:	110	0	137	46	0	40	52	926	111	134	1517	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	137	46	0	40	52	926	111	134	1517	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
FinalVolume:	110	0	137	46	0	40	52	926	111	134	1517	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	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.67	0.33	1.00	2.92	0.08
Final Sat.:	1750	0	1750	3150	0	1750	1750	5000	599	1750	5463	137
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.01	0.00	0.02	0.03	0.19	0.19	0.08	0.28	0.28
Crit Moves:	****					****	****				****	
Green Time:	21.5	0.0	21.5	6.3	0.0	6.3	8.2	59.7	59.7	24.7	76.3	76.3
Volume/Cap:	0.35	0.00	0.44	0.28	0.00	0.44	0.44	0.37	0.37	0.37	0.44	0.44
Uniform Del:	43.1	0.0	43.9	54.7	0.0	55.1	53.7	18.6	18.6	41.0	11.0	11.0
IncremntDel:	3.1	0.0	4.4	4.2	0.0	14.4	11.2	0.4	0.4	2.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.2	0.0	48.2	58.9	0.0	69.6	64.9	18.9	18.9	43.9	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	0.0	48.2	58.9	0.0	69.6	64.9	18.9	18.9	43.9	11.4	11.4
LOS by Move:	D	A	D	E+	A	E	E	B-	B-	D	B+	B+
HCM2kAvgQ:	100	0	129	32	0	53	63	195	195	119	241	241

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #40: Stevens Creek Boulevard/Finch Avenue

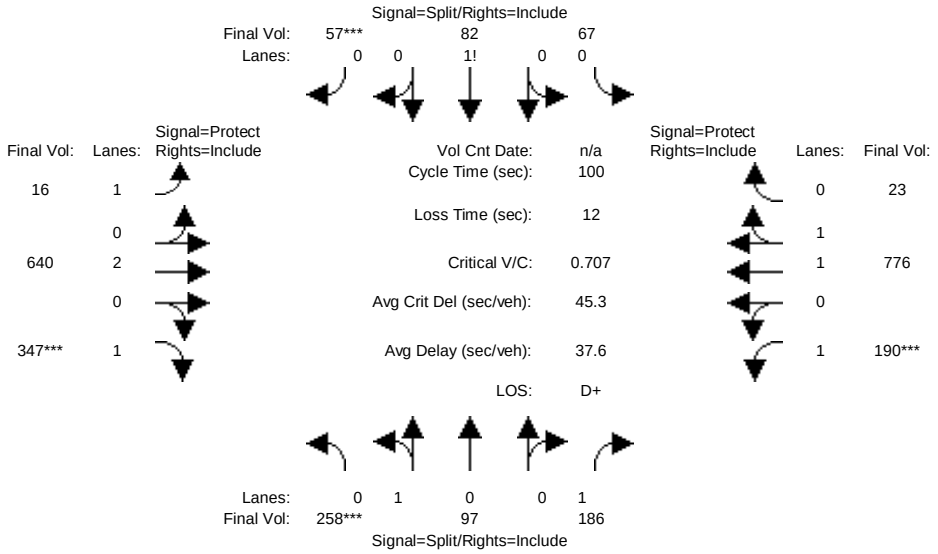


Street Name:	Finch Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	90	164	0	108	160	1565	147	192	1372	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	0	90	164	0	108	160	1565	147	192	1372	135
Added Vol:	0	0	0	0	0	0	0	288	0	0	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	0	90	164	0	108	160	1853	147	192	1463	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:	155	0	90	164	0	108	160	1853	147	192	1463	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	90	164	0	108	160	1853	147	192	1463	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	0	90	164	0	108	160	1853	147	192	1463	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	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.77	0.23	1.00	2.74	0.26
Final Sat.:	1750	0	1750	3150	0	1750	1750	5188	412	1750	5126	473
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.05	0.05	0.00	0.06	0.09	0.36	0.36	0.11	0.29	0.29
Crit Moves:	****					****		****			****	
Green Time:	15.5	0.0	15.5	10.8	0.0	10.8	19.8	62.5	62.5	19.2	61.9	61.9
Volume/Cap:	0.69	0.00	0.40	0.58	0.00	0.69	0.55	0.69	0.69	0.69	0.55	0.55
Uniform Del:	49.9	0.0	48.0	52.4	0.0	53.0	46.0	21.4	21.4	47.6	19.7	19.7
IncremntDel:	15.6	0.0	5.2	8.3	0.0	21.6	7.4	1.3	1.3	12.9	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.6	0.0	53.1	60.8	0.0	74.6	53.5	22.8	22.8	60.4	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	0.0	53.1	60.8	0.0	74.6	53.5	22.8	22.8	60.4	20.5	20.5
LOS by Move:	E	A	D-	E	A	E	D-	C+	C+	E	C+	C+
HCM2kAvgQ:	180	0	91	109	0	138	162	473	473	211	337	337

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #41: Tantau Avenue/Homestead Road

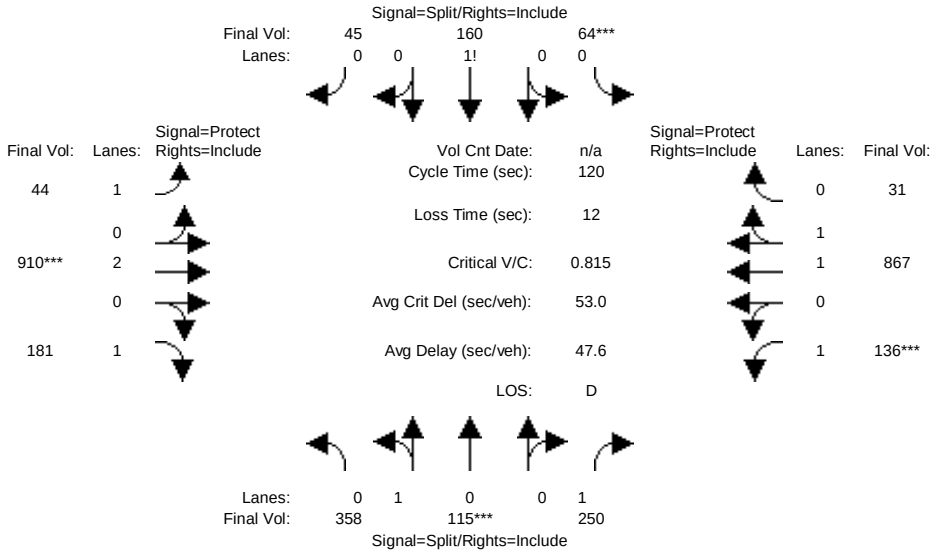


Street Name:	Tantau Avenu						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	97	186	67	82	57	16	618	347	190	723	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:	249	97	186	67	82	57	16	618	347	190	723	23
Added Vol:	9	0	0	0	0	0	0	22	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	97	186	67	82	57	16	640	347	190	776	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:	258	97	186	67	82	57	16	640	347	190	776	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	97	186	67	82	57	16	640	347	190	776	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	97	186	67	82	57	16	640	347	190	776	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	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.73	0.27	1.00	0.32	0.40	0.28	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1308	492	1750	569	697	484	1750	3800	1750	1750	3593	107
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.11	0.12	0.12	0.12	0.01	0.17	0.20	0.11	0.22	0.22
Crit Moves:	****					****			****	****		
Green Time:	27.9	27.9	27.9	16.7	16.7	16.7	10.6	28.1	28.1	15.4	32.8	32.8
Volume/Cap:	0.71	0.71	0.38	0.71	0.71	0.71	0.09	0.60	0.71	0.71	0.66	0.66
Uniform Del:	32.4	32.4	29.1	39.4	39.4	39.4	40.3	31.1	32.3	40.2	28.8	28.8
IncremntDel:	8.1	8.1	2.2	13.5	13.5	13.5	0.9	2.5	8.3	14.5	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	40.5	31.3	52.9	52.9	52.9	41.2	33.6	40.6	54.7	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	31.3	52.9	52.9	52.9	41.2	33.6	40.6	54.7	31.6	31.6
LOS by Move:	D	D	C	D-	D-	D-	D	C-	D	D-	C	C
HCM2kAvgQ:	288	288	128	198	198	198	13	228	289	187	289	289

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #41: Tantau Avenue/Homestead Road

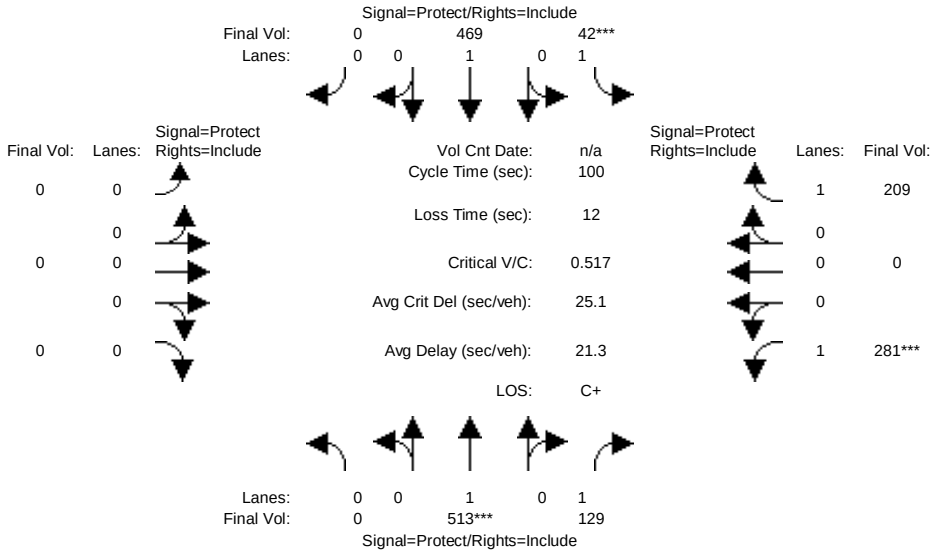


Street Name:	Tantau Avenu						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	328	115	250	64	160	45	44	778	181	136	685	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:	328	115	250	64	160	45	44	778	181	136	685	31
Added Vol:	30	0	0	0	0	0	0	132	0	0	182	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	115	250	64	160	45	44	910	181	136	867	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:	358	115	250	64	160	45	44	910	181	136	867	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	115	250	64	160	45	44	910	181	136	867	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
FinalVolume:	358	115	250	64	160	45	44	910	181	136	867	31
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	0.24	0.59	0.17	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1362	438	1750	416	1041	293	1750	3800	1750	1750	3572	128
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.14	0.15	0.15	0.15	0.03	0.24	0.10	0.08	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	38.7	38.7	38.7	22.6	22.6	22.6	9.0	35.3	35.3	11.4	37.6	37.6
Volume/Cap:	0.82	0.82	0.44	0.82	0.82	0.82	0.33	0.82	0.35	0.82	0.77	0.77
Uniform Del:	37.4	37.4	32.1	46.7	46.7	46.7	52.6	39.3	33.4	53.2	37.3	37.3
IncremntDel:	12.0	12.0	2.5	19.5	19.5	19.5	6.7	6.6	1.9	33.8	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.3	49.3	34.7	66.2	66.2	66.2	59.3	45.9	35.3	87.1	42.4	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:	49.3	49.3	34.7	66.2	66.2	66.2	59.3	45.9	35.3	87.1	42.4	42.4
LOS by Move:	D	D	C-	E	E	E	E+	D	D+	F	D	D
HCM2kAvgQ:	471	471	198	313	313	313	50	439	142	188	421	421

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #42: Tantau Avenue/Pruneridge Avenue

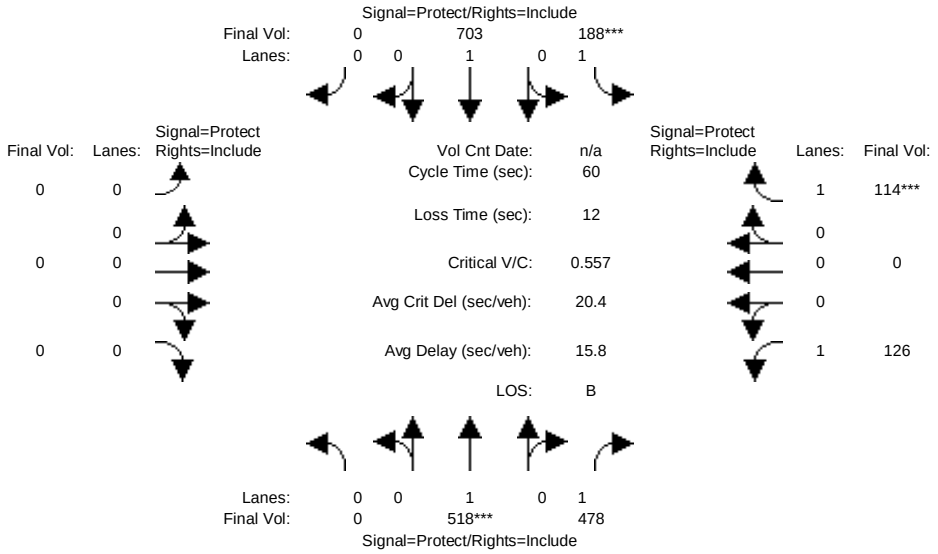


Street Name:	Tantau Avenu						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	513	124	42	469	0	0	0	0	281	0	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	513	124	42	469	0	0	0	0	281	0	200
Added Vol:	0	0	5	0	0	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	513	129	42	469	0	0	0	0	281	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	513	129	42	469	0	0	0	0	281	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	513	129	42	469	0	0	0	0	281	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	513	129	42	469	0	0	0	0	281	0	209
Saturation Flow 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	0.27	0.07	0.02	0.25	0.00	0.00	0.00	0.00	0.16	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	50.8	50.8	7.0	57.8	0.0	0.0	0.0	0.0	30.2	0.0	30.2
Volume/Cap:	0.00	0.53	0.15	0.34	0.43	0.00	0.00	0.00	0.00	0.53	0.00	0.40
Uniform Del:	0.0	16.6	13.1	44.3	11.8	0.0	0.0	0.0	0.0	29.0	0.0	27.7
IncremntDel:	0.0	2.1	0.3	7.5	1.2	0.0	0.0	0.0	0.0	3.8	0.0	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	18.7	13.4	51.8	13.0	0.0	0.0	0.0	0.0	32.8	0.0	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:	0.0	18.7	13.4	51.8	13.0	0.0	0.0	0.0	0.0	32.8	0.0	29.9
LOS by Move:	A	B-	B	D-	B	A	A	A	A	C-	A	C
HCM2kAvgQ:	0	268	56	43	201	0	0	0	0	204	0	141

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #42: Tantau Avenue/Pruneridge Avenue

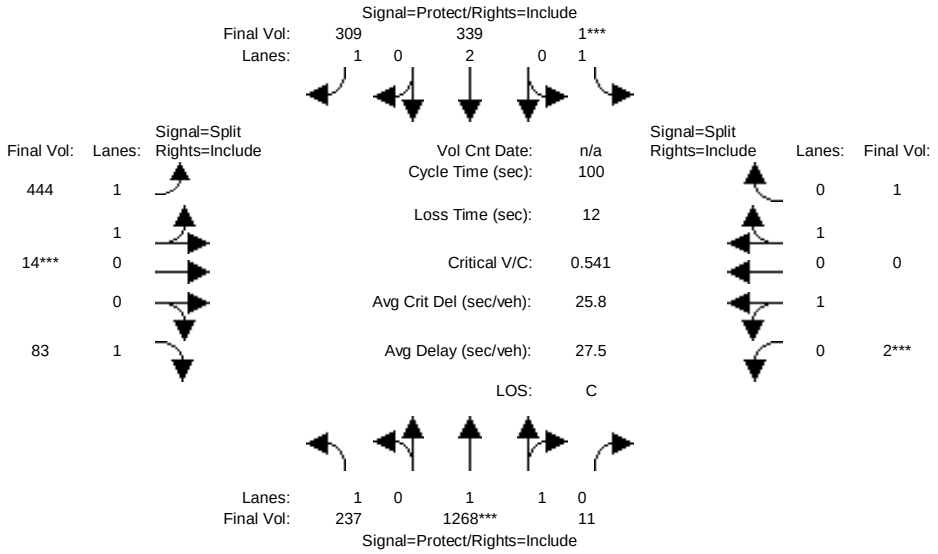


Street Name:	Tantau Avenu						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	518	445	188	703	0	0	0	0	126	0	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:	0	518	445	188	703	0	0	0	0	126	0	84
Added Vol:	0	0	33	0	0	0	0	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	518	478	188	703	0	0	0	0	126	0	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:	0	518	478	188	703	0	0	0	0	126	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	478	188	703	0	0	0	0	126	0	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
FinalVolume:	0	518	478	188	703	0	0	0	0	126	0	114
Saturation Flow 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	0.27	0.27	0.11	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****								****
Green Time:	0.0	27.3	27.3	10.7	38.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.60	0.60	0.60	0.58	0.00	0.00	0.00	0.00	0.43	0.00	0.39
Uniform Del:	0.0	12.3	12.3	22.7	6.4	0.0	0.0	0.0	0.0	22.4	0.0	22.3
IncremntDel:	0.0	3.1	3.4	8.2	2.1	0.0	0.0	0.0	0.0	4.6	0.0	3.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.4	15.6	30.9	8.5	0.0	0.0	0.0	0.0	27.1	0.0	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:	0.0	15.4	15.6	30.9	8.5	0.0	0.0	0.0	0.0	27.1	0.0	26.2
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	198	199	113	205	0	0	0	0	70	0	62

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #43: Tantau Avenue/Vallco Parkway

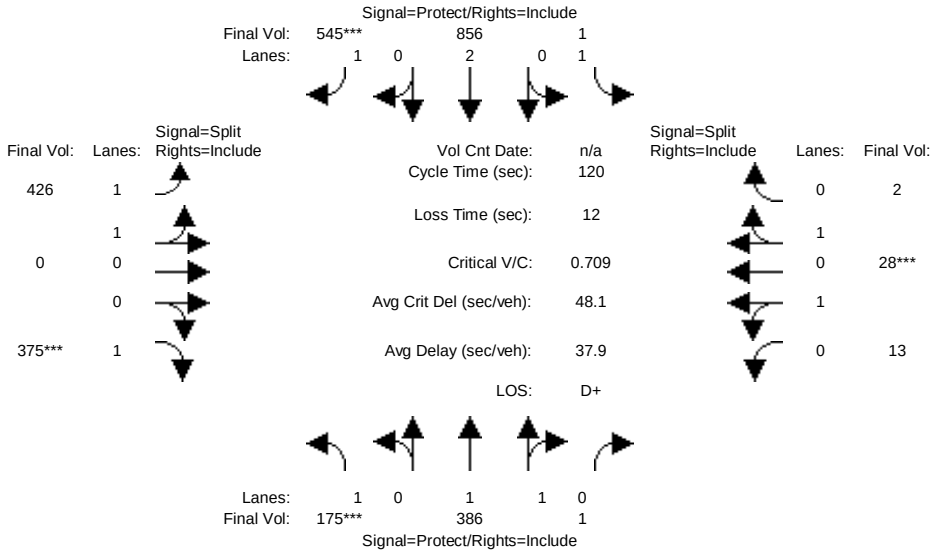


Street Name:	Tantau Avenu						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	237	1268	11	1	339	309	444	14	83	2	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1268	11	1	339	309	444	14	83	2	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	1268	11	1	339	309	444	14	83	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	1268	11	1	339	309	444	14	83	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1268	11	1	339	309	444	14	83	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1268	11	1	339	309	444	14	83	2	0	1
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	0.95	1.00	0.95
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3668	32	1750	3800	1750	3441	109	1750	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.00	0.09	0.18	0.13	0.13	0.05	0.00	0.00	0.00
Crit Moves:		****		****				****		****		
Green Time:	25.5	51.7	51.7	7.0	33.2	33.2	19.3	19.3	19.3	10.0	0.0	10.0
Volume/Cap:	0.53	0.67	0.67	0.01	0.27	0.53	0.67	0.67	0.25	0.01	0.00	0.01
Uniform Del:	32.1	17.8	17.8	43.3	24.5	27.1	37.4	37.4	34.2	40.5	0.0	40.5
IncremntDel:	4.5	1.9	1.9	0.1	0.5	3.5	5.1	5.1	1.7	0.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	36.6	19.7	19.7	43.4	25.0	30.5	42.5	42.5	35.9	40.6	0.0	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	19.7	19.7	43.4	25.0	30.5	42.5	42.5	35.9	40.6	0.0	40.5
LOS by Move:	D+	B-	B-	D	C	C	D	D	D+	D	A	D
HCM2kAvgQ:	181	385	385	1	95	216	203	203	61	2	0	1

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #43: Tantau Avenue/Vallco Parkway

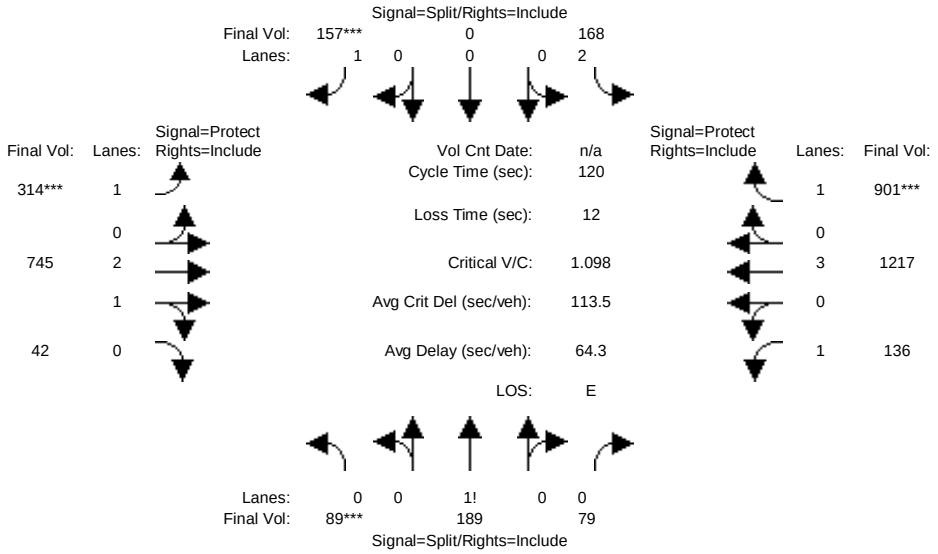


Street Name:	Tantau Avenu						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	386	1	1	856	545	426	0	375	13	28	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	386	1	1	856	545	426	0	375	13	28	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	386	1	1	856	545	426	0	375	13	28	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	386	1	1	856	545	426	0	375	13	28	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	386	1	1	856	545	426	0	375	13	28	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	386	1	1	856	545	426	0	375	13	28	2
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	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.60	1.31	0.09
Final Sat.:	1750	3690	10	1750	3800	1750	3550	0	1750	1088	2344	167
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.23	0.31	0.12	0.00	0.21	0.01	0.01	0.01
Crit Moves:	****					****			****		****	
Green Time:	15.7	41.4	41.4	23.1	48.8	48.8	33.6	0.0	33.6	10.0	10.0	10.0
Volume/Cap:	0.77	0.30	0.30	0.00	0.55	0.77	0.43	0.00	0.77	0.14	0.14	0.14
Uniform Del:	50.4	28.8	28.8	39.2	27.3	30.7	35.4	0.0	39.6	51.0	51.0	51.0
IncremntDel:	21.5	0.6	0.6	0.0	1.4	7.7	1.4	0.0	10.9	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.9	29.4	29.4	39.2	28.7	38.4	36.7	0.0	50.5	52.0	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	29.4	29.4	39.2	28.7	38.4	36.7	0.0	50.5	52.0	52.0	52.0
LOS by Move:	E	C	C	D	C	D+	D+	A	D	D-	D-	D-
HCM2kAvgQ:	214	132	132	1	303	498	174	0	381	22	22	22

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #44: Tantau Avenue/Stevens Creek Boulevard

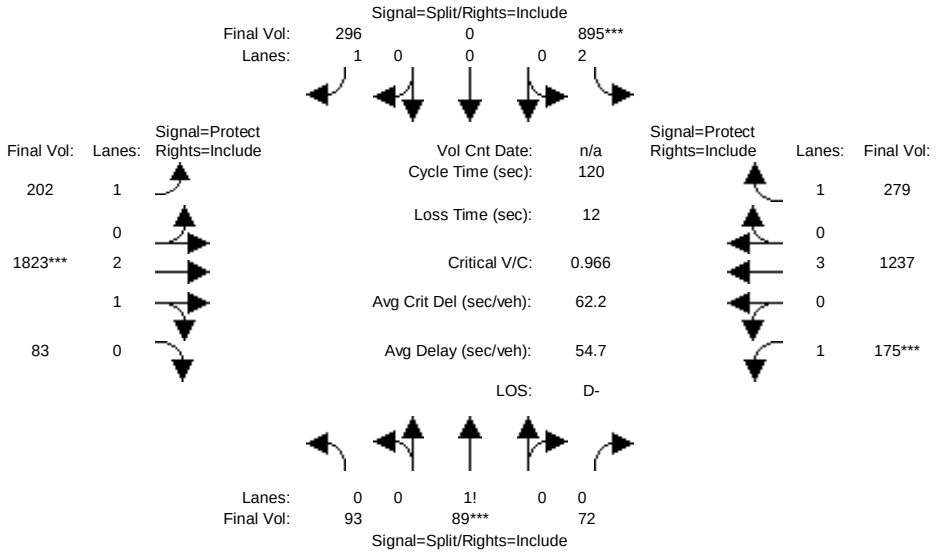


Street Name:	Tantau Avenu						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	189	79	168	0	157	314	745	42	136	1217	901
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	189	79	168	0	157	314	745	42	136	1217	901
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	189	79	168	0	157	314	745	42	136	1217	901
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	189	79	168	0	157	314	745	42	136	1217	901
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	189	79	168	0	157	314	745	42	136	1217	901
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	189	79	168	0	157	314	745	42	136	1217	901
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:	0.25	0.53	0.22	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	436	926	387	3150	0	1750	1750	5301	299	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.05	0.00	0.09	0.18	0.14	0.14	0.08	0.21	0.51
Crit Moves:	****					****	****					****
Green Time:	22.3	22.3	22.3	10.0	0.0	10.0	19.6	48.8	48.8	27.0	56.2	56.2
Volume/Cap:	1.10	1.10	1.10	0.64	0.00	1.08	1.10	0.35	0.35	0.35	0.46	1.10
Uniform Del:	48.9	48.9	48.9	53.3	0.0	55.0	50.2	24.6	24.6	39.1	21.6	31.9
IncremntDel:	79.5	79.5	79.5	11.4	0.0	96.5	82.7	0.4	0.4	2.4	0.6	62.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	128.4	128	128.4	64.6	0.0	151.5	132.9	25.0	25.0	41.5	22.1	94.3
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:	128.4	128	128.4	64.6	0.0	151.5	132.9	25.0	25.0	41.5	22.1	94.3
LOS by Move:	F	F	F	E	A	F	F	C	C	D	C+	F
HCM2kAvgQ:	561	561	561	119	0	278	503	167	167	116	249	1263

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #44: Tantau Avenue/Stevens Creek Boulevard

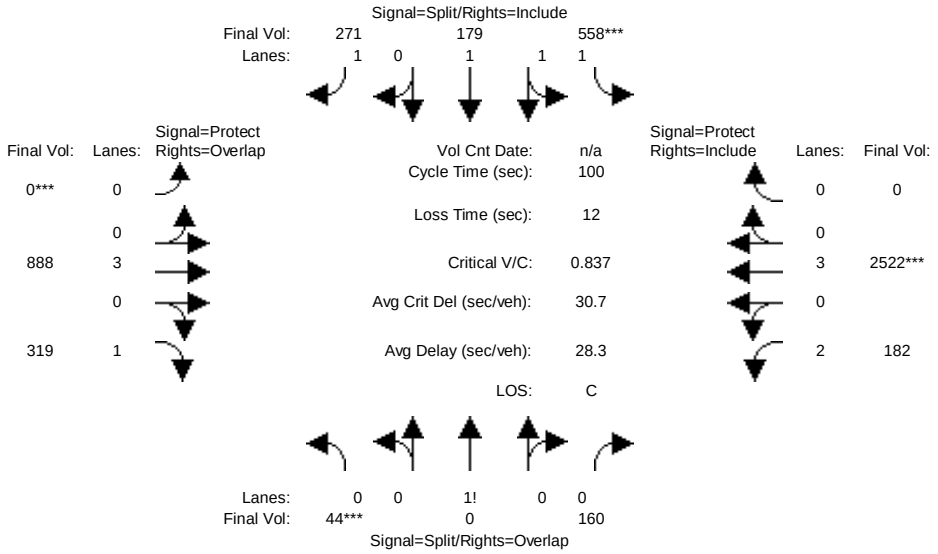


Street Name:	Tantau Avenu						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	89	72	895	0	296	202	1823	83	175	1237	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	89	72	895	0	296	202	1823	83	175	1237	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	89	72	895	0	296	202	1823	83	175	1237	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	89	72	895	0	296	202	1823	83	175	1237	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	89	72	895	0	296	202	1823	83	175	1237	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	89	72	895	0	296	202	1823	83	175	1237	279
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:	0.37	0.35	0.28	2.00	0.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	641	613	496	3150	0	1750	1750	5356	244	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.28	0.00	0.17	0.12	0.34	0.34	0.10	0.22	0.16
Crit Moves:		****		****				****		****		
Green Time:	18.0	18.0	18.0	35.3	0.0	35.3	19.0	42.3	42.3	12.4	35.7	35.7
Volume/Cap:	0.97	0.97	0.97	0.97	0.00	0.58	0.73	0.97	0.97	0.97	0.73	0.54
Uniform Del:	50.7	50.7	50.7	41.8	0.0	36.0	48.1	38.2	38.2	53.6	37.8	35.2
IncremntDel:	47.5	47.5	47.5	22.5	0.0	4.6	15.5	13.7	13.7	58.6	2.8	3.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.2	98.2	98.2	64.2	0.0	40.6	63.6	51.9	51.9	112.2	40.6	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:	98.2	98.2	98.2	64.2	0.0	40.6	63.6	51.9	51.9	112.2	40.6	39.1
LOS by Move:	F	F	F	E	A	D	E	D-	D-	F	D	D
HCM2kAvgQ:	361	361	361	622	0	260	229	721	721	270	368	239

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

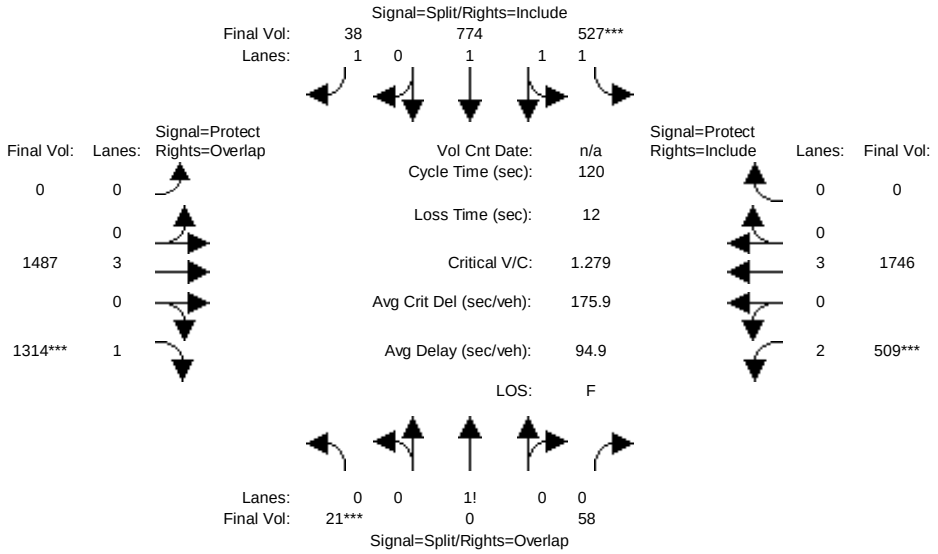


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	160	558	179	271	0	861	266	182	2443	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	160	558	179	271	0	861	266	182	2443	0
Added Vol:	0	0	0	0	0	0	0	27	53	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	160	558	179	271	0	888	319	182	2522	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:	44	0	160	558	179	271	0	888	319	182	2522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	160	558	179	271	0	888	319	182	2522	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	160	558	179	271	0	888	319	182	2522	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.22	0.00	0.78	2.00	1.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	377	0	1373	3150	1900	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.18	0.09	0.15	0.00	0.16	0.18	0.06	0.44	0.00
Crit Moves:	****			****			****				****	
Green Time:	13.9	0.0	30.3	21.2	21.2	21.2	0.0	36.5	50.4	16.4	52.9	0.0
Volume/Cap:	0.84	0.00	0.38	0.84	0.44	0.73	0.00	0.43	0.36	0.35	0.84	0.00
Uniform Del:	41.9	0.0	27.5	37.8	34.3	36.8	0.0	23.9	15.0	37.1	19.9	0.0
IncremntDel:	27.5	0.0	2.1	9.3	0.9	12.0	0.0	0.6	1.2	1.9	2.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	69.4	0.0	29.6	47.0	35.2	48.8	0.0	24.5	16.2	39.0	22.8	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:	69.4	0.0	29.6	47.0	35.2	48.8	0.0	24.5	16.2	39.0	22.8	0.0
LOS by Move:	E	A	C	D	D+	D	A	C	B	D+	C+	A
HCM2kAvgQ:	230	0	137	313	128	249	0	173	160	81	599	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

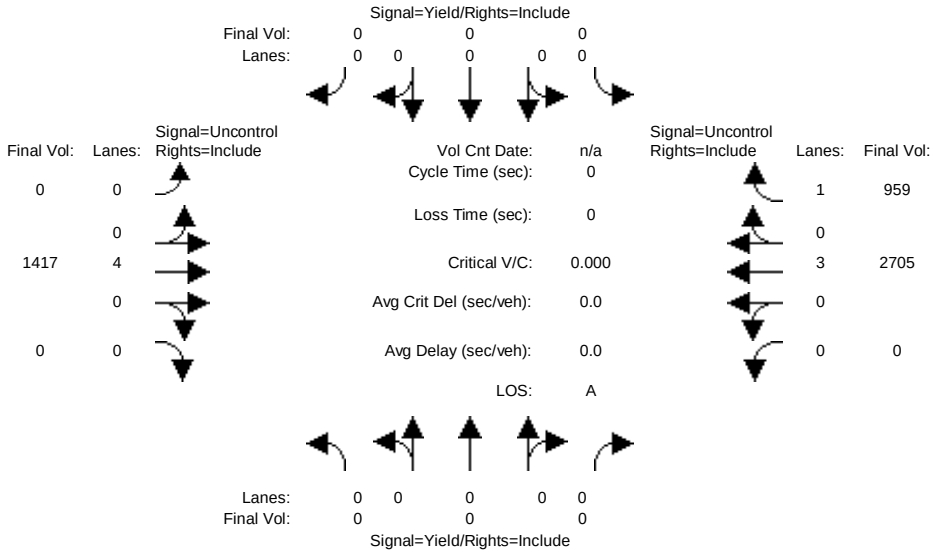


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	0	58	527	774	38	0	1322	993	509	1472	0
Growth Adj:	1.00	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	0	58	527	774	38	0	1322	993	509	1472	0
Added Vol:	0	0	0	0	0	0	0	165	321	0	274	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	58	527	774	38	0	1487	1314	509	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:	21	0	58	527	774	38	0	1487	1314	509	1746	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	58	527	774	38	0	1487	1314	509	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
FinalVolume:	21	0	58	527	774	38	0	1487	1314	509	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	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.27	0.00	0.73	1.25	1.75	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	465	0	1285	2206	3240	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.24	0.24	0.02	0.00	0.26	0.75	0.16	0.31	0.00
Crit Moves:	****			****					****	****		
Green Time:	10.0	0.0	24.8	21.9	21.9	21.9	0.0	61.3	71.3	14.8	76.1	0.0
Volume/Cap:	0.54	0.00	0.22	1.31	1.31	0.12	0.00	0.51	1.26	1.31	0.48	0.00
Uniform Del:	52.8	0.0	39.5	49.0	49.0	41.0	0.0	19.5	24.4	52.6	11.6	0.0
IncremntDel:	13.7	0.0	1.4	145.8	146	0.8	0.0	0.6	126.8	155.9	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	66.5	0.0	40.9	194.8	195	41.7	0.0	20.1	151.2	208.5	12.1	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:	66.5	0.0	40.9	194.8	195	41.7	0.0	20.1	151.2	208.5	12.1	0.0
LOS by Move:	E	A	D	F	F	D	A	C+	F	F	B	A
HCM2kAvgQ:	95	0	66	797	797	32	0	299	2229	560	279	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #46: Stevens Creek Boulevard/I-280 Ramps East




```
Street Name:     Stevens Creek Boulevard              I-280 Ramps East
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1390     0     0 2626   959
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1390     0     0 2626   959
Added Vol:      0    0     0     0    0     0     0   27     0     0   79     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0 1417     0     0 2705   959
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  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     0    0     0     0 1417     0     0 2705   959
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0 1417     0     0 2705   959
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the distance per lane in feet.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #46 Stevens Creek Boulevard/I-280 Ramps East
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 4	0 0	0	0 0 3	0 1	
Initial Vol:	0	0	0	0	0	0	0	1417	0	0	2705	959
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #46 Stevens Creek Boulevard/I-280 Ramps East

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 4	0 0	0	0 0 3	0 1	
Initial Vol:	0	0	0	0	0	0	0	1417	0	0	2705	959

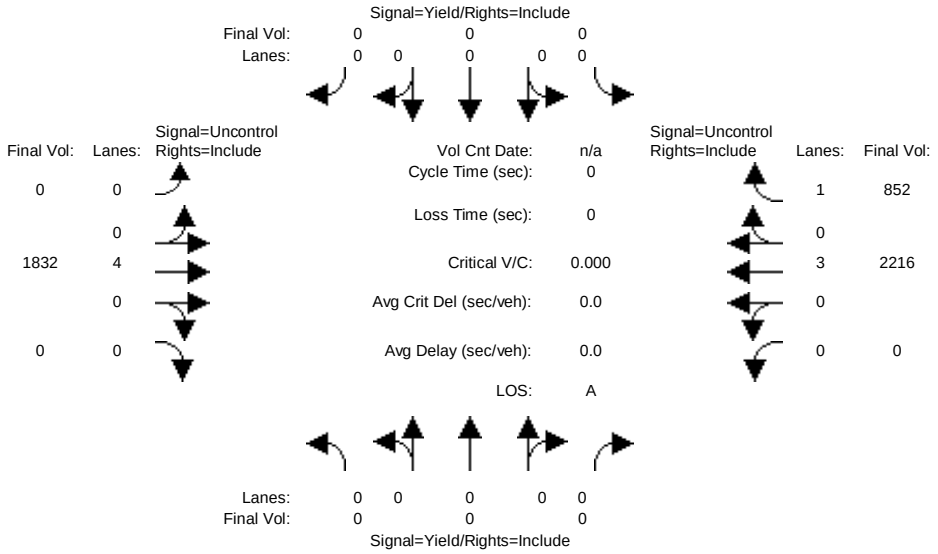
Major Street Volume: 5081
Minor Approach Volume: 0
Minor Approach Volume Threshold: -275 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #46: Stevens Creek Boulevard/I-280 Ramps East




```
Street Name:     Stevens Creek Boulevard              I-280 Ramps East
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0 1667     0     0 1942   852
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0 1667     0     0 1942   852
Added Vol:      0    0     0     0    0     0     0  165     0     0  274     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0 1832     0     0 2216   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:     0    0     0     0    0     0     0 1832     0     0 2216   852
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0 1832     0     0 2216   852
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the distance per lane in feet.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #46 Stevens Creek Boulevard/I-280 Ramps East
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 4	0 0	0	0 0 3	0 1	
Initial Vol:	0	0	0	0	0	0	0 1832		0	0 2216		852
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #46 Stevens Creek Boulevard/I-280 Ramps East

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 4	0 0	0	0 0 3	0 1	
Initial Vol:	0	0	0	0	0	0	0 1832		0	0 2216		852

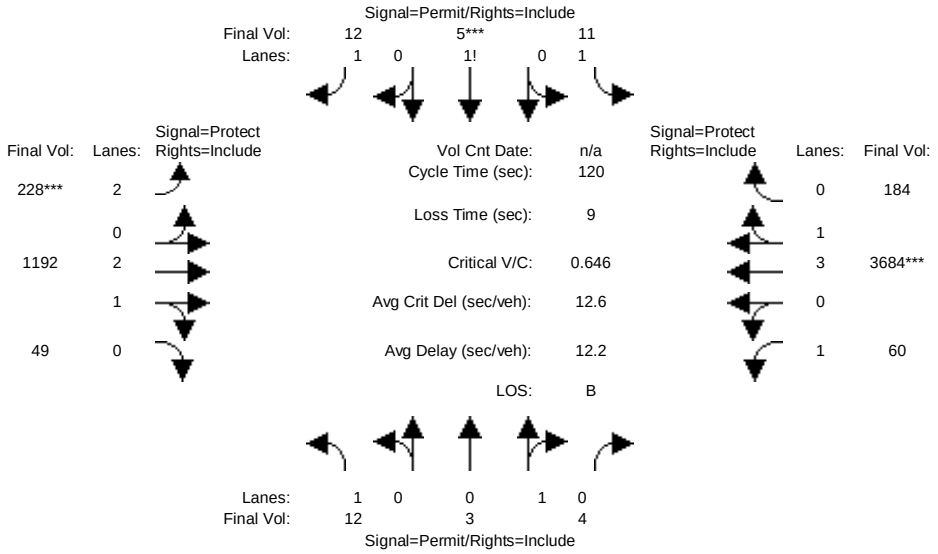
Major Street Volume: 4900
Minor Approach Volume: 0
Minor Approach Volume Threshold: -263 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #47: Stevens Creek Boulevard/Agilent Driveway

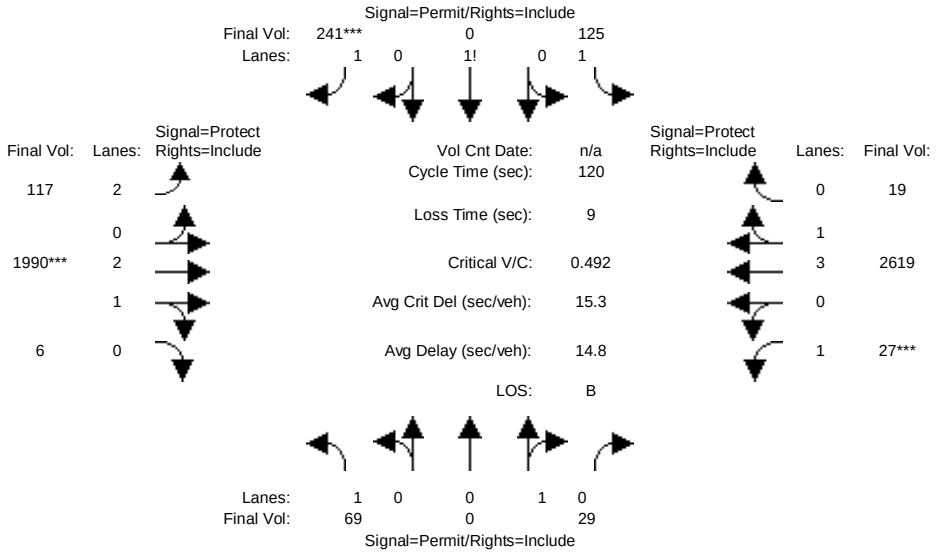


Street Name:	Stevens Creek Boulevard						Agilent Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	3	4	11	5	12	228	1165	49	60	3605	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:	12	3	4	11	5	12	228	1165	49	60	3605	184
Added Vol:	0	0	0	0	0	0	0	27	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	3	4	11	5	12	228	1192	49	60	3684	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	3	4	11	5	12	228	1192	49	60	3684	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	3	4	11	5	12	228	1192	49	60	3684	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	3	4	11	5	12	228	1192	49	60	3684	184
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	0.92	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.43	0.57	1.33	0.30	1.37	2.00	2.88	0.12	1.00	3.80	0.20
Final Sat.:	1750	771	1029	2333	530	2386	3150	5379	221	1750	7143	357
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.01	0.01	0.07	0.22	0.22	0.03	0.52	0.52
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	12.4	80.0	80.0	21.0	88.6	88.6
Volume/Cap:	0.08	0.05	0.05	0.06	0.11	0.06	0.70	0.33	0.33	0.20	0.70	0.70
Uniform Del:	50.8	50.6	50.6	50.7	50.9	50.7	52.0	8.6	8.6	42.2	8.5	8.5
IncremntDel:	1.1	0.6	0.6	0.2	0.9	0.2	11.8	0.2	0.2	1.4	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	51.2	51.2	50.9	51.8	50.9	63.8	8.8	8.8	43.7	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.2	51.2	50.9	51.8	50.9	63.8	8.8	8.8	43.7	9.3	9.3
LOS by Move:	D-	D-	D-	D	D-	D	E	A	A	D	A	A
HCM2kAvgQ:	12	7	7	8	17	9	157	163	163	52	497	497

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #47: Stevens Creek Boulevard/Agilent Driveway

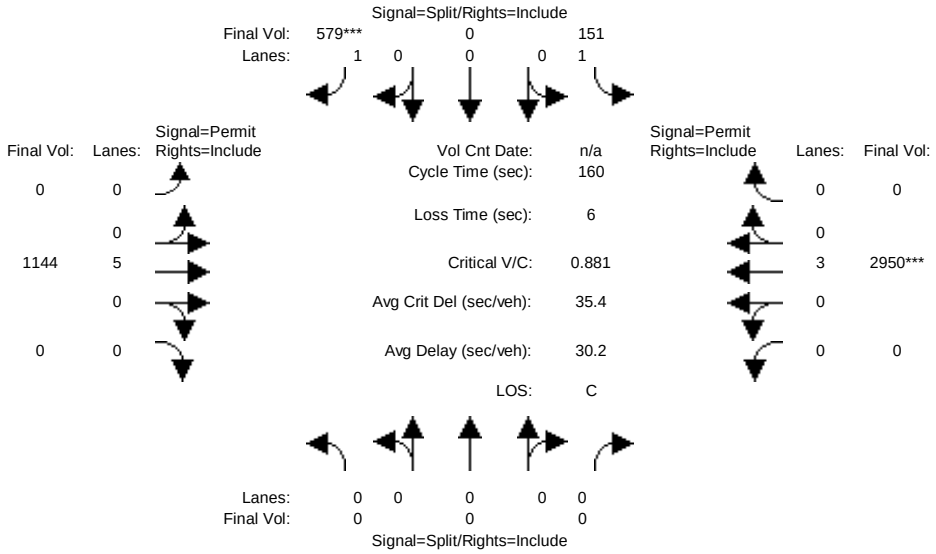


Street Name:	Stevens Creek Boulevard						Agilent Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	0	29	125	0	241	117	1825	6	27	2345	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:	69	0	29	125	0	241	117	1825	6	27	2345	19
Added Vol:	0	0	0	0	0	0	0	165	0	0	274	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	29	125	0	241	117	1990	6	27	2619	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:	69	0	29	125	0	241	117	1990	6	27	2619	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	29	125	0	241	117	1990	6	27	2619	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
FinalVolume:	69	0	29	125	0	241	117	1990	6	27	2619	19
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	1.34	0.00	1.66	2.00	2.99	0.01	1.00	3.97	0.03
Final Sat.:	1750	0	1800	2348	0	2902	3150	5583	17	1750	7446	54
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.05	0.00	0.08	0.04	0.36	0.36	0.02	0.35	0.35
Crit Moves:						****		****		****		
Green Time:	19.7	0.0	19.7	19.7	0.0	19.7	13.0	84.3	84.3	7.0	78.4	78.4
Volume/Cap:	0.24	0.00	0.10	0.33	0.00	0.51	0.34	0.51	0.51	0.26	0.54	0.54
Uniform Del:	43.7	0.0	42.6	44.3	0.0	45.8	49.5	8.2	8.2	54.0	11.1	11.1
IncremntDel:	2.0	0.0	0.7	0.8	0.0	2.5	2.7	0.5	0.5	6.2	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	0.0	43.3	45.1	0.0	48.3	52.3	8.7	8.7	60.3	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	0.0	43.3	45.1	0.0	48.3	52.3	8.7	8.7	60.3	11.6	11.6
LOS by Move:	D	A	D	D	A	D	D-	A	A	E	B+	B+
HCM2kAvgQ:	62	0	24	86	0	144	67	286	286	32	327	327

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #48: Stevens Creek Boulevard/Lawrence Expressway Ramps West

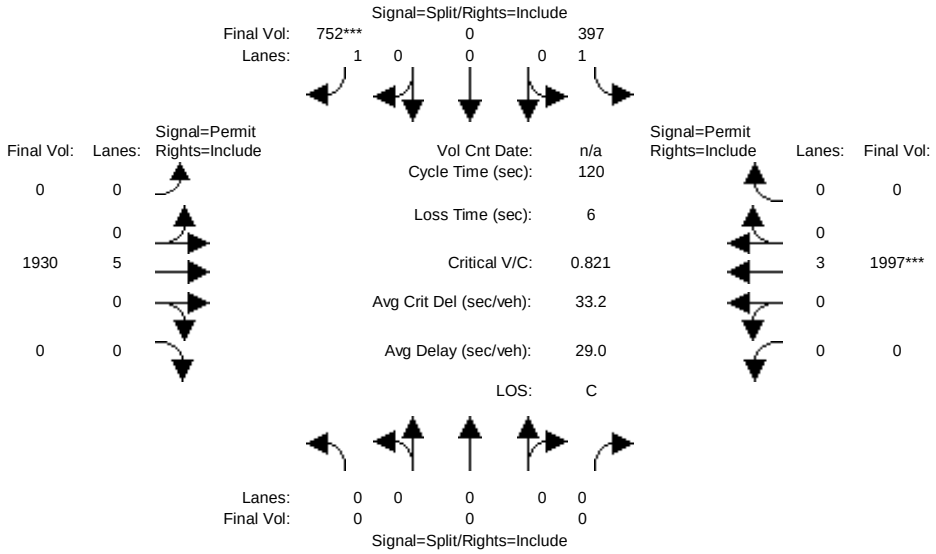


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	20	0	20	0	100	0	0	100	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	151	0	579	0	1117	0	0	2871	0
Growth Adj:	1.00	1.00	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	151	0	579	0	1117	0	0	2871	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	579	0	1144	0	0	2950	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	151	0	579	0	1144	0	0	2950	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	579	0	1144	0	0	2950	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	151	0	579	0	1144	0	0	2950	0
Saturation Flow 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	0.09	0.00	0.33	0.00	0.12	0.00	0.00	0.52	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	54.0	0.0	54.0	0.0	100	0.0	0.0	100	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.98	0.00	0.19	0.00	0.00	0.83	0.00
Uniform Del:	0.0	0.0	0.0	38.4	0.0	52.5	0.0	12.8	0.0	0.0	23.3	0.0
IncremntDel:	0.0	0.0	0.0	1.0	0.0	32.5	0.0	0.1	0.0	0.0	2.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	39.5	0.0	85.0	0.0	12.9	0.0	0.0	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	39.5	0.0	85.0	0.0	12.9	0.0	0.0	25.7	0.0
LOS by Move:	A	A	A	D	A	F	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	141	0	894	0	114	0	0	978	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #48: Stevens Creek Boulevard/Lawrence Expressway Ramps West

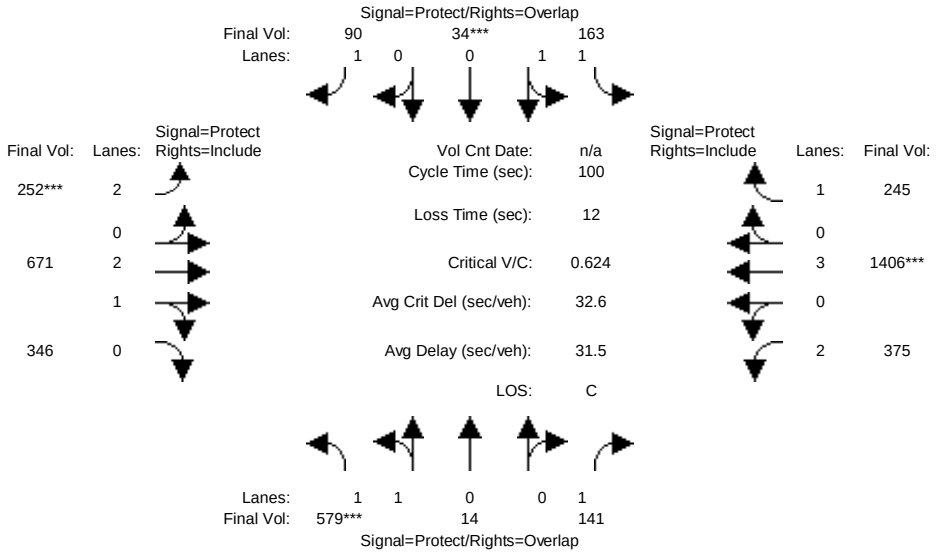


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	397	0	752	0	1765	0	0	1723	0
Growth Adj:	1.00	1.00	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	397	0	752	0	1765	0	0	1723	0
Added Vol:	0	0	0	0	0	0	0	165	0	0	274	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	397	0	752	0	1930	0	0	1997	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	397	0	752	0	1930	0	0	1997	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	397	0	752	0	1930	0	0	1997	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	397	0	752	0	1930	0	0	1997	0
Saturation Flow 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	0.23	0.00	0.43	0.00	0.20	0.00	0.00	0.35	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.8	0.0	62.8	0.0	51.2	0.0	0.0	51.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.82	0.00	0.48	0.00	0.00	0.82	0.00
Uniform Del:	0.0	0.0	0.0	17.6	0.0	23.9	0.0	24.8	0.0	0.0	30.4	0.0
IncremntDel:	0.0	0.0	0.0	1.5	0.0	8.2	0.0	0.4	0.0	0.0	3.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	32.1	0.0	25.2	0.0	0.0	33.6	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	19.1	0.0	32.1	0.0	25.2	0.0	0.0	33.6	0.0
LOS by Move:	A	A	A	B-	A	C-	A	C	A	A	C-	A
HCM2kAvgQ:	0	0	0	240	0	666	0	254	0	0	576	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #49: Lawrence Expressway Ramps/El Camino Real

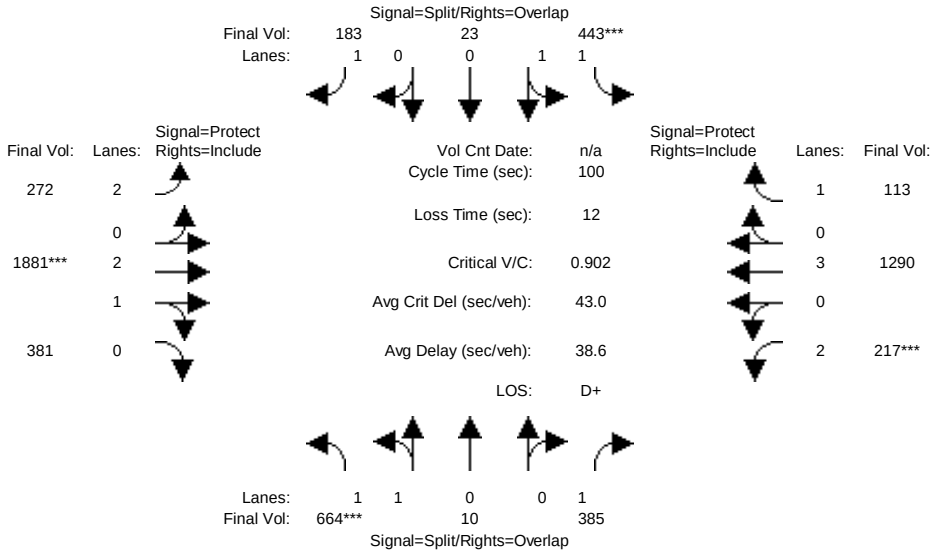


Street Name:	Lawrence Expressway Ramp						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	579	14	141	163	34	90	252	671	346	375	1406	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	579	14	141	163	34	90	252	671	346	375	1406	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	579	14	141	163	34	90	252	671	346	375	1406	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:	579	14	141	163	34	90	252	671	346	375	1406	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	579	14	141	163	34	90	252	671	346	375	1406	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
FinalVolume:	579	14	141	163	34	90	252	671	346	375	1406	245
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.95	0.05	1.00	1.66	0.34	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3466	84	1750	2937	613	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.08	0.06	0.06	0.05	0.08	0.18	0.20	0.12	0.25	0.14
Crit Moves:	****				****		****				****	
Green Time:	26.4	25.6	45.0	10.7	10.0	22.6	12.6	32.2	32.2	19.4	39.0	39.0
Volume/Cap:	0.63	0.65	0.18	0.52	0.55	0.23	0.63	0.55	0.61	0.61	0.63	0.36
Uniform Del:	32.5	33.2	16.4	42.2	42.9	31.5	41.5	27.9	28.6	36.9	24.7	21.7
IncremntDel:	3.2	3.6	0.5	4.9	6.1	1.3	7.5	1.2	1.7	4.6	1.4	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.8	36.8	16.9	47.1	49.0	32.9	48.9	29.1	30.3	41.4	26.1	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:	35.8	36.8	16.9	47.1	49.0	32.9	48.9	29.1	30.3	41.4	26.1	23.1
LOS by Move:	D+	D+	B	D	D	C-	D	C	C	D	C	C
HCM2kAvgQ:	235	240	69	94	98	63	138	221	258	180	305	145

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #49: Lawrence Expressway Ramps/El Camino Real

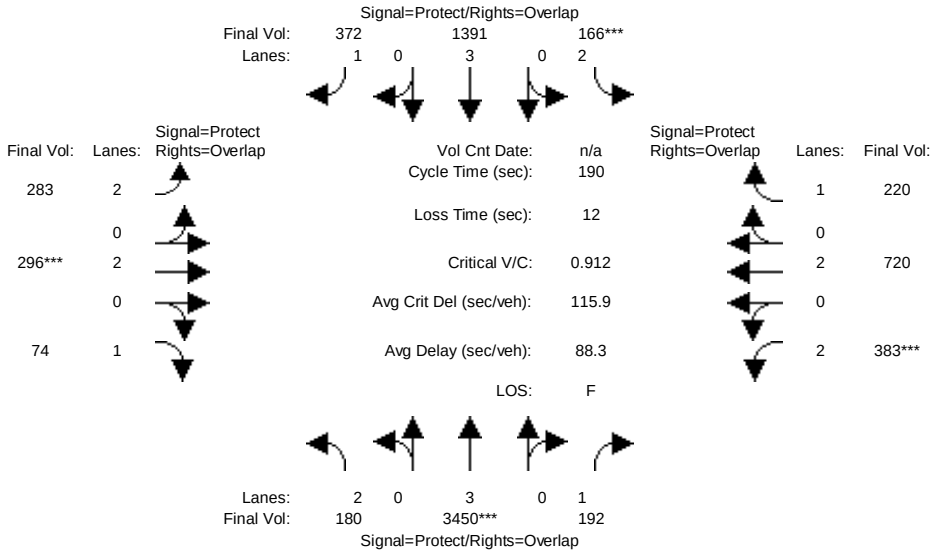


Street Name:	Lawrence Expressway Ramp						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	664	10	385	443	23	183	272	1881	381	217	1290	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	664	10	385	443	23	183	272	1881	381	217	1290	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	664	10	385	443	23	183	272	1881	381	217	1290	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	664	10	385	443	23	183	272	1881	381	217	1290	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	10	385	443	23	183	272	1881	381	217	1290	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	664	10	385	443	23	183	272	1881	381	217	1290	113
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:	1.97	0.03	1.00	1.90	0.10	1.00	2.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	3497	53	1750	3375	175	1750	3150	4656	943	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.22	0.13	0.13	0.10	0.09	0.40	0.40	0.07	0.23	0.06
Crit Moves:	****			****				****		****		
Green Time:	21.0	21.0	28.7	14.5	14.5	29.0	14.5	44.8	44.8	7.6	37.9	37.9
Volume/Cap:	0.90	0.90	0.77	0.90	0.90	0.36	0.60	0.90	0.90	0.90	0.60	0.17
Uniform Del:	38.5	38.5	32.6	42.0	42.0	28.1	40.0	25.6	25.6	45.8	24.9	20.6
IncremntDel:	16.3	16.3	10.7	21.6	21.6	2.0	5.7	5.9	5.9	37.4	1.2	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.7	54.7	43.3	63.6	63.6	30.1	45.7	31.4	31.4	83.2	26.1	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:	54.7	54.7	43.3	63.6	63.6	30.1	45.7	31.4	31.4	83.2	26.1	21.1
LOS by Move:	D-	D-	D	E	E	C	D	C	C	F	C	C+
HCM2kAvgQ:	362	362	335	274	274	123	140	641	641	172	275	62

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #50: Lawrence Expressway/Homestead Road

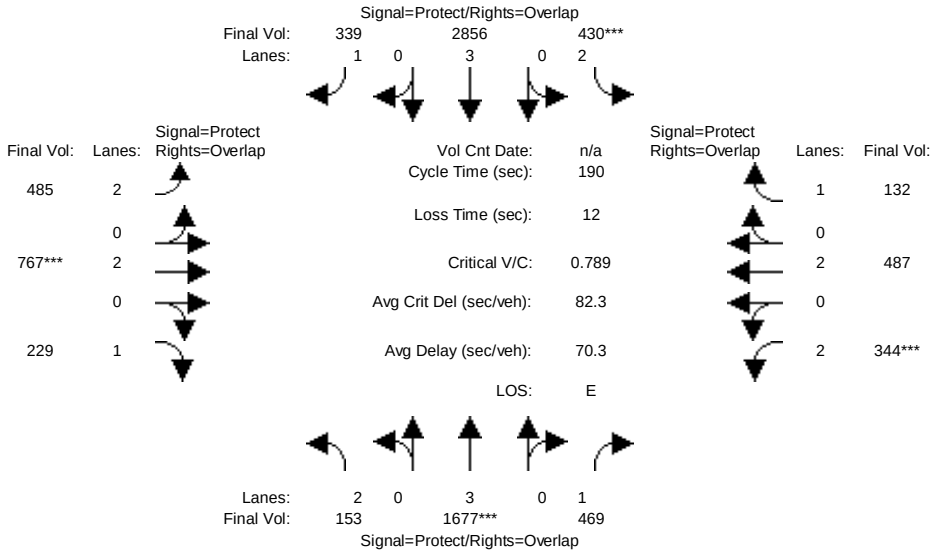


Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	3966	192	166	1599	359	275	282	74	383	698	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	3966	192	166	1599	359	275	282	74	383	698	220
Added Vol:	18	0	0	0	0	13	8	14	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3966	192	166	1599	372	283	296	74	383	720	220
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	3450	192	166	1391	372	283	296	74	383	720	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3450	192	166	1391	372	283	296	74	383	720	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
FinalVolume:	180	3450	192	166	1391	372	283	296	74	383	720	220
Saturation Flow 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:	0.06	0.61	0.11	0.05	0.24	0.21	0.09	0.08	0.04	0.12	0.19	0.13
Crit Moves:		****		****				****		****		
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.52	1.14	0.17	0.63	0.48	0.34	0.79	0.37	0.13	1.07	0.89	0.42
Uniform Del:	85.1	47.5	14.4	89.4	32.7	18.6	87.1	67.9	48.5	89.5	77.2	57.1
IncremntDel:	5.6	68.7	0.3	10.7	0.6	0.9	16.1	1.3	0.5	66.7	14.0	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.7	116	14.7	100.1	33.3	19.5	103.2	69.1	49.0	156.2	91.2	59.6
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:	90.7	116	14.7	100.1	33.3	19.5	103.2	69.1	49.0	156.2	91.2	59.6
LOS by Move:	F	F	B	F	C-	B-	F	E	D	F	F	E+
HCM2kAvgQ:	169	2212	122	171	449	287	298	191	84	483	602	287

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #50: Lawrence Expressway/Homestead Road

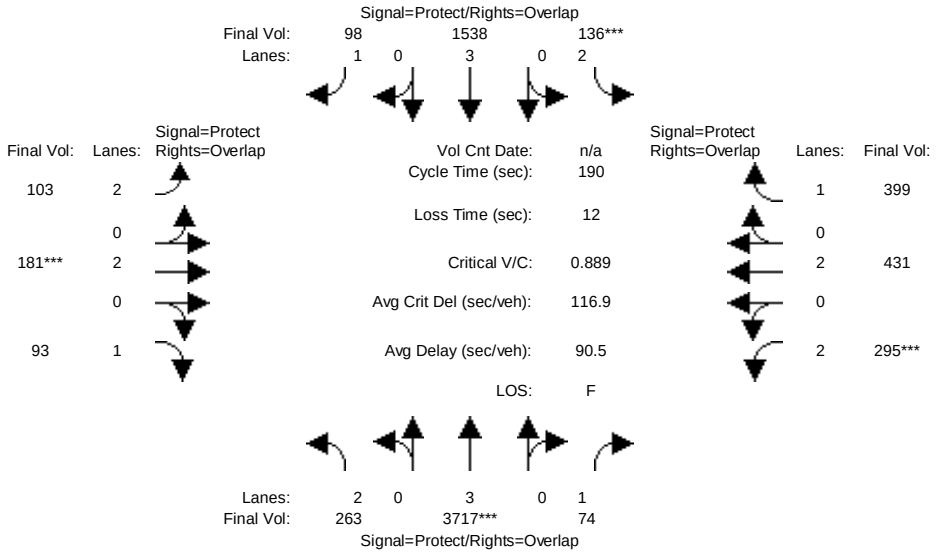


Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	2123	469	430	3615	293	436	685	229	344	411	132
Growth Adj:	1.00	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	2123	469	430	3615	293	436	685	229	344	411	132
Added Vol:	61	0	0	0	0	46	49	82	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	2123	469	430	3615	339	485	767	229	344	487	132
User Adj:	1.00	0.79	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:	153	1677	469	430	2856	339	485	767	229	344	487	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1677	469	430	2856	339	485	767	229	344	487	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
FinalVolume:	153	1677	469	430	2856	339	485	767	229	344	487	132
Saturation Flow 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	0.27	0.14	0.50	0.19	0.15	0.20	0.13	0.11	0.13	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	126.4	27.6	35.7	51.7	28.2	36.4	61.8
Volume/Cap:	0.58	0.63	0.43	1.02	0.96	0.29	1.06	1.07	0.48	0.74	0.67	0.23
Uniform Del:	89.0	40.2	20.0	87.5	46.7	14.1	86.3	82.0	61.5	82.2	75.7	49.8
IncremntDel:	8.9	1.1	1.3	49.4	10.0	0.6	59.0	55.0	3.4	9.9	4.9	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	97.9	41.3	21.3	136.9	56.7	14.7	145.3	137	65.0	92.1	80.6	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:	97.9	41.3	21.3	136.9	56.7	14.7	145.3	137	65.0	92.1	80.6	50.7
LOS by Move:	F	D	C+	F	E+	B	F	F	E	F	F	D
HCM2kAvgQ:	155	629	391	515	1508	225	590	757	315	334	362	154

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #51: Lawrence Expressway/Pruneridge Avenue

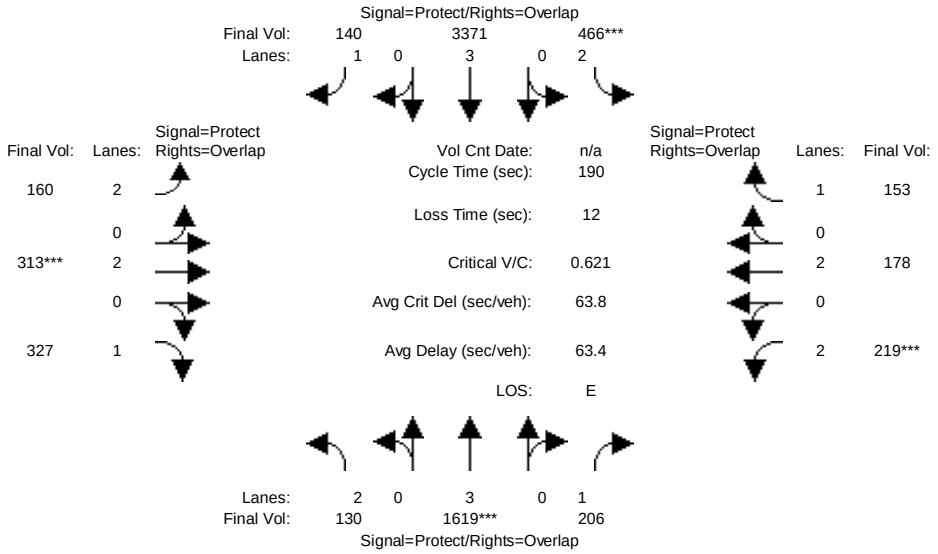


Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	263	4254	74	136	1768	98	103	176	93	295	422	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	4254	74	136	1768	98	103	176	93	295	422	399
Added Vol:	0	18	0	0	0	0	0	5	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	4272	74	136	1768	98	103	181	93	295	431	399
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	3717	74	136	1538	98	103	181	93	295	431	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	3717	74	136	1538	98	103	181	93	295	431	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
FinalVolume:	263	3717	74	136	1538	98	103	181	93	295	431	399
Saturation Flow 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	0.65	0.04	0.04	0.27	0.06	0.03	0.05	0.05	0.09	0.11	0.23
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.89	1.16	0.06	0.55	0.49	0.09	0.35	0.26	0.19	0.79	0.55	0.80
Uniform Del:	91.0	44.5	10.9	90.0	28.6	13.9	86.2	71.3	56.2	87.1	72.0	67.1
IncremntDel:	30.9	76.3	0.1	8.4	0.6	0.2	3.2	0.9	0.9	15.8	2.7	12.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	121.8	121	11.0	98.4	29.1	14.1	89.5	72.2	57.1	102.8	74.8	79.6
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:	121.8	121	11.0	98.4	29.1	14.1	89.5	72.2	57.1	102.8	74.8	79.6
LOS by Move:	F	F	B+	F	C	B	F	E	E+	F	E	E-
HCM2kAvgQ:	306	2426	40	138	473	60	95	118	115	310	301	645

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #51: Lawrence Expressway/Pruneridge Avenue

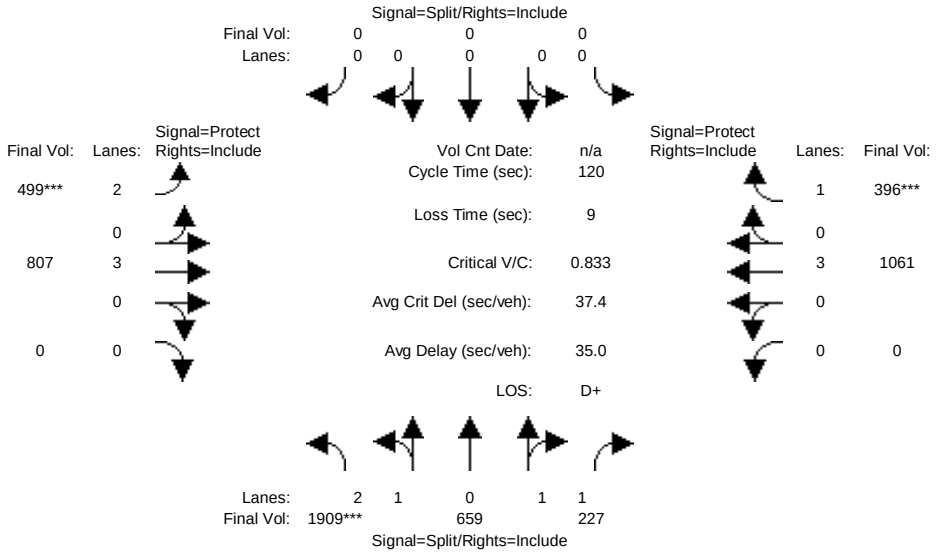


Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	2042	206	466	4111	140	160	280	327	219	148	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	2042	206	466	4111	140	160	280	327	219	148	153
Added Vol:	0	61	0	0	0	0	0	33	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	2103	206	466	4111	140	160	313	327	219	178	153
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1619	206	466	3371	140	160	313	327	219	178	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1619	206	466	3371	140	160	313	327	219	178	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
FinalVolume:	130	1619	206	466	3371	140	160	313	327	219	178	153
Saturation Flow 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	0.12	0.15	0.59	0.08	0.05	0.08	0.19	0.07	0.05	0.09
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.46	0.54	0.18	1.07	1.02	0.12	0.60	0.50	0.74	0.64	0.25	0.27
Uniform Del:	87.4	31.2	15.0	87.0	42.5	12.4	89.2	77.0	69.4	86.2	69.8	50.2
IncremntDel:	5.4	0.7	0.4	62.1	21.3	0.2	9.8	2.9	10.6	8.8	0.8	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.8	31.9	15.3	149.1	63.8	12.7	99.0	80.0	80.0	95.0	70.7	51.3
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:	92.8	31.9	15.3	149.1	63.8	12.7	99.0	80.0	80.0	95.0	70.7	51.3
LOS by Move:	F	C	B	F	E	B	F	E-	F	F	E	D-
HCM2kAvgQ:	125	526	134	573	1911	81	163	224	519	215	115	181

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #52: Stevens Creek Boulevard/Lawrence Expressway Ramps East

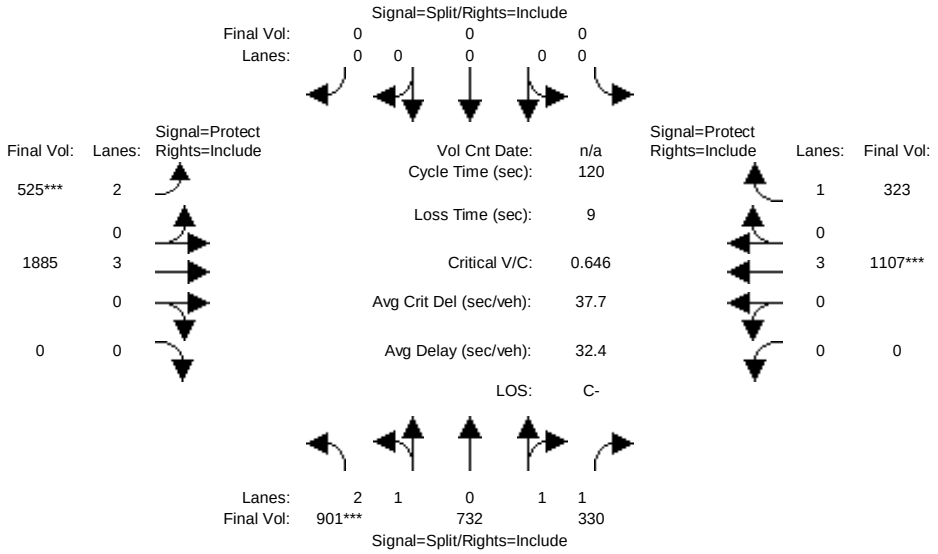


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1874	659	227	0	0	0	499	780	0	0	1017	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1874	659	227	0	0	0	499	780	0	0	1017	396
Added Vol:	35	0	0	0	0	0	0	27	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1909	659	227	0	0	0	499	807	0	0	1061	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1909	659	227	0	0	0	499	807	0	0	1061	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1909	659	227	0	0	0	499	807	0	0	1061	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1909	659	227	0	0	0	499	807	0	0	1061	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	1.00	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4946	1897	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.35	0.13	0.00	0.00	0.00	0.16	0.14	0.00	0.00	0.19	0.23
Crit Moves:	****						****					****
Green Time:	55.6	55.6	55.6	0.0	0.0	0.0	22.8	55.4	0.0	0.0	32.6	32.6
Volume/Cap:	0.83	0.75	0.28	0.00	0.00	0.00	0.83	0.31	0.00	0.00	0.69	0.83
Uniform Del:	28.2	26.5	19.9	0.0	0.0	0.0	46.8	20.3	0.0	0.0	39.1	41.1
IncremntDel:	2.6	1.4	0.1	0.0	0.0	0.0	12.8	0.3	0.0	0.0	2.5	15.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	30.7	27.9	19.9	0.0	0.0	0.0	59.6	20.6	0.0	0.0	41.6	56.8
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:	30.7	27.9	19.9	0.0	0.0	0.0	59.6	20.6	0.0	0.0	41.6	56.8
LOS by Move:	C	C	B-	A	A	A	E+	C+	A	A	D	E+
HCM2kAvgQ:	636	520	136	0	0	0	305	154	0	0	313	430

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #52: Stevens Creek Boulevard/Lawrence Expressway Ramps East

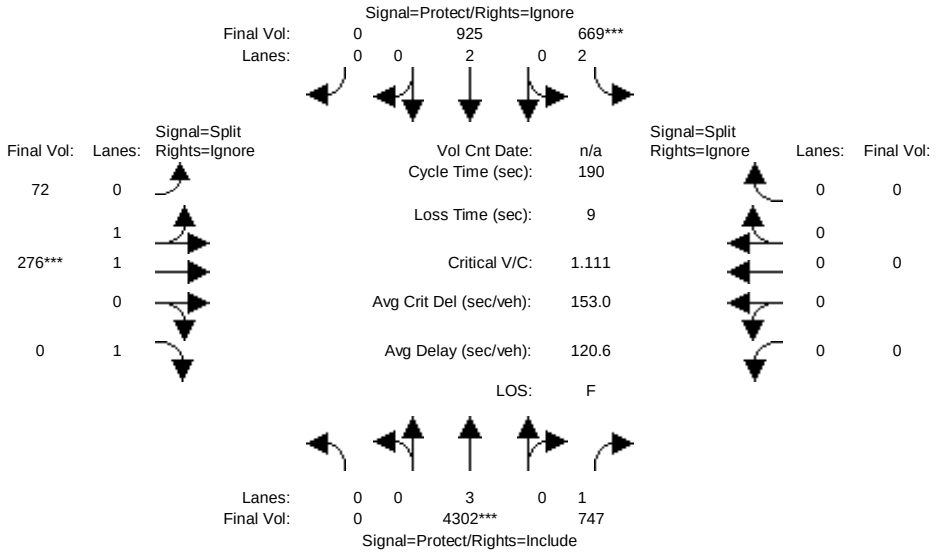


Street Name:	Stevens Creek Boulevard						Lawrence Expressway Ramps East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	50	50	50	0	0	0	30	70	0	0	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	779	732	330	0	0	0	525	1720	0	0	955	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	732	330	0	0	0	525	1720	0	0	955	323
Added Vol:	122	0	0	0	0	0	0	165	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	901	732	330	0	0	0	525	1885	0	0	1107	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:	901	732	330	0	0	0	525	1885	0	0	1107	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	901	732	330	0	0	0	525	1885	0	0	1107	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
FinalVolume:	901	732	330	0	0	0	525	1885	0	0	1107	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.35	1.65	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3758	3053	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.19	0.00	0.00	0.00	0.17	0.33	0.00	0.00	0.19	0.18
Crit Moves:	****						****				****	
Green Time:	46.5	46.5	46.5	0.0	0.0	0.0	27.9	65.1	0.0	0.0	37.2	37.2
Volume/Cap:	0.62	0.62	0.49	0.00	0.00	0.00	0.72	0.61	0.00	0.00	0.63	0.60
Uniform Del:	31.8	31.8	29.8	0.0	0.0	0.0	45.6	20.2	0.0	0.0	38.1	37.7
IncremntDel:	0.9	0.9	0.4	0.0	0.0	0.0	5.9	0.9	0.0	0.0	1.7	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	32.7	32.7	30.2	0.0	0.0	0.0	51.5	21.1	0.0	0.0	39.8	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:	32.7	32.7	30.2	0.0	0.0	0.0	51.5	21.1	0.0	0.0	39.8	42.4
LOS by Move:	C-	C-	C	A	A	A	D-	C+	A	A	D	D
HCM2kAvgQ:	368	368	265	0	0	0	303	434	0	0	323	301

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #53: Lawrence Expressway/I-280 Ramps South

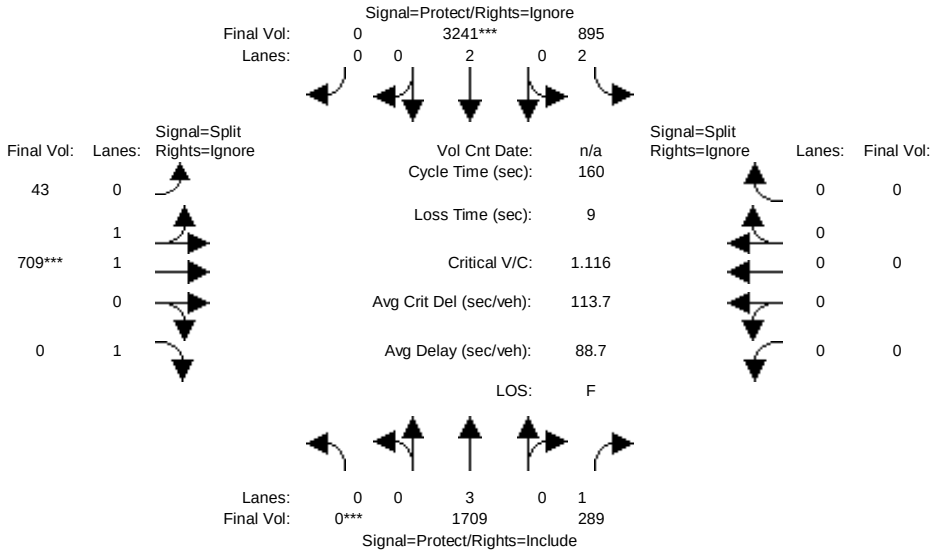


Street Name:	Lawrence Expressway						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	102	120	36	156	0	34	34	34	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	4249	747	669	925	0	72	256	272	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	4249	747	669	925	0	72	256	272	0	0	0
Added Vol:	0	53	0	0	0	0	0	20	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4302	747	669	925	0	72	276	304	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	4302	747	669	925	0	72	276	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4302	747	669	925	0	72	276	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	4302	747	669	925	0	72	276	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	0.43	1.57	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	765	2934	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.75	0.43	0.21	0.24	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	115	114.6	34.4	149	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.25	0.71	1.17	0.31	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Uniform Del:	0.0	39.5	27.4	81.5	6.1	0.0	75.5	75.5	0.0	0.0	0.0	0.0
IncremntDel:	0.0	116	4.0	95.7	0.3	0.0	3.4	3.4	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	155	31.4	177.2	6.4	0.0	78.9	78.9	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	155	31.4	177.2	6.4	0.0	78.9	78.9	0.0	0.0	0.0	0.0
LOS by Move:	A	F	C	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	2993	834	852	194	0	255	255	0	0	0	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #53: Lawrence Expressway/I-280 Ramps South

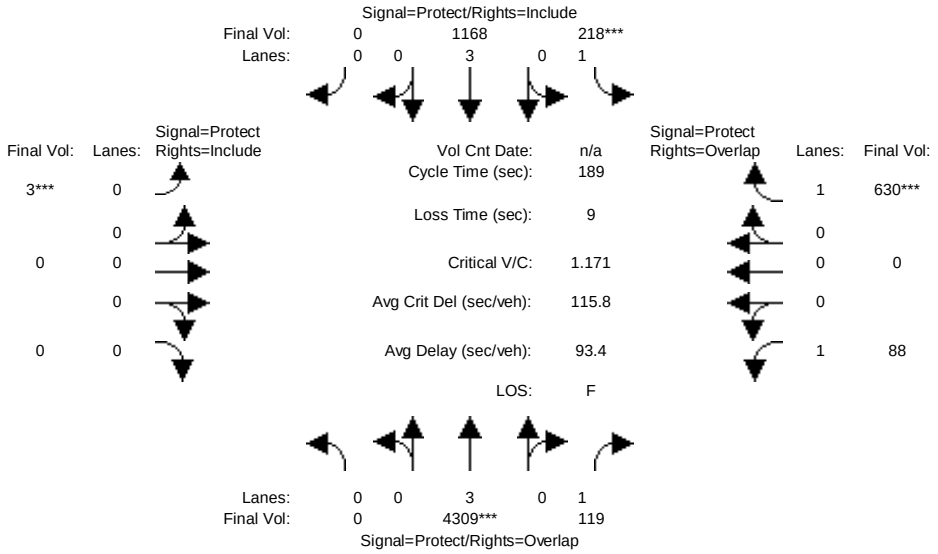


Street Name:	Lawrence Expressway						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	43	43	50	119	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1527	289	895	3241	0	43	586	643	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	1527	289	895	3241	0	43	586	643	0	0	0
Added Vol:	0	182	0	0	0	0	0	123	198	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1709	289	895	3241	0	43	709	841	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	1709	289	895	3241	0	43	709	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1709	289	895	3241	0	43	709	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	1709	289	895	3241	0	43	709	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	0.12	1.88	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	212	3488	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.17	0.28	0.85	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	56.7	56.7	56.0	113	0.0	38.8	38.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.47	0.81	1.21	0.00	0.84	0.84	0.00	0.00	0.00	0.00
Uniform Del:	0.0	50.3	42.2	49.9	25.0	0.0	60.8	60.8	0.0	0.0	0.0	0.0
IncremntDel:	0.0	4.6	2.5	6.6	98.8	0.0	9.2	9.2	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	54.9	44.7	56.5	124	0.0	70.0	70.0	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	54.9	44.7	56.5	124	0.0	70.0	70.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D-	D	E+	F	A	E	E	A	A	A	A
HCM2kAvgQ:	0	720	306	664	2911	0	523	523	0	0	0	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #54: Lawrence Expressway/Mitty Way

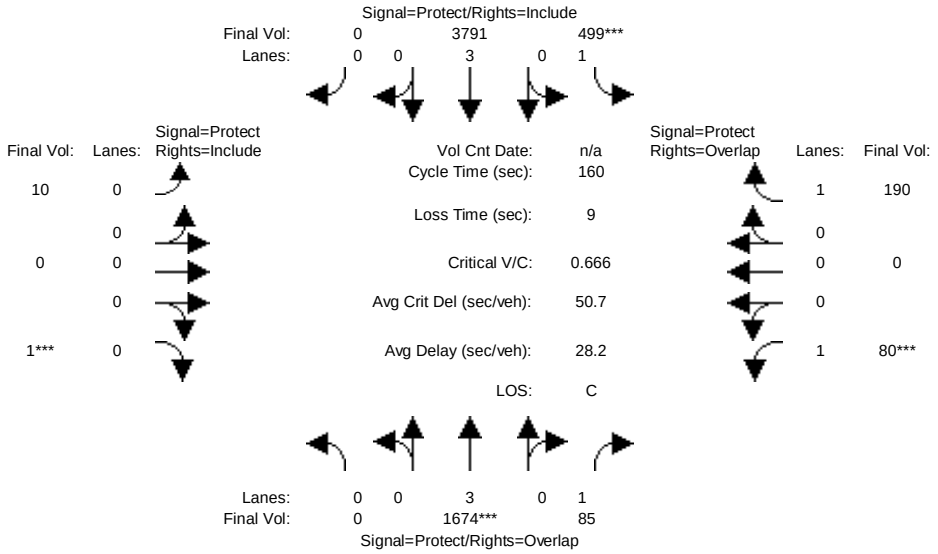


Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	129	129	32	161	0	0	0	0	27	0	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	4256	119	218	1136	0	3	0	0	88	0	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4256	119	218	1136	0	3	0	0	88	0	630
Added Vol:	0	53	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4309	119	218	1168	0	3	0	0	88	0	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4309	119	218	1168	0	3	0	0	88	0	630
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4309	119	218	1168	0	3	0	0	88	0	630
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4309	119	218	1168	0	3	0	0	88	0	630
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	1750	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.76	0.07	0.12	0.20	0.00	0.00	0.00	0.00	0.05	0.00	0.36
Crit Moves:		****		****			****					****
Green Time:	0.0	124	149.7	30.7	154	0.0	0.2	0.0	0.0	25.9	0.0	56.4
Volume/Cap:	0.00	1.15	0.09	0.77	0.25	0.00	1.45	0.00	0.00	0.37	0.00	1.21
Uniform Del:	0.0	34.0	4.6	78.9	4.1	0.0	98.4	0.0	0.0	77.2	0.0	69.1
IncremntDel:	0.0	72.9	0.1	17.8	0.1	0.0	864.5	0.0	0.0	4.3	0.0	110.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	107	4.7	96.7	4.3	0.0	962.9	0.0	0.0	81.5	0.0	179.2
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	107	4.7	96.7	4.3	0.0	962.9	0.0	0.0	81.5	0.0	179.2
LOS by Move:	A	F	A	F	A	A	F	A	A	F	A	F
HCM2kAvgQ:	0	2715	42	374	131	0	22	0	0	133	0	1414

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #54: Lawrence Expressway/Mitty Way

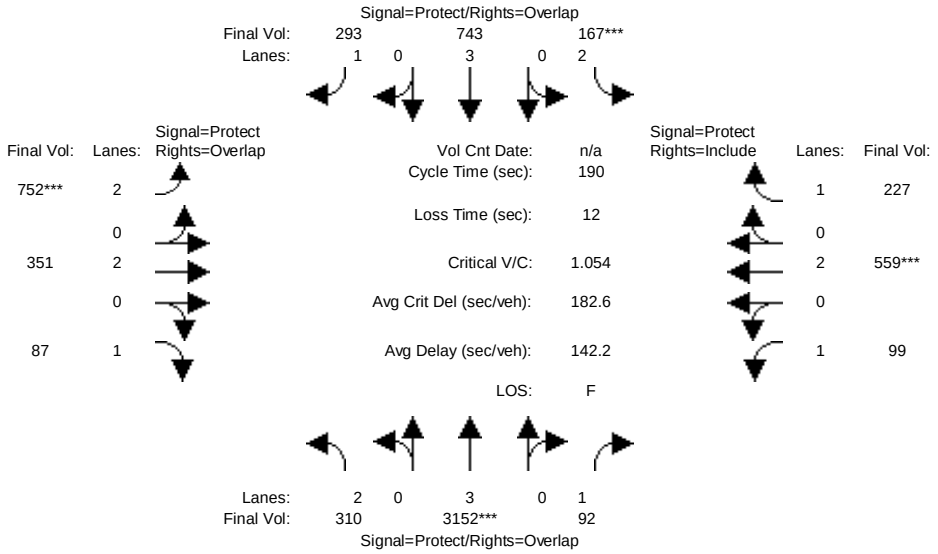


Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	82	82	22	131	0	0	0	0	29	0	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1492	85	499	3593	0	10	0	1	80	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1492	85	499	3593	0	10	0	1	80	0	190
Added Vol:	0	182	0	0	198	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1674	85	499	3791	0	10	0	1	80	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1674	85	499	3791	0	10	0	1	80	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1674	85	499	3791	0	10	0	1	80	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1674	85	499	3791	0	10	0	1	80	0	190
Saturation Flow 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	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.91	0.00	0.09	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	1591	0	159	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.05	0.29	0.67	0.00	0.01	0.00	0.01	0.05	0.00	0.11
Crit Moves:		****		****					****	****		
Green Time:	0.0	77.6	105.1	45.4	123	0.0	28.5	0.0	1.0	27.5	0.0	72.8
Volume/Cap:	0.00	0.61	0.07	1.01	0.86	0.00	0.04	0.00	1.01	0.27	0.00	0.24
Uniform Del:	0.0	31.7	10.5	60.5	13.5	0.0	57.5	0.0	84.0	60.8	0.0	28.1
IncremntDel:	0.0	1.0	0.1	41.7	2.5	0.0	0.2	0.0	273.9	2.2	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	32.7	10.6	102.2	16.0	0.0	57.7	0.0	357.9	62.9	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	32.7	10.6	102.2	16.0	0.0	57.7	0.0	357.9	62.9	0.0	28.8
LOS by Move:	A	C-	B+	F	B	A	E+	A	F	E	A	C
HCM2kAvgQ:	0	514	41	846	1155	0	13	0	45	97	0	156

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #55: Lawrence Expressway/Bollinger Road

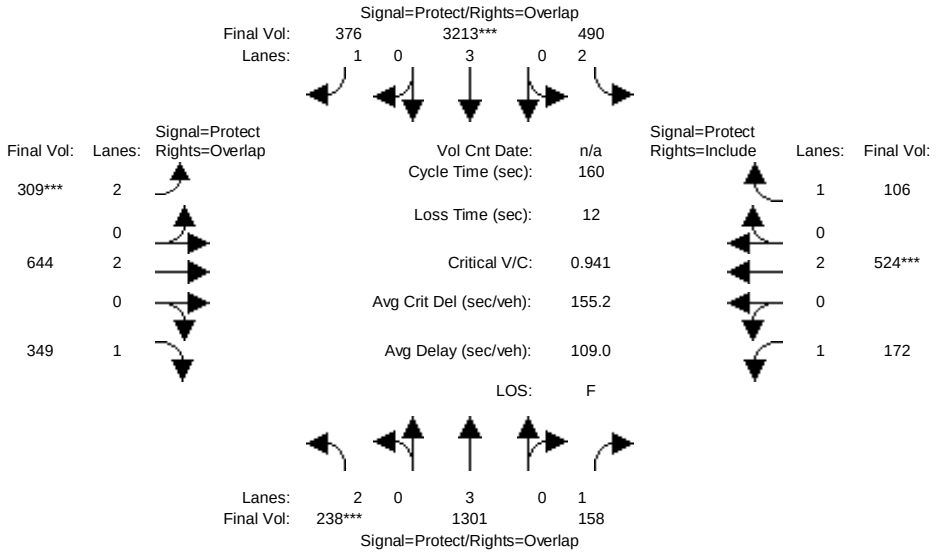


Street Name:	Lawrence Expressway						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	82	82	18	78	78	52	71	71	19	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	3108	92	162	716	293	752	351	87	99	559	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	3108	92	162	716	293	752	351	87	99	559	218
Added Vol:	0	44	0	5	27	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	3152	92	167	743	293	752	351	87	99	559	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	3152	92	167	743	293	752	351	87	99	559	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	3152	92	167	743	293	752	351	87	99	559	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	3152	92	167	743	293	752	351	87	99	559	227
Saturation Flow 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	0.55	0.05	0.05	0.13	0.17	0.24	0.09	0.05	0.06	0.15	0.13
Crit Moves:		****		****			****				****	
Green Time:	20.7	77.1	95.0	16.9	73.4	122.3	48.9	66.8	87.5	17.9	35.7	35.7
Volume/Cap:	0.90	1.36	0.11	0.59	0.34	0.26	0.93	0.26	0.11	0.60	0.78	0.69
Uniform Del:	89.0	60.0	26.7	88.5	43.8	15.4	73.2	46.8	30.9	87.9	78.1	76.5
IncremntDel:	29.3	166	0.2	9.0	0.4	0.6	18.2	0.5	0.3	15.2	8.3	11.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	118.3	226	26.9	97.5	44.2	16.0	91.4	47.3	31.2	103.1	86.4	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:	118.3	226	26.9	97.5	44.2	16.0	91.4	47.3	31.2	103.1	86.4	87.7
LOS by Move:	F	F	C	F	D	B	F	D	C	F	F	F
HCM2kAvgQ:	353	2433	77	168	258	200	761	185	78	178	443	371

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #55: Lawrence Expressway/Bollinger Road

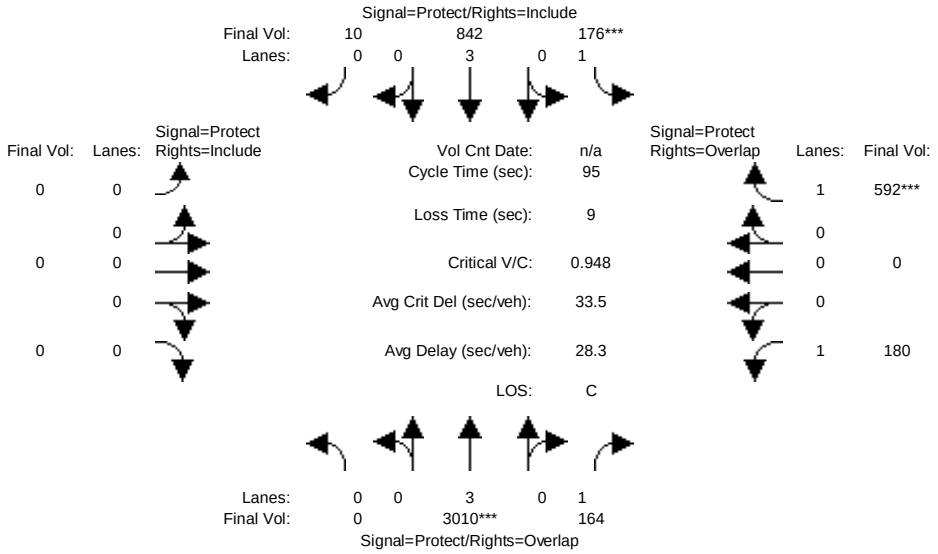


Street Name:	Lawrence Expressway						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	67	67	28	74	74	25	42	42	23	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	238	1149	158	457	3048	376	309	644	349	172	524	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	1149	158	457	3048	376	309	644	349	172	524	76
Added Vol:	0	152	0	33	165	0	0	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	1301	158	490	3213	376	309	644	349	172	524	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:	238	1301	158	490	3213	376	309	644	349	172	524	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1301	158	490	3213	376	309	644	349	172	524	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
FinalVolume:	238	1301	158	490	3213	376	309	644	349	172	524	106
Saturation Flow 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	0.23	0.09	0.16	0.56	0.21	0.10	0.17	0.20	0.10	0.14	0.06
Crit Moves:	****				****		****				****	
Green Time:	19.5	63.0	84.0	26.3	69.8	93.0	23.3	38.5	58.0	21.1	36.3	36.3
Volume/Cap:	0.62	0.58	0.17	0.95	1.29	0.37	0.67	0.70	0.55	0.75	0.61	0.27
Uniform Del:	71.7	41.0	21.3	71.1	48.5	19.2	69.6	59.7	43.7	71.9	59.6	54.7
IncremntDel:	7.3	1.1	0.4	28.1	135	1.0	7.8	4.5	3.4	19.6	3.2	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.0	42.1	21.7	99.2	183	20.2	77.4	64.3	47.1	91.5	62.8	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	42.1	21.7	99.2	183	20.2	77.4	64.3	47.1	91.5	62.8	56.4
LOS by Move:	E-	D	C+	F	F	C+	E-	E	D	F	E	E+
HCM2kAvgQ:	199	440	112	477	2135	275	256	405	390	272	317	122

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #56: Lawrence Expressway/Doyle Road

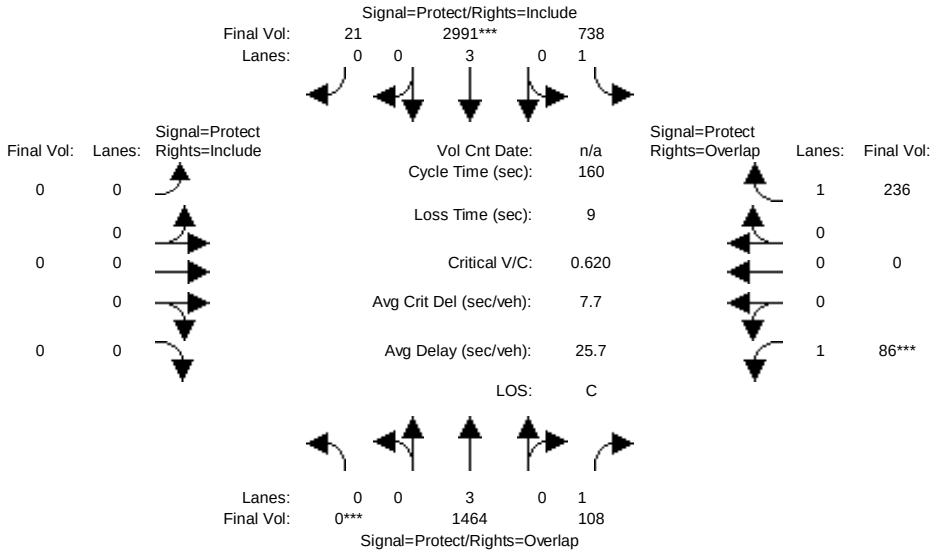


Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	61	61	19	79	0	0	0	0	15	0	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2966	164	176	815	10	0	0	0	180	0	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2966	164	176	815	10	0	0	0	180	0	592
Added Vol:	0	44	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3010	164	176	842	10	0	0	0	180	0	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3010	164	176	842	10	0	0	0	180	0	592
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3010	164	176	842	10	0	0	0	180	0	592
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3010	164	176	842	10	0	0	0	180	0	592
Saturation Flow 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	2.96	0.04	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5534	66	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.09	0.10	0.15	0.15	0.00	0.00	0.00	0.10	0.00	0.34
Crit Moves:		****		****								****
Green Time:	0.0	55.7	69.4	17.4	73.1	73.1	0.0	0.0	0.0	13.7	0.0	31.1
Volume/Cap:	0.00	0.90	0.13	0.55	0.20	0.20	0.00	0.00	0.00	0.71	0.00	1.03
Uniform Del:	0.0	18.8	4.2	38.6	3.3	3.3	0.0	0.0	0.0	42.4	0.0	35.0
IncremntDel:	0.0	4.4	0.2	6.7	0.1	0.1	0.0	0.0	0.0	15.8	0.0	46.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	23.3	4.4	45.3	3.4	3.4	0.0	0.0	0.0	58.2	0.0	81.9
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	23.3	4.4	45.3	3.4	3.4	0.0	0.0	0.0	58.2	0.0	81.9
LOS by Move:	A	C	A	D	A	A	A	A	A	E+	A	F
HCM2kAvgQ:	0	791	42	154	63	63	0	0	0	186	0	725

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #56: Lawrence Expressway/Doyle Road

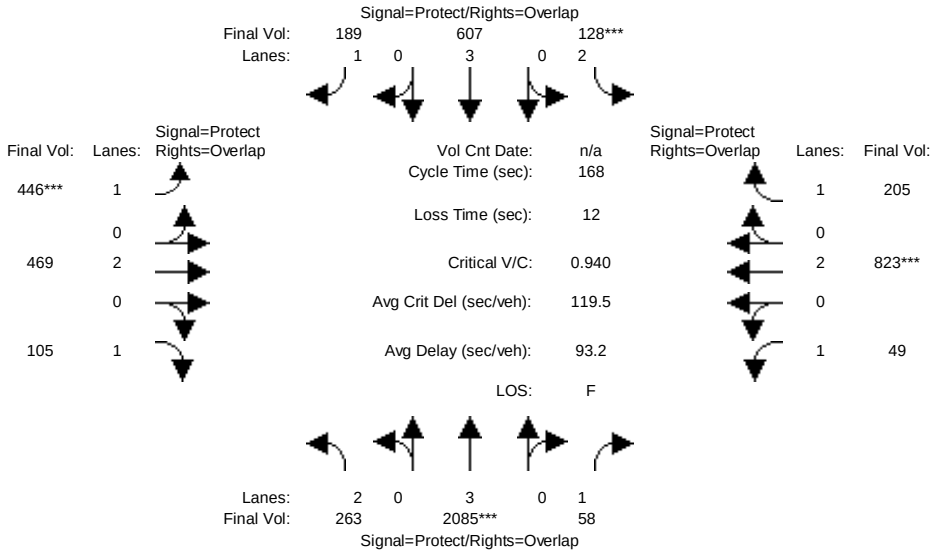


Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	31	31	38	141	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1312	108	738	2826	21	0	0	0	86	0	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1312	108	738	2826	21	0	0	0	86	0	236
Added Vol:	0	152	0	0	165	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1464	108	738	2991	21	0	0	0	86	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1464	108	738	2991	21	0	0	0	86	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1464	108	738	2991	21	0	0	0	86	0	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1464	108	738	2991	21	0	0	0	86	0	236
Saturation Flow 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	5561	39	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.06	0.42	0.54	0.54	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	50.5	68.5	83.0	133	133.5	0.0	0.0	0.0	18.0	0.0	101.0
Volume/Cap:	0.00	0.81	0.14	0.81	0.64	0.64	0.00	0.00	0.00	0.44	0.00	0.21
Uniform Del:	0.0	53.2	29.4	33.9	5.0	5.0	0.0	0.0	0.0	70.0	0.0	13.3
IncremntDel:	0.0	4.2	0.4	7.9	0.7	0.7	0.0	0.0	0.0	6.9	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	57.4	29.8	41.8	5.7	5.7	0.0	0.0	0.0	76.9	0.0	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	57.4	29.8	41.8	5.7	5.7	0.0	0.0	0.0	76.9	0.0	13.7
LOS by Move:	A	E+	C	D	A	A	A	A	A	E-	A	B
HCM2kAvgQ:	0	614	88	877	474	474	0	0	0	121	0	135

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #57: Lawrence Expressway/Prospect Road

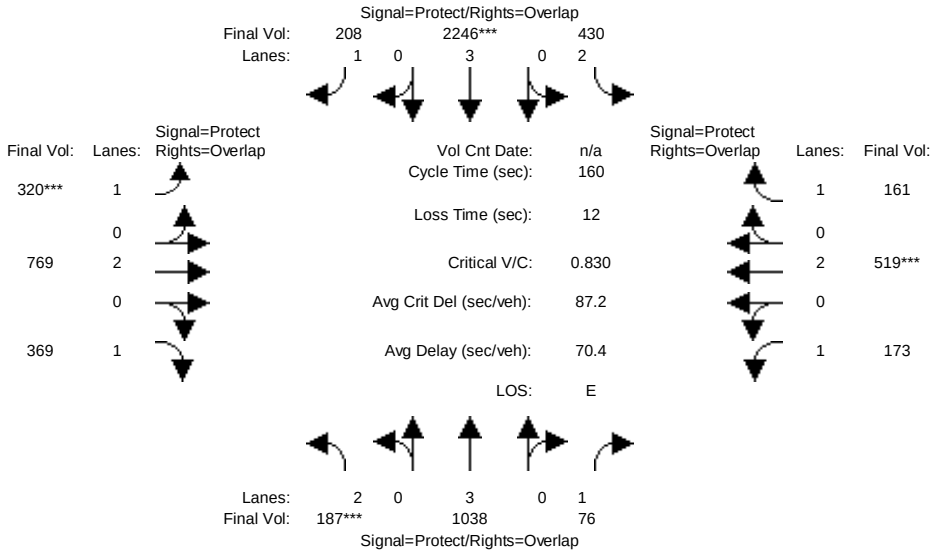


Street Name:	Lawrence Expressway						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	57	57	21	56	56	48	75	75	16	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	263	2041	58	128	580	189	446	469	105	49	823	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2041	58	128	580	189	446	469	105	49	823	205
Added Vol:	0	44	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	2085	58	128	607	189	446	469	105	49	823	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:	263	2085	58	128	607	189	446	469	105	49	823	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2085	58	128	607	189	446	469	105	49	823	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
FinalVolume:	263	2085	58	128	607	189	446	469	105	49	823	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.03	0.04	0.11	0.11	0.25	0.12	0.06	0.03	0.22	0.12
Crit Moves:		****		****			****				****	
Green Time:	20.4	52.9	67.8	19.5	52.0	96.5	44.6	69.6	90.0	14.9	39.9	59.4
Volume/Cap:	0.69	1.16	0.08	0.35	0.34	0.19	0.96	0.30	0.11	0.32	0.91	0.33
Uniform Del:	76.2	62.0	33.3	73.7	48.3	18.4	65.6	35.4	20.7	77.4	67.2	42.8
IncremntDel:	9.7	79.3	0.2	2.6	0.5	0.4	33.1	0.5	0.2	5.3	15.0	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.9	141	33.6	76.3	48.8	18.8	98.7	35.9	21.0	82.7	82.1	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:	85.9	141	33.6	76.3	48.8	18.8	98.7	35.9	21.0	82.7	82.1	44.3
LOS by Move:	F	F	C-	E-	D	B-	F	D+	C+	F	F	D
HCM2kAvgQ:	237	1302	51	103	210	129	766	207	74	74	631	217

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #57: Lawrence Expressway/Prospect Road

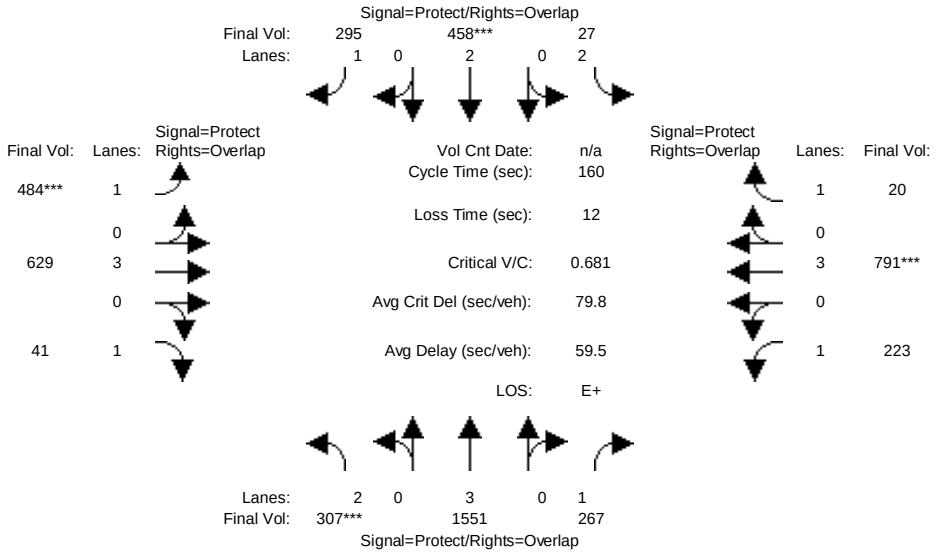


Street Name:	Lawrence Expressway						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	49	49	34	62	62	38	52	52	26	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	886	76	430	2081	208	320	769	369	173	519	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:	187	886	76	430	2081	208	320	769	369	173	519	161
Added Vol:	0	152	0	0	165	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	1038	76	430	2246	208	320	769	369	173	519	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:	187	1038	76	430	2246	208	320	769	369	173	519	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1038	76	430	2246	208	320	769	369	173	519	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
FinalVolume:	187	1038	76	430	2246	208	320	769	369	173	519	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.04	0.14	0.39	0.12	0.18	0.20	0.21	0.10	0.14	0.09
Crit Moves:	****				****		****				****	
Green Time:	18.5	45.9	69.6	31.8	59.2	94.3	35.1	47.5	66.0	23.7	36.1	67.9
Volume/Cap:	0.51	0.64	0.10	0.69	1.07	0.20	0.83	0.68	0.51	0.67	0.61	0.22
Uniform Del:	71.9	53.8	28.9	64.3	54.5	16.5	64.5	53.6	37.9	69.6	60.1	31.6
IncremntDel:	5.1	1.9	0.3	6.0	39.6	0.4	18.7	3.3	2.6	12.8	3.2	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.0	55.7	29.1	70.3	94.1	17.0	83.1	57.0	40.4	82.4	63.3	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	55.7	29.1	70.3	94.1	17.0	83.1	57.0	40.4	82.4	63.3	32.2
LOS by Move:	E-	E+	C	E	F	B	F	E+	D	F	E	C-
HCM2kAvgQ:	152	403	61	337	1223	133	487	457	384	257	316	140

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #58: Lawrence Expressway/Saratoga Avenue

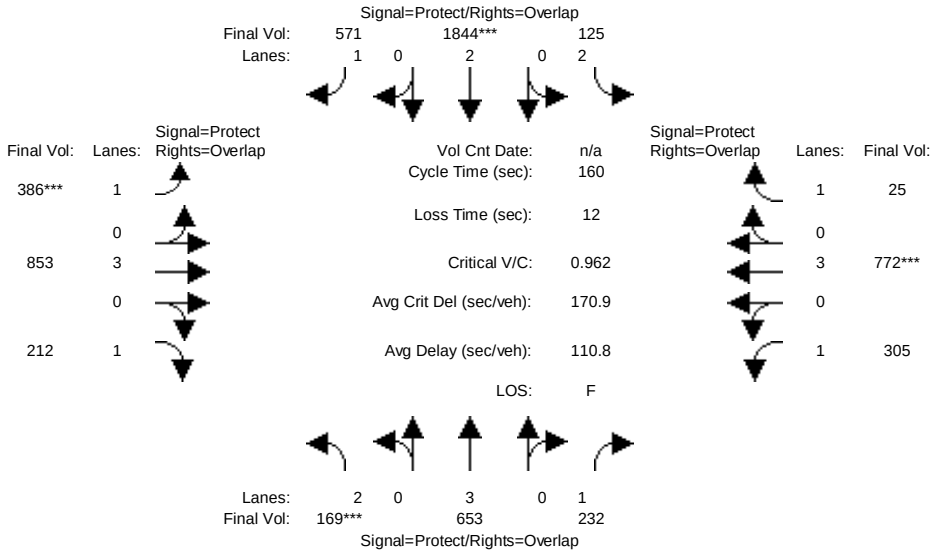


Street Name:	Lawrence Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	61	61	9	55	55	51	61	61	29	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	1525	267	27	442	284	466	629	41	223	791	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	1525	267	27	442	284	466	629	41	223	791	20
Added Vol:	0	26	0	0	16	11	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1551	267	27	458	295	484	629	41	223	791	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:	307	1551	267	27	458	295	484	629	41	223	791	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1551	267	27	458	295	484	629	41	223	791	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1551	267	27	458	295	484	629	41	223	791	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.15	0.01	0.12	0.17	0.28	0.11	0.02	0.13	0.14	0.01
Crit Moves:	****				****		****				****	
Green Time:	14.0	56.7	83.7	8.4	51.2	98.6	47.4	56.7	70.7	27.0	36.3	44.7
Volume/Cap:	1.12	0.77	0.29	0.16	0.38	0.27	0.93	0.31	0.05	0.76	0.61	0.04
Uniform Del:	78.5	49.2	23.1	77.9	45.2	15.2	58.8	40.3	27.4	68.1	59.7	45.2
IncremntDel:	89.7	2.9	0.8	2.1	0.9	0.6	25.9	0.4	0.1	16.4	2.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	168.2	52.1	23.9	80.0	46.1	15.9	84.7	40.7	27.6	84.6	61.9	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:	168.2	52.1	23.9	80.0	46.1	15.9	84.7	40.7	27.6	84.6	61.9	45.4
LOS by Move:	F	D-	C	F	D	B	F	D	C	F	E	D
HCM2kAvgQ:	376	619	205	23	226	186	762	193	32	337	320	20

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #58: Lawrence Expressway/Saratoga Avenue

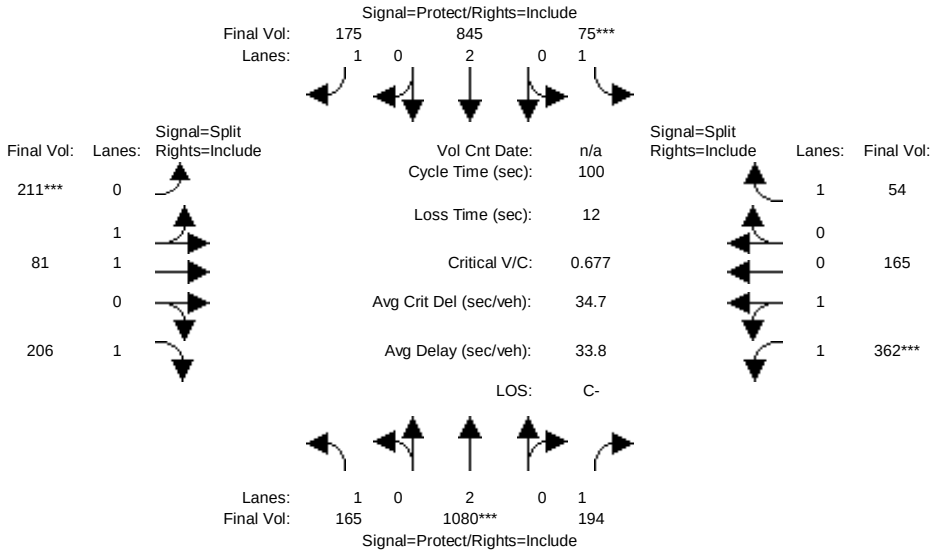


Street Name:	Lawrence Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	56	56	20	60	60	39	46	46	38	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	562	232	125	1745	505	325	853	212	305	772	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:	169	562	232	125	1745	505	325	853	212	305	772	25
Added Vol:	0	91	0	0	99	66	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	653	232	125	1844	571	386	853	212	305	772	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	653	232	125	1844	571	386	853	212	305	772	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	653	232	125	1844	571	386	853	212	305	772	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	653	232	125	1844	571	386	853	212	305	772	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.13	0.04	0.49	0.33	0.22	0.15	0.12	0.17	0.14	0.01
Crit Moves:	****				****		****				****	
Green Time:	14.8	51.8	87.4	18.5	55.5	91.6	36.1	43.0	57.8	35.6	42.5	61.0
Volume/Cap:	0.58	0.35	0.24	0.34	1.40	0.57	0.98	0.56	0.34	0.78	0.51	0.04
Uniform Del:	75.3	44.7	20.6	70.5	56.5	23.5	66.6	54.3	40.1	63.4	53.9	33.6
IncremntDel:	8.2	0.5	0.6	2.6	184	2.4	40.2	1.5	1.4	14.6	1.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.5	45.2	21.2	73.0	241	25.8	106.8	55.8	41.5	78.0	55.1	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.5	45.2	21.2	73.0	241	25.8	106.8	55.8	41.5	78.0	55.1	33.7
LOS by Move:	F	D	C+	E	F	C	F	E+	D	E-	E+	C-
HCM2kAvgQ:	148	213	166	96	2010	505	667	324	213	447	288	21

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #59: Saratoga Avenue/Cox Avenue

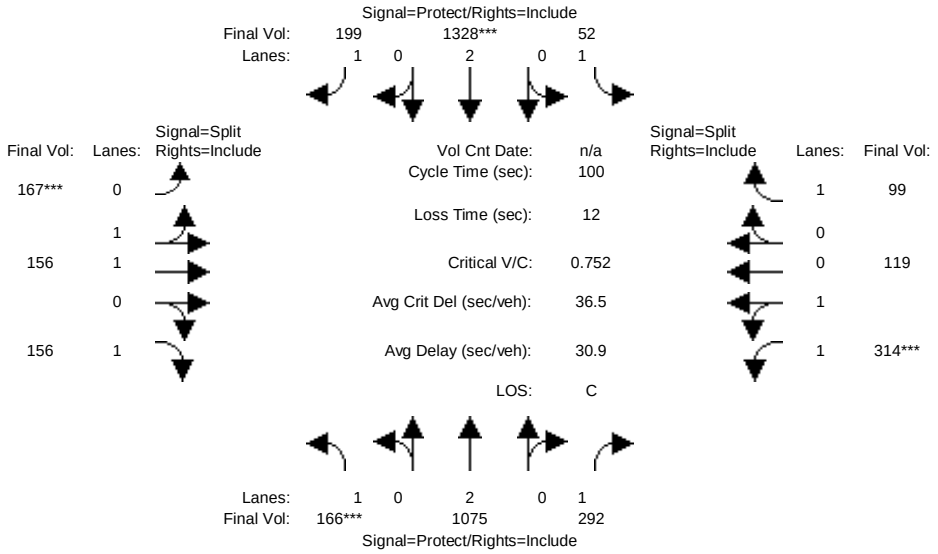


Street Name:	Cox Avenue						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1062	194	75	834	175	211	81	206	362	165	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1062	194	75	834	175	211	81	206	362	165	54
Added Vol:	0	18	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1080	194	75	845	175	211	81	206	362	165	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1080	194	75	845	175	211	81	206	362	165	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1080	194	75	845	175	211	81	206	362	165	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1080	194	75	845	175	211	81	206	362	165	54
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.38	0.62	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2438	1111	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.11	0.04	0.22	0.10	0.12	0.04	0.12	0.15	0.15	0.03
Crit Moves:		****		****			****			****		
Green Time:	14.5	41.6	41.6	7.0	34.1	34.1	17.7	17.7	17.7	21.7	21.7	21.7
Volume/Cap:	0.65	0.68	0.27	0.61	0.65	0.29	0.68	0.24	0.67	0.68	0.68	0.14
Uniform Del:	40.4	23.8	19.2	45.2	27.9	24.1	38.6	35.4	38.4	36.0	36.0	31.6
IncremntDel:	12.3	2.4	0.9	20.7	2.6	1.2	8.6	0.5	10.9	4.9	4.9	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.7	26.2	20.1	65.9	30.4	25.3	47.1	35.9	49.3	40.8	40.8	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:	52.7	26.2	20.1	65.9	30.4	25.3	47.1	35.9	49.3	40.8	40.8	32.4
LOS by Move:	D-	C	C+	E	C	C	D	D+	D	D	D	C-
HCM2kAvgQ:	159	356	105	88	292	107	196	56	189	228	228	37

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #59: Saratoga Avenue/Cox Avenue

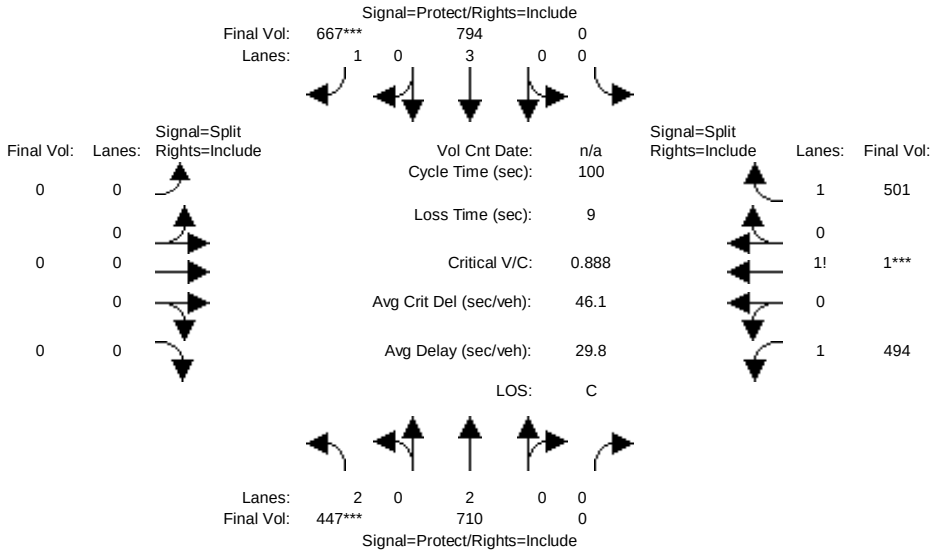


Street Name:	Cox Avenue						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	1014	292	52	1262	199	167	156	156	314	119	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:	166	1014	292	52	1262	199	167	156	156	314	119	99
Added Vol:	0	61	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1075	292	52	1328	199	167	156	156	314	119	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1075	292	52	1328	199	167	156	156	314	119	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1075	292	52	1328	199	167	156	156	314	119	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1075	292	52	1328	199	167	156	156	314	119	99
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.46	0.54	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2574	976	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.17	0.03	0.35	0.11	0.10	0.08	0.09	0.12	0.12	0.06
Crit Moves:	****				****		****			****		
Green Time:	12.6	47.4	47.4	11.7	46.5	46.5	12.7	12.7	12.7	16.2	16.2	16.2
Volume/Cap:	0.75	0.60	0.35	0.25	0.75	0.24	0.75	0.65	0.70	0.75	0.75	0.35
Uniform Del:	42.2	19.3	16.6	40.2	22.0	16.2	42.1	41.5	41.8	40.0	40.0	37.2
IncremntDel:	20.8	1.5	1.2	3.0	3.0	0.7	11.5	6.4	17.0	8.8	8.8	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.0	20.8	17.8	43.1	25.0	16.9	53.7	47.9	58.8	48.8	48.8	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:	63.0	20.8	17.8	43.1	25.0	16.9	53.7	47.9	58.8	48.8	48.8	40.6
LOS by Move:	E	C+	B	D	C	B	D-	D	E+	D	D	D
HCM2kAvgQ:	179	310	153	44	448	99	179	143	161	214	214	79

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #60: Saratoga Avenue/SR 85 Ramps North

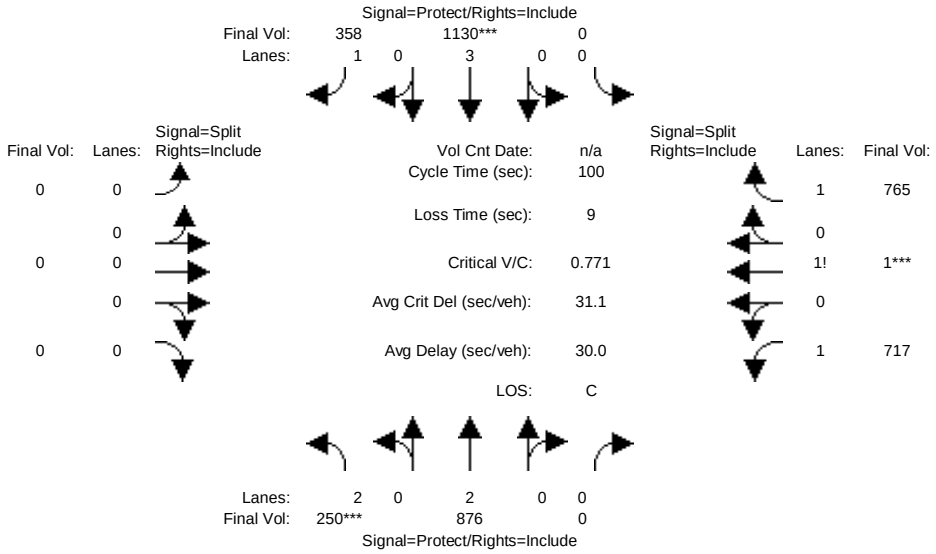


Street Name:	Saratoga Avenue						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	447	710	0	0	783	667	0	0	0	494	1	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	710	0	0	783	667	0	0	0	494	1	483
Added Vol:	0	0	0	0	11	0	0	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	710	0	0	794	667	0	0	0	494	1	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	710	0	0	794	667	0	0	0	494	1	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	710	0	0	794	667	0	0	0	494	1	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	447	710	0	0	794	667	0	0	0	494	1	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.49	0.01	1.50
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2617	4	2629
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.14	0.38	0.00	0.00	0.00	0.19	0.28	0.19
Crit Moves:	****					****					****	
Green Time:	16.0	58.9	0.0	0.0	42.9	42.9	0.0	0.0	0.0	32.1	32.1	32.1
Volume/Cap:	0.89	0.32	0.00	0.00	0.32	0.89	0.00	0.00	0.00	0.59	0.89	0.59
Uniform Del:	41.1	10.4	0.0	0.0	18.9	26.3	0.0	0.0	0.0	28.4	32.2	28.5
IncremntDel:	20.2	0.4	0.0	0.0	0.4	14.7	0.0	0.0	0.0	1.5	10.5	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	61.3	10.8	0.0	0.0	19.3	41.0	0.0	0.0	0.0	29.9	42.8	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:	61.3	10.8	0.0	0.0	19.3	41.0	0.0	0.0	0.0	29.9	42.8	30.0
LOS by Move:	E	B+	A	A	B-	D	A	A	A	C	D	C
HCM2kAvgQ:	246	139	0	0	134	598	0	0	0	243	482	246

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #60: Saratoga Avenue/SR 85 Ramps North

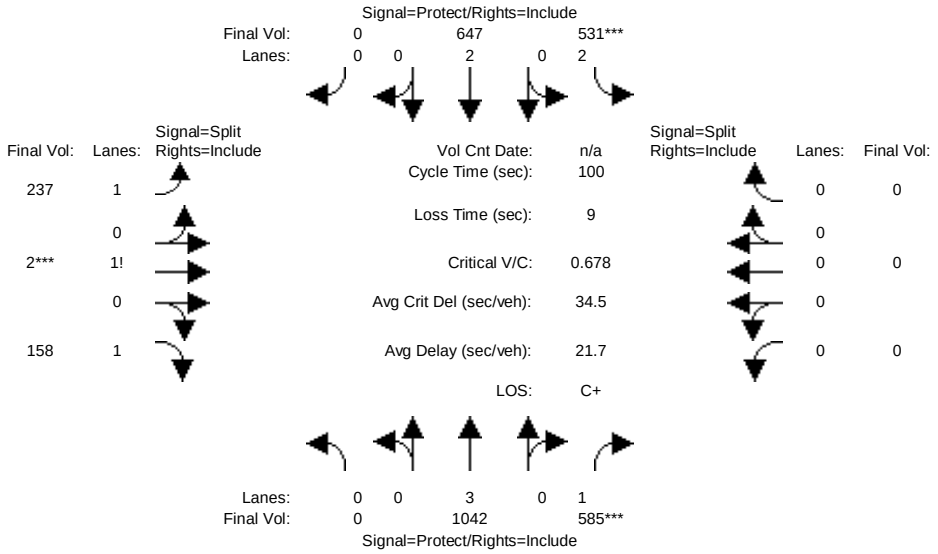


Street Name:	Saratoga Avenue						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	876	0	0	1064	358	0	0	0	717	1	704
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	876	0	0	1064	358	0	0	0	717	1	704
Added Vol:	0	0	0	0	66	0	0	0	0	0	0	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	876	0	0	1130	358	0	0	0	717	1	765
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	876	0	0	1130	358	0	0	0	717	1	765
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	876	0	0	1130	358	0	0	0	717	1	765
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	876	0	0	1130	358	0	0	0	717	1	765
Saturation 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	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.48	0.01	1.51
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2596	2	2652
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.28	0.42	0.29
Crit Moves:	****				****						****	
Green Time:	10.3	36.0	0.0	0.0	25.7	25.7	0.0	0.0	0.0	55.0	55.0	55.0
Volume/Cap:	0.77	0.64	0.00	0.00	0.77	0.80	0.00	0.00	0.00	0.50	0.77	0.52
Uniform Del:	43.7	26.6	0.0	0.0	34.4	34.7	0.0	0.0	0.0	14.0	17.6	14.2
IncremntDel:	16.2	2.3	0.0	0.0	4.0	13.6	0.0	0.0	0.0	0.6	3.1	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.9	28.9	0.0	0.0	38.4	48.3	0.0	0.0	0.0	14.6	20.6	14.9
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:	59.9	28.9	0.0	0.0	38.4	48.3	0.0	0.0	0.0	14.6	20.6	14.9
LOS by Move:	E+	C	A	A	D+	D	A	A	A	B	C+	B
HCM2kAvgQ:	128	290	0	0	312	330	0	0	0	252	513	268

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #61: Saratoga Avenue/SR 85 Ramps South

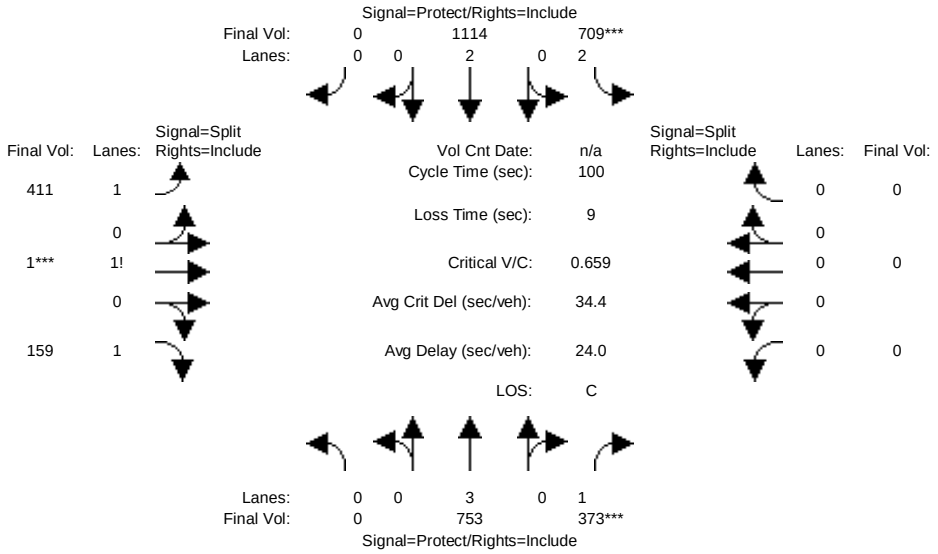


Street Name:	Saratoga Avenue						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1042	585	520	647	0	237	2	158	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	1042	585	520	647	0	237	2	158	0	0	0
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1042	585	531	647	0	237	2	158	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	1042	585	531	647	0	237	2	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1042	585	531	647	0	237	2	158	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	1042	585	531	647	0	237	2	158	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	3.00	1.00	2.00	2.00	0.00	1.59	0.01	1.40	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2789	18	2443	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.33	0.17	0.17	0.00	0.08	0.11	0.06	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.3	49.3	24.9	74.2	0.0	16.8	16.8	16.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.68	0.68	0.23	0.00	0.51	0.68	0.38	0.00	0.00	0.00
Uniform Del:	0.0	15.7	19.3	33.9	4.0	0.0	37.8	39.0	37.0	0.0	0.0	0.0
IncremntDel:	0.0	0.4	4.3	4.7	0.2	0.0	2.3	6.2	1.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.1	23.6	38.6	4.2	0.0	40.1	45.3	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	23.6	38.6	4.2	0.0	40.1	45.3	38.1	0.0	0.0	0.0
LOS by Move:	A	B	C	D+	A	A	D	D	D+	A	A	A
HCM2kAvgQ:	0	164	386	235	81	0	126	187	91	0	0	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #61: Saratoga Avenue/SR 85 Ramps South

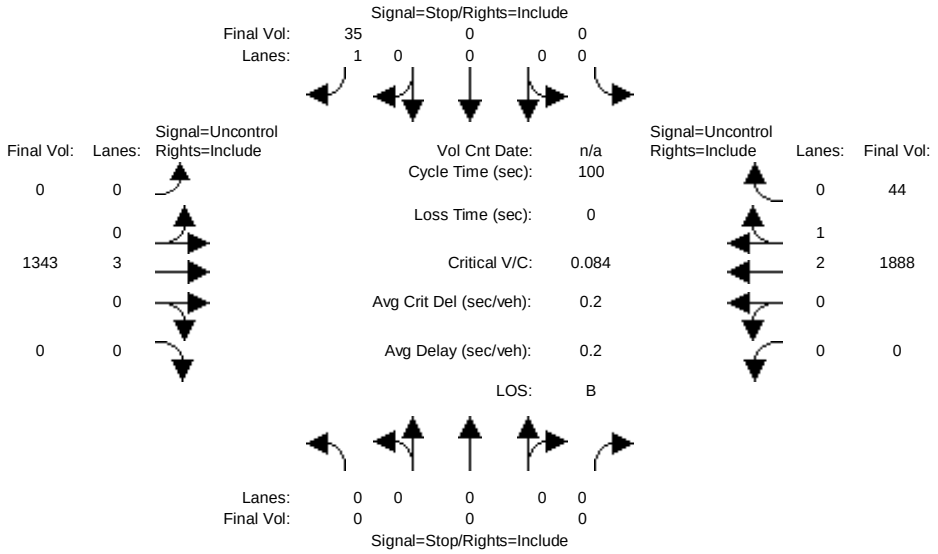


Street Name:	Saratoga Avenue						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	753	373	643	1114	0	411	1	159	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	753	373	643	1114	0	411	1	159	0	0	0
Added Vol:	0	0	0	66	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	753	373	709	1114	0	411	1	159	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	753	373	709	1114	0	411	1	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	753	373	709	1114	0	411	1	159	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	753	373	709	1114	0	411	1	159	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.71	0.01	1.28	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	3045	6	2241	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.21	0.23	0.29	0.00	0.13	0.16	0.07	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	32.3	32.3	34.1	66.5	0.0	24.5	24.5	24.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.66	0.66	0.44	0.00	0.55	0.66	0.29	0.00	0.00	0.00
Uniform Del:	0.0	26.4	29.1	28.0	8.0	0.0	32.9	34.0	30.6	0.0	0.0	0.0
IncremntDel:	0.0	0.7	5.9	3.2	0.6	0.0	2.1	3.9	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.1	35.0	31.2	8.5	0.0	35.0	37.9	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	35.0	31.2	8.5	0.0	35.0	37.9	31.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	C	A	A	D+	D+	C	A	A	A
HCM2kAvgQ:	0	153	287	276	199	0	185	237	86	0	0	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #62: Stevens Creek Boulevard/Vallco Driveway 5



Street Name:	Vallco Driveway 5						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
Volume Module:												
Base Vol:	0	0	0	0	0	35	0	1343	0	0	1888	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	35	0	1343	0	0	1888	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	0	1343	0	0	1888	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	0	1343	0	0	1888	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	35	0	1343	0	0	1888	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	651	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	6.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	3 0	0	0 0	2 1	0
Initial Vol:	0	0	0	0	0	35	0	1343	0	0	1888	44
ApproachDel:	xxxxxx			14.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3310]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	3 0	0	0 0	2 1	0
Initial Vol:	0	0	0	0	0	35	0	1343	0	0	1888	44

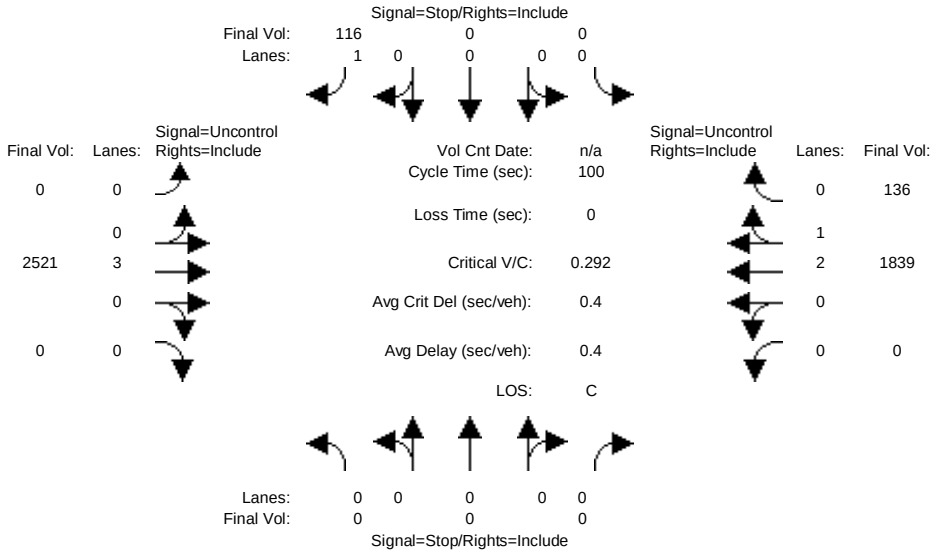
Major Street Volume: 3275
Minor Approach Volume: 35
Minor Approach Volume Threshold: -124 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #62: Stevens Creek Boulevard/Vallco Driveway 5



Street Name:	Vallco Driveway 5						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
Volume Module:												
Base Vol:	0	0	0	0	0	116	0	2521	0	0	1839	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	0	0	0	0	116	0	2521	0	0	1839	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	116	0	2521	0	0	1839	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	0	0	0	0	116	0	2521	0	0	1839	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	116	0	2521	0	0	1839	136
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	681	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	398	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	398	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	29.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	116	0	2521	0	0	1839	136
ApproachDel:	xxxxxx			17.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=116]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4612]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #62 Stevens Creek Boulevard/Vallco Driveway 5

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 3 0 0			0 0 2 1 0		
Initial Vol:	0	0	0	0	0	116	0	2521	0	0	1839	136

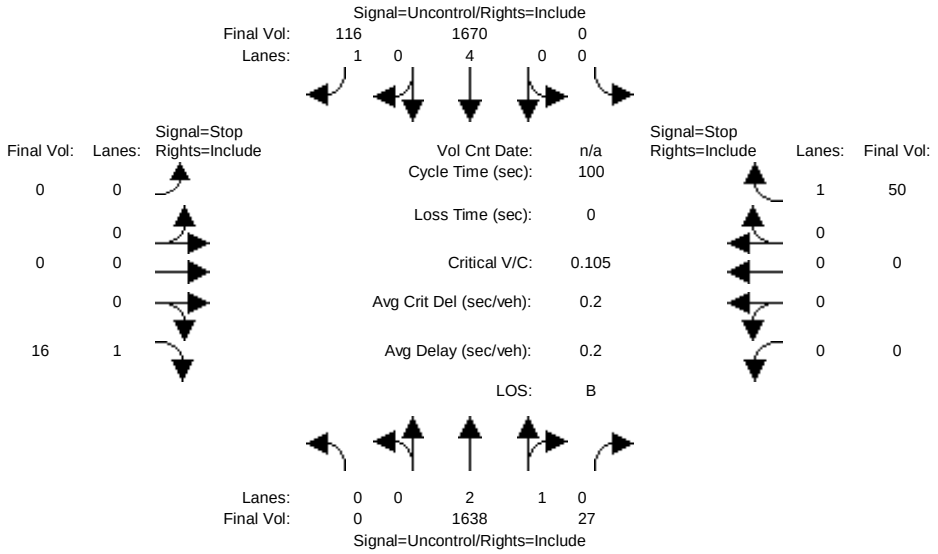
Major Street Volume: 4496
Minor Approach Volume: 116
Minor Approach Volume Threshold: -233 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #1163: Wolfe Road/Vallco Driveway 1



Street Name:	Wolfe Road						Vallco Driveway 1					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1638	27	0	1670	116	0	0	16	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1638	27	0	1670	116	0	0	16	0	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1638	27	0	1670	116	0	0	16	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1638	27	0	1670	116	0	0	16	0	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1638	27	0	1670	116	0	0	16	0	0	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	418	xxxx	xxxx	560
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	590	xxxx	xxxx	477
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	590	xxxx	xxxx	477
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.1	xxxx	xxxx	8.7
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	xxxxx	xxxx	13.4
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			13.4		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1638	27		0 1670	116		0	0	16	0	0	50
ApproachDel:	xxxxxx			xxxxxx			11.3			13.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3517]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3517]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1638	27		0 1670	116		0	0	16	0	0	50

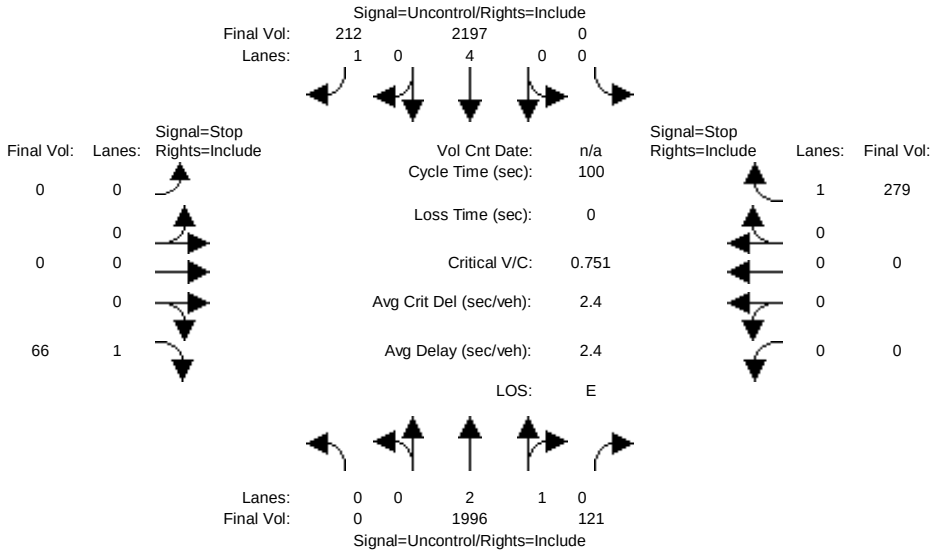
Major Street Volume: 3451
Minor Approach Volume: 50
Minor Approach Volume Threshold: -142 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #1163: Wolfe Road/Vallco Driveway 1



Street Name:	Wolfe Road						Vallco Driveway 1					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	1996	121	0	2197	212	0	0	66	0	0	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1996	121	0	2197	212	0	0	66	0	0	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1996	121	0	2197	212	0	0	66	0	0	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1996	121	0	2197	212	0	0	66	0	0	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1996	121	0	2197	212	0	0	66	0	0	279
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	549	xxxx	xxxx	726
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	485	xxxx	xxxx	372
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	485	xxxx	xxxx	372
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	0.75
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	11.7	xxxx	xxxx	149.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.6	xxxxx	xxxx	38.7
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	E
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.6			38.7		
ApproachLOS:	*			*			B			E		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1996	121		0 2197	212		0 0	66		0 0	279	
ApproachDel:	xxxxxx			xxxxxx			13.6			38.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4871]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=279]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4871]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1163 Wolfe Road/Vallco Driveway 1

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 4	0	1	0 0 0	0	1	0 0 0	0	1
Initial Vol:	0 1996	121		0 2197	212		0 0	66		0 0	279	

Major Street Volume: 4526
Minor Approach Volume: 279
Minor Approach Volume Threshold: -235 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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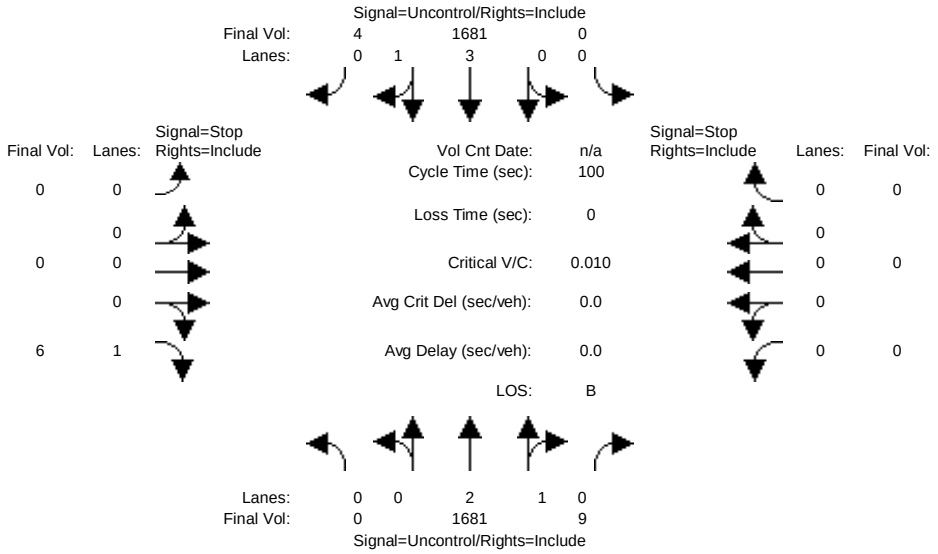
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #64: Wolfe Road/Vallco Driveway 2



Street Name:	Wolfe Road						Vallco Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	1681	9	0	1681	4	0	0	6	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	1681	9	0	1681	4	0	0	6	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1681	9	0	1681	4	0	0	6	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	1681	9	0	1681	4	0	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1681	9	0	1681	4	0	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	422	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	586	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	586	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	2	1 0	0	0	3	1 0	0	0	0	0 1	0	0	0	0 0
Initial Vol:	0	1681		9	0	1681		4	0	0		6	0	0		0
ApproachDel:	xxxxxx				xxxxxx				11.2				xxxxxx			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3381]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	2	1 0	0	0	3	1 0	0	0	0	0 1	0	0	0	0 0
Initial Vol:	0	1681		9	0	1681		4	0	0		6	0	0		0

Major Street Volume: 3375
Minor Approach Volume: 6
Minor Approach Volume Threshold: -134 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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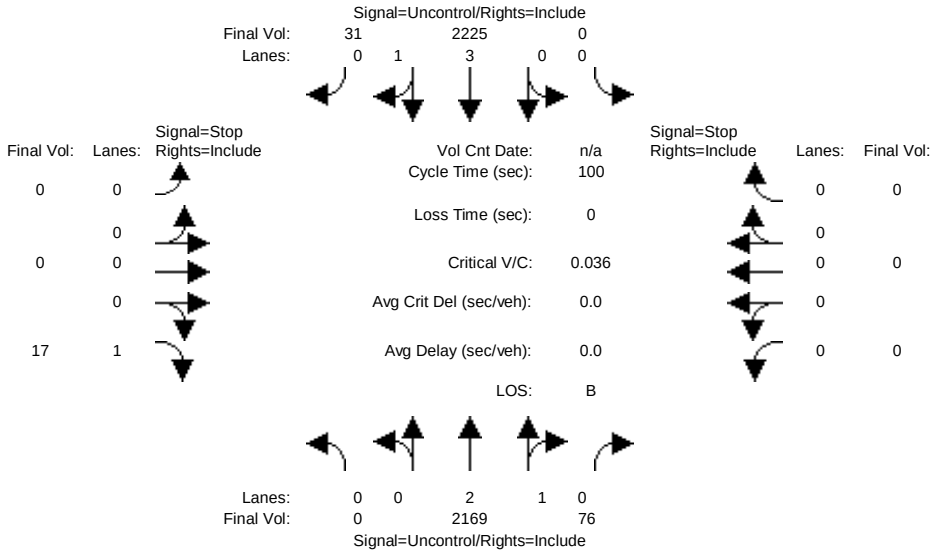
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #64: Wolfe Road/Vallco Driveway 2



Street Name:	Wolfe Road						Vallco Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	2169	76	0	2225	31	0	0	17	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	2169	76	0	2225	31	0	0	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2169	76	0	2225	31	0	0	17	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	2169	76	0	2225	31	0	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2169	76	0	2225	31	0	0	17	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	572	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 3	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 2169	76		0 2225	31		0 0	17		0 0	0	
ApproachDel:	xxxxxx			xxxxxx			13.0			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4518]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #64 Wolfe Road/Vallco Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	1	0	0 0 3	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 2169	76		0 2225	31		0 0	17		0 0	0	

Major Street Volume: 4501
Minor Approach Volume: 17
Minor Approach Volume Threshold: -233 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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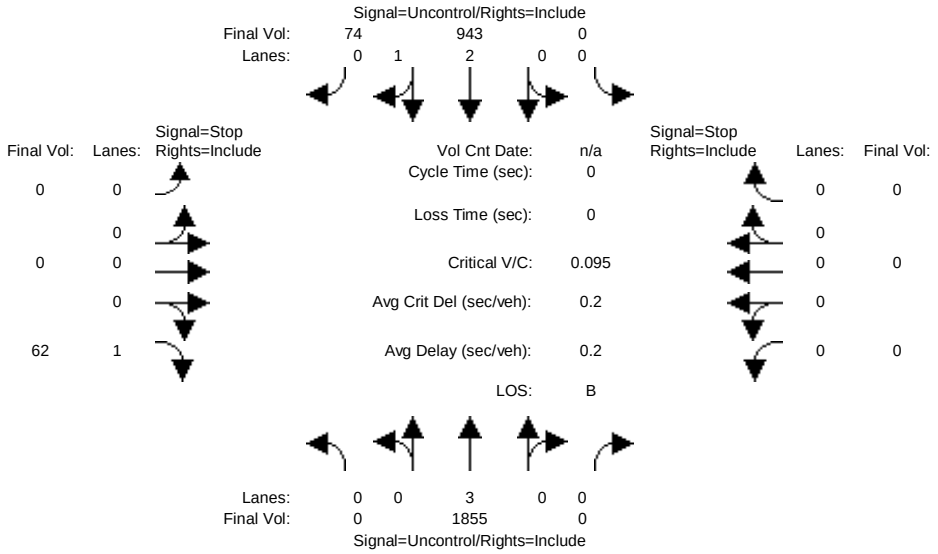
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #65: Wolfe Road/Vallco Driveway 3



Street Name:	Wolfe Road						Vallco Driveway 3					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1855	0	0	943	74	0	0	62	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	1855	0	0	943	74	0	0	62	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1855	0	0	943	74	0	0	62	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	1855	0	0	943	74	0	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1855	0	0	943	74	0	0	62	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	351	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	651	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	651	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	7.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1855	0		0 943	74		0	0	62	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2934]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1855	0		0 943	74		0	0	62	0	0	0

Major Street Volume: 2872
Minor Approach Volume: 62
Minor Approach Volume Threshold: -79 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
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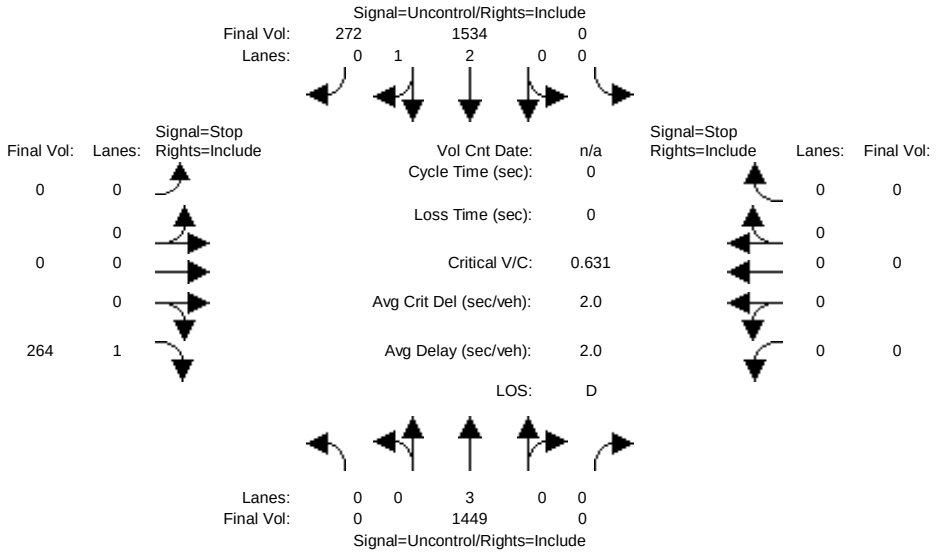
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #65: Wolfe Road/Vallco Driveway 3



Street Name:	Wolfe Road						Vallco Driveway 3					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1449	0	0	1534	272	0	0	264	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	1449	0	0	1534	272	0	0	264	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1449	0	0	1534	272	0	0	264	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	1449	0	0	1534	272	0	0	264	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1449	0	0	1534	272	0	0	264	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	647	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	418	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	418	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	105.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	27.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.2			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1449	0		0 1534	272		0	0	264	0	0	0
ApproachDel:	xxxxxx			xxxxxx			27.2			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=264]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3519]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #65 Wolfe Road/Vallco Driveway 3

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	0 1449	0		0 1534	272		0	0	264	0	0	0

Major Street Volume: 3255
Minor Approach Volume: 264
Minor Approach Volume Threshold: -122 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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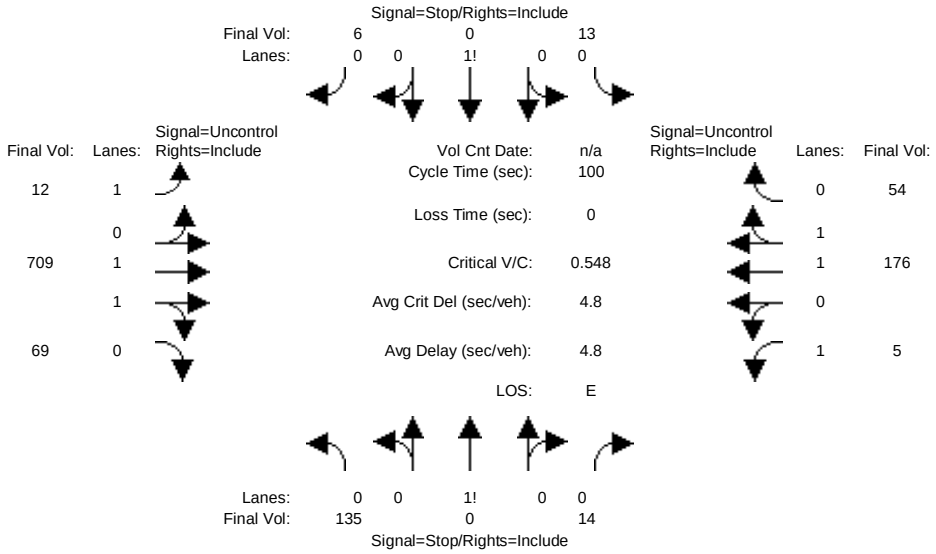
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #66: Vallco Parkway/Vallco Driveway 4



Street Name:	Vallco Driveway 4						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	135	0	14	13	0	6	12	709	69	5	176	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	14	13	0	6	12	709	69	5	176	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	14	13	0	6	12	709	69	5	176	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	14	13	0	6	12	709	69	5	176	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	0	14	13	0	6	12	709	69	5	176	54
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	866	1008	389	592	1015	115	230	xxxx	xxxxx	778	xxxx	xxxxx
Potent Cap.:	251	243	615	394	240	922	1350	xxxx	xxxxx	848	xxxx	xxxxx
Move Cap.:	246	239	615	381	237	922	1350	xxxx	xxxxx	848	xxxx	xxxxx
Volume/Cap:	0.55	0.00	0.02	0.03	0.00	0.01	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	261	xxxxx	xxxx	468	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.2	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	35.7	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	B	*	*	*	*	*	*	*
ApproachDel:		35.7			13.0		xxxxxx			xxxxxx		
ApproachLOS:		E			B		*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	135	0	14	13	0	6	12	709	69	5	176	54
ApproachDel:	35.7			13.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=149]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1193]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1193]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	135	0	14	13	0	6	12	709	69	5	176	54

Major Street Volume: 1025
Minor Approach Volume: 149
Minor Approach Volume Threshold: 276

SIGNAL WARRANT DISCLAIMER
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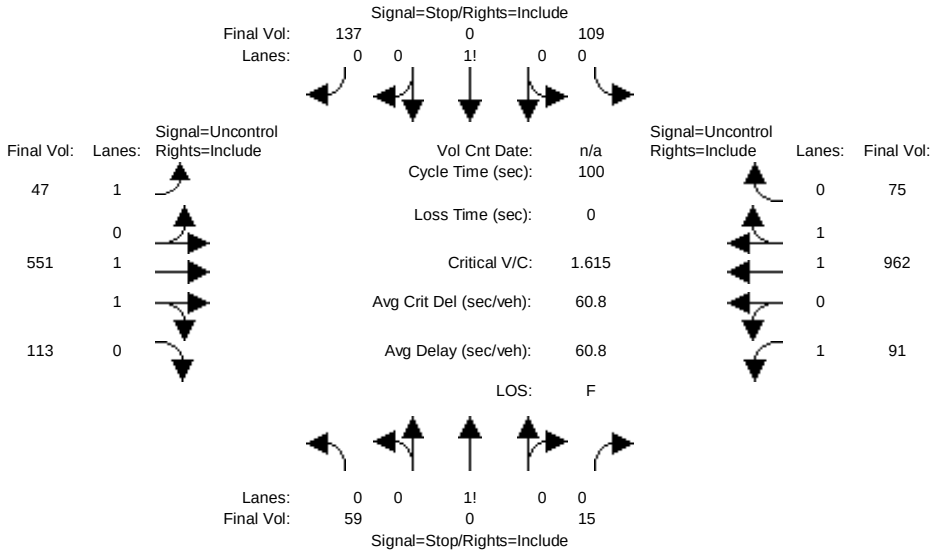
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #66: Vallco Parkway/Vallco Driveway 4



Street Name:	Vallco Driveway 4						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	59	0	15	109	0	137	47	551	113	91	962	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	15	109	0	137	47	551	113	91	962	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	0	15	109	0	137	47	551	113	91	962	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:	59	0	15	109	0	137	47	551	113	91	962	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	59	0	15	109	0	137	47	551	113	91	962	75
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1365	1921	332	1551	1940	519	1037	xxxx	xxxxx	664	xxxx	xxxxx
Potent Cap.:	108	68	670	79	66	507	678	xxxx	xxxxx	935	xxxx	xxxxx
Move Cap.:	69	57	670	67	56	507	678	xxxx	xxxxx	935	xxxx	xxxxx
Volume/Cap:	0.85	0.00	0.02	1.62	0.00	0.27	0.07	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.6	xxxx	xxxxx	8.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	85	xxxxx	xxxx	130	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.6	xxxxx	xxxxx	19.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	151	xxxxx	xxxxx	483	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	151.5			482.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		1 0 1	1	0	1 0 1	1	0
Initial Vol:	59	0	15	109	0	137	47	551	113	91	962	75
ApproachDel:	151.5			482.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2159]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=33.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=246]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2159]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #66 Vallco Parkway/Vallco Driveway 4

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		1 0 1	1	0	1 0 1	1	0
Initial Vol:	59	0	15	109	0	137	47	551	113	91	962	75

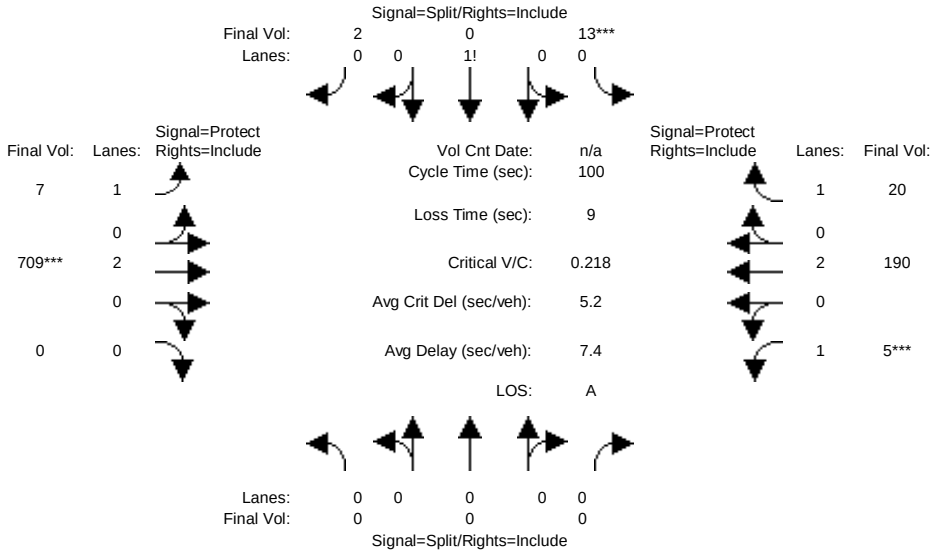
Major Street Volume: 1839
Minor Approach Volume: 246
Minor Approach Volume Threshold: 75 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved AM

Intersection #67: Vallco Parkway/Perimeter Road

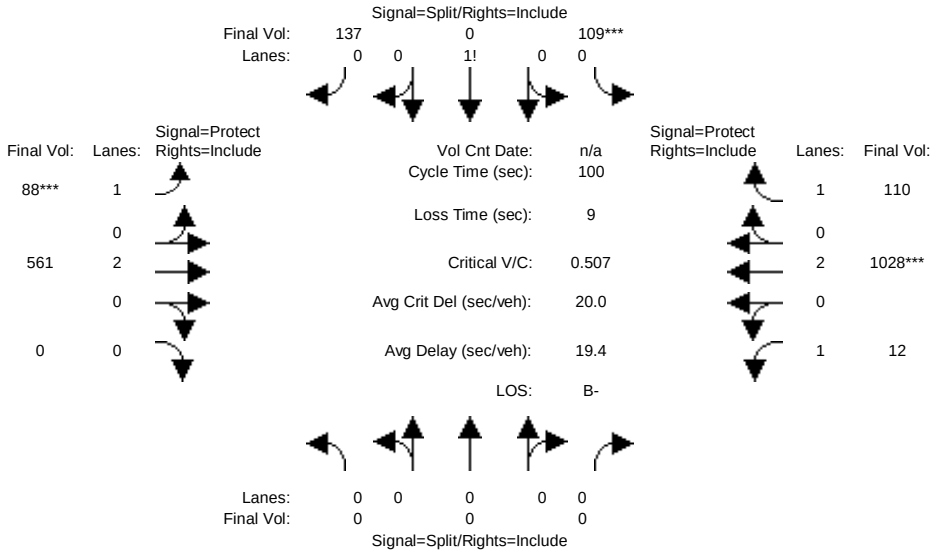


Street Name:	Perimeter Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	13	0	2	7	709	0	5	190	20
Growth Adj:	1.00	1.00	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	13	0	2	7	709	0	5	190	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	2	7	709	0	5	190	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:	0	0	0	13	0	2	7	709	0	5	190	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	2	7	709	0	5	190	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	2	7	709	0	5	190	20
Saturation Flow 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	0.87	0.00	0.13	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1517	0	233	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.19	0.00	0.00	0.05	0.01
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	33.4	74.0	0.0	7.0	47.6	47.6
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.09	0.01	0.25	0.00	0.04	0.10	0.02
Uniform Del:	0.0	0.0	0.0	40.9	0.0	40.9	22.3	4.2	0.0	43.4	14.4	13.9
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.1	0.0	41.1	22.3	4.2	0.0	43.5	14.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.1	0.0	41.1	22.3	4.2	0.0	43.5	14.5	13.9
LOS by Move:	A	A	A	D	A	D	C+	A	A	D	B	B
HCM2kAvgQ:	0	0	0	13	0	13	4	86	0	5	39	9

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V100 + Approved PM

Intersection #67: Vallco Parkway/Perimeter Road



Street Name:	Perimeter Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	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:	0	0	0	109	0	137	88	561	0	12	1028	110
Growth Adj:	1.00	1.00	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	109	0	137	88	561	0	12	1028	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	137	88	561	0	12	1028	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:	0	0	0	109	0	137	88	561	0	12	1028	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	137	88	561	0	12	1028	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
FinalVolume:	0	0	0	109	0	137	88	561	0	12	1028	110
Saturation Flow 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	0.44	0.00	0.56	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	775	0	975	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.05	0.15	0.00	0.01	0.27	0.06
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	9.9	42.9	0.0	20.4	53.4	53.4
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.51	0.51	0.34	0.00	0.03	0.51	0.12
Uniform Del:	0.0	0.0	0.0	30.4	0.0	30.4	42.7	19.1	0.0	31.9	14.9	11.6
IncremntDel:	0.0	0.0	0.0	0.9	0.0	0.9	2.4	0.1	0.0	0.0	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	31.3	0.0	31.3	45.2	19.2	0.0	32.0	15.1	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:	0.0	0.0	0.0	31.3	0.0	31.3	45.2	19.2	0.0	32.0	15.1	11.7
LOS by Move:	A	A	A	C	A	C	D	B-	A	C	B	B+
HCM2kAvgQ:	0	0	0	181	0	181	70	139	0	8	254	45

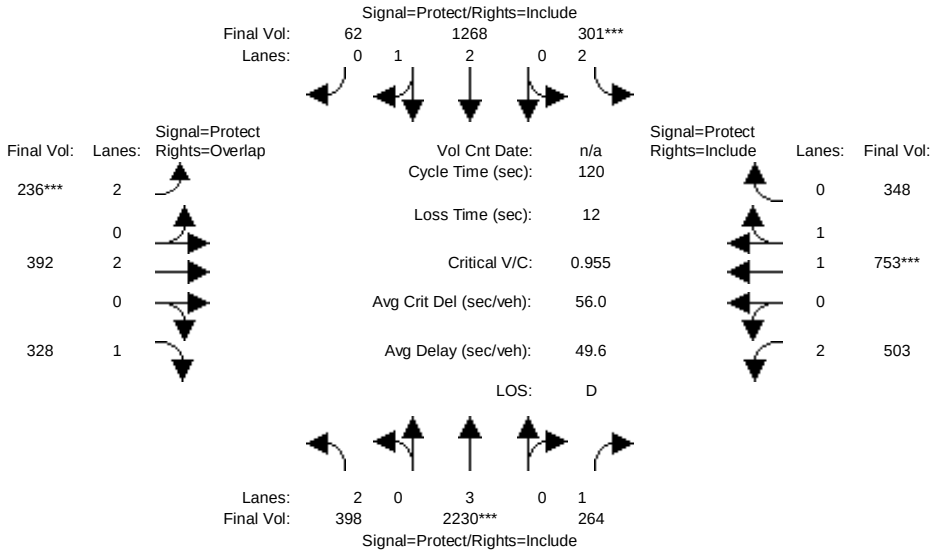
Note: Queue reported is the distance per lane in feet.

Traffix Output

Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + App + Proj AM

Intersection #8: De Anza Boulevard/Homestead Road

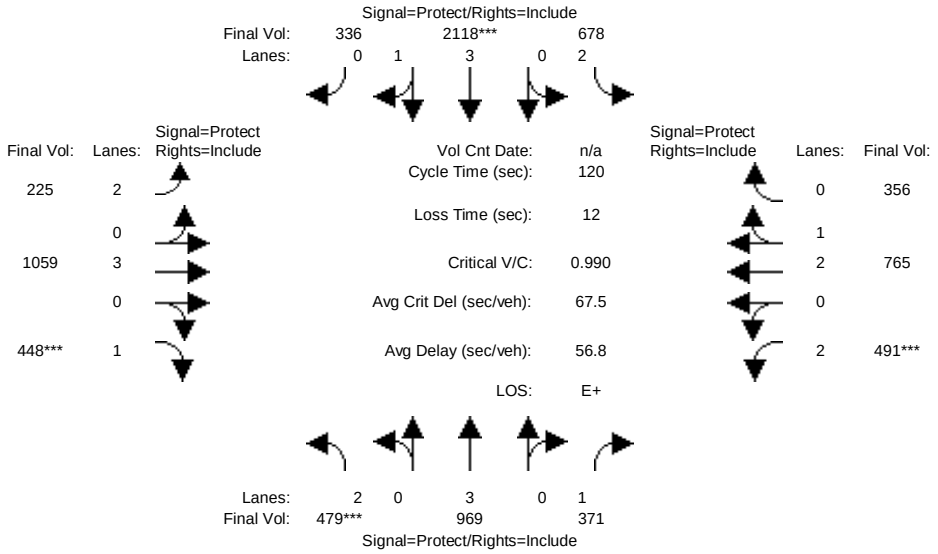


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	394	2226	264	261	1255	62	236	379	315	503	749	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	2226	264	261	1255	62	236	379	315	503	749	336
Added Vol:	4	4	0	40	13	0	0	13	13	0	4	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	2230	264	301	1268	62	236	392	328	503	753	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	2230	264	301	1268	62	236	392	328	503	753	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	2230	264	301	1268	62	236	392	328	503	753	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	2230	264	301	1268	62	236	392	328	503	753	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	2.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	5700	1750	3150	5339	261	3150	3800	1750	3150	2530	1169
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.15	0.10	0.24	0.24	0.07	0.10	0.19	0.16	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	21.2	49.2	49.2	12.0	39.9	39.9	9.4	18.4	39.6	28.4	37.4	37.4
Volume/Cap:	0.71	0.95	0.37	0.95	0.71	0.71	0.95	0.67	0.57	0.67	0.95	0.95
Uniform Del:	46.5	34.3	24.6	53.7	35.0	35.0	55.1	48.0	33.1	41.6	40.5	40.5
IncremntDel:	7.6	10.7	1.5	40.4	2.4	2.4	46.7	6.1	4.0	4.8	17.7	17.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.1	45.0	26.1	94.1	37.4	37.4	101.8	54.1	37.1	46.4	58.1	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:	54.1	45.0	26.1	94.1	37.4	37.4	101.8	54.1	37.1	46.4	58.1	58.1
LOS by Move:	D-	D	C	F	D+	D+	F	D-	D+	D	E+	E+
HCM2kAvgQ:	241	793	180	257	386	386	214	199	276	276	634	634

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + Approved PM

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

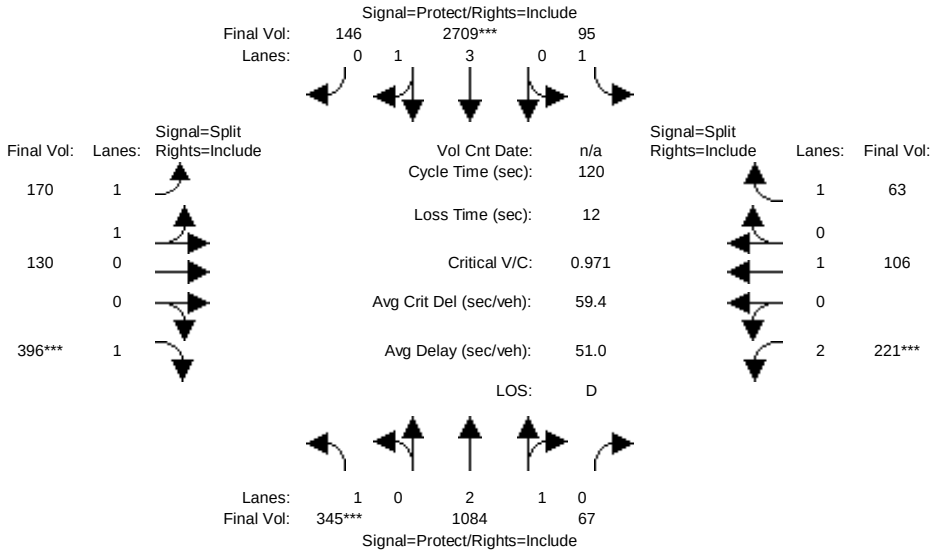


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	479	969	358	571	2118	336	225	979	448	476	678	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	969	358	571	2118	336	225	979	448	476	678	240
Added Vol:	0	0	13	107	0	0	0	80	0	15	87	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	969	371	678	2118	336	225	1059	448	491	765	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	969	371	678	2118	336	225	1059	448	491	765	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	969	371	678	2118	336	225	1059	448	491	765	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	969	371	678	2118	336	225	1059	448	491	765	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.43	0.57	2.00	3.00	1.00	2.00	2.01	0.99
Final Sat.:	3150	5700	1750	3150	6471	1027	3150	5700	1750	3150	3819	1777
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.21	0.22	0.33	0.33	0.07	0.19	0.26	0.16	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	18.4	28.8	28.8	29.3	39.7	39.7	13.1	31.0	31.0	18.9	36.8	36.8
Volume/Cap:	0.99	0.71	0.88	0.88	0.99	0.99	0.65	0.72	0.99	0.99	0.65	0.65
Uniform Del:	50.7	41.7	44.0	43.7	40.0	40.0	51.3	40.5	44.3	50.5	36.1	36.1
IncremntDel:	38.6	3.1	22.6	13.9	15.9	15.9	9.3	3.0	40.0	38.1	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.3	44.8	66.5	57.7	55.9	55.9	60.6	43.6	84.3	88.5	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	44.8	66.5	57.7	55.9	55.9	60.6	43.6	84.3	88.5	38.0	38.0
LOS by Move:	F	D	E	E+	E+	E+	E	D	F	F	D+	D+
HCM2kAvgQ:	386	300	436	441	727	727	148	324	592	394	319	319

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + Approved PM

Intersection #12: De Anza Boulevard/McClellan Road

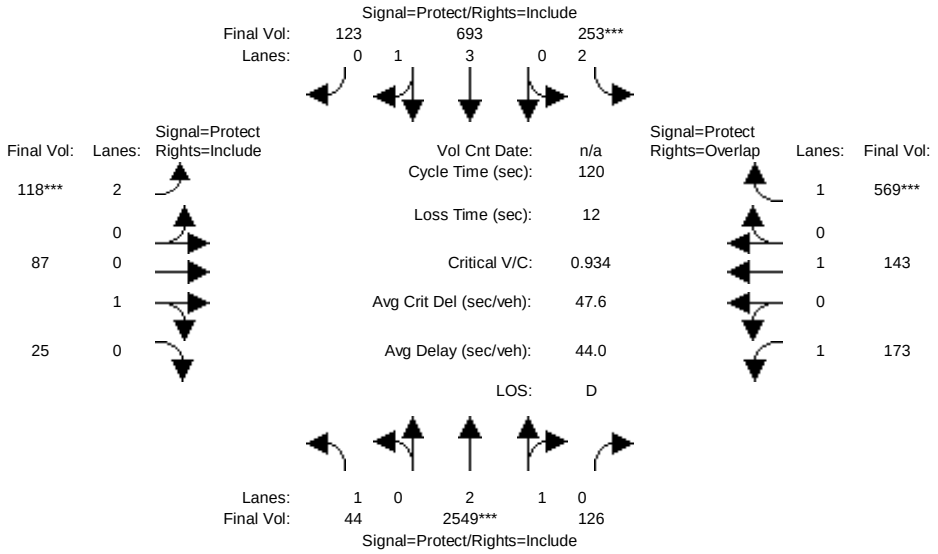


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	345	1071	67	95	2694	146	170	130	396	221	106	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:	345	1071	67	95	2694	146	170	130	396	221	106	63
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	1084	67	95	2709	146	170	130	396	221	106	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:	345	1084	67	95	2709	146	170	130	396	221	106	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1084	67	95	2709	146	170	130	396	221	106	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
FinalVolume:	345	1084	67	95	2709	146	170	130	396	221	106	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	0.99	0.95	0.92	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	3.79	0.21	1.15	0.85	1.00	2.00	1.00	1.00
Final Sat.:	1750	5274	326	1750	7116	384	2011	1538	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.21	0.05	0.38	0.38	0.08	0.08	0.23	0.07	0.06	0.04
Crit Moves:	****				****				****	****		
Green Time:	24.0	54.9	54.9	15.6	46.4	46.4	27.6	27.6	27.6	10.0	10.0	10.0
Volume/Cap:	0.98	0.45	0.45	0.42	0.98	0.98	0.37	0.37	0.98	0.84	0.67	0.43
Uniform Del:	47.8	22.3	22.3	48.1	36.4	36.4	38.9	38.9	46.0	54.2	53.4	52.3
IncremntDel:	44.4	0.6	0.6	5.6	13.5	13.5	1.3	1.3	41.2	26.6	20.3	9.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	22.8	22.8	53.6	49.9	49.9	40.2	40.2	87.2	80.8	73.7	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:	92.2	22.8	22.8	53.6	49.9	49.9	40.2	40.2	87.2	80.8	73.7	61.4
LOS by Move:	F	C+	C+	D-	D	D	D	D	F	F	E	E
HCM2kAvgQ:	473	243	243	96	818	818	127	127	530	180	126	72

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + App + Proj AM

Intersection #13: De Anza Boulevard/Bollinger Road

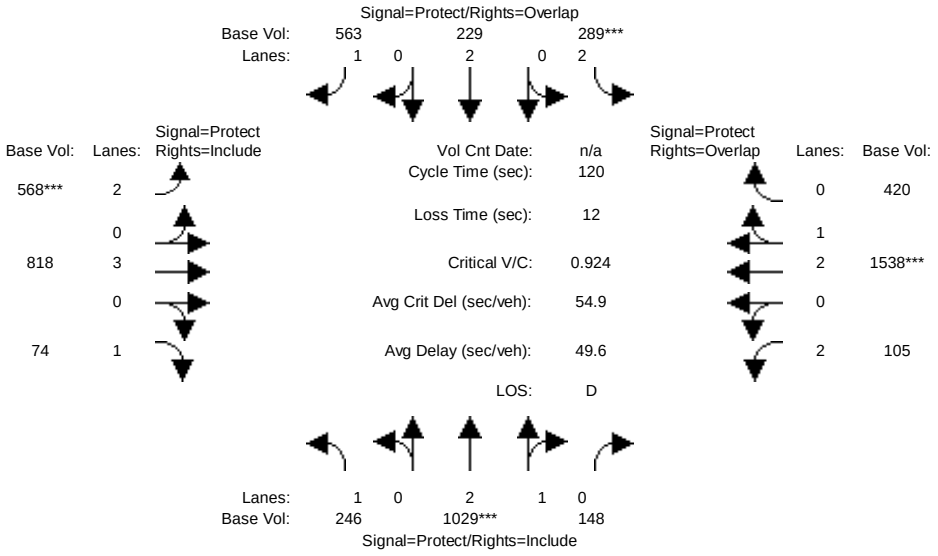


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	2296	126	253	619	121	111	80	25	173	141	569
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2296	126	253	619	121	111	80	25	173	141	569
Added Vol:	0	253	0	0	74	2	7	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2549	126	253	693	123	118	87	25	173	143	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2549	126	253	693	123	118	87	25	173	143	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2549	126	253	693	123	118	87	25	173	143	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2549	126	253	693	123	118	87	25	173	143	569
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	3.37	0.63	2.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	5336	264	3150	6368	1130	3150	1398	402	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.08	0.11	0.11	0.04	0.06	0.06	0.10	0.08	0.33
Crit Moves:		****		****			****					****
Green Time:	24.5	60.1	60.1	10.1	45.7	45.7	7.0	17.3	17.3	20.5	30.8	40.9
Volume/Cap:	0.12	0.95	0.95	0.95	0.29	0.29	0.64	0.43	0.43	0.58	0.29	0.95
Uniform Del:	39.0	28.6	28.6	54.7	25.8	25.8	55.3	46.9	46.9	45.8	35.9	38.6
IncremntDel:	0.7	9.2	9.2	44.6	0.3	0.3	16.0	5.2	5.2	7.9	1.5	27.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.7	37.8	37.8	99.3	26.1	26.1	71.3	52.0	52.0	53.7	37.4	65.7
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:	39.7	37.8	37.8	99.3	26.1	26.1	71.3	52.0	52.0	53.7	37.4	65.7
LOS by Move:	D	D+	D+	F	C	C	E	D-	D-	D-	D+	E
HCM2kAvgQ:	36	929	929	225	130	130	93	108	108	176	106	681

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex V82 + App + Proj AM

Intersection #1134: Wolfe Road/Stevens Creek Boulevard

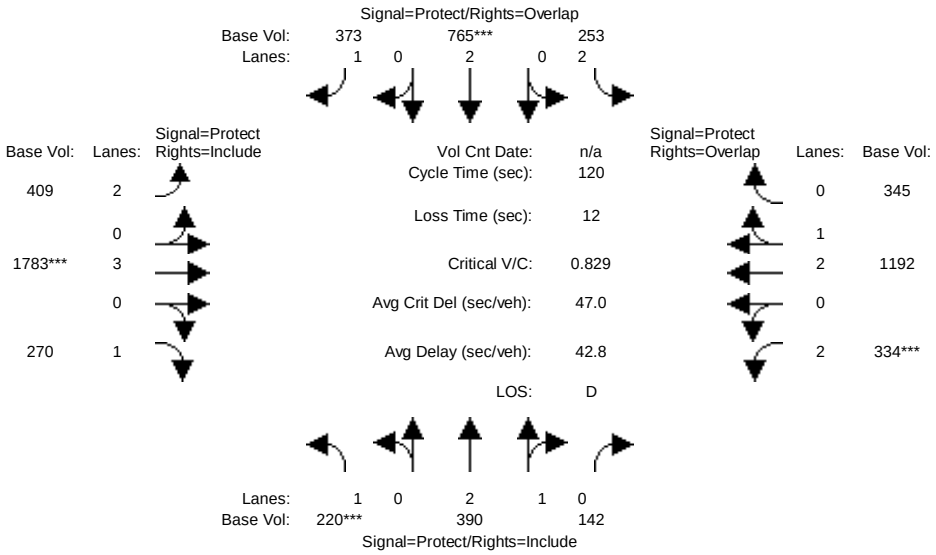


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	1029	148	289	229	563	568	818	74	105	1538	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	1029	148	289	229	563	568	818	74	105	1538	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:	246	1029	148	289	229	563	568	818	74	105	1538	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1029	148	289	229	563	568	818	74	105	1538	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
FinalVolume:	246	1029	148	289	229	563	568	818	74	105	1538	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.61	0.39	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1750	4895	704	3150	3800	1750	3150	5700	1750	3150	4397	1201
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.09	0.06	0.32	0.18	0.14	0.04	0.03	0.35	0.35
Crit Moves:		****		****			****				****	
Green Time:	19.5	27.3	27.3	11.9	19.7	43.1	23.4	48.9	48.9	19.9	45.4	57.3
Volume/Cap:	0.86	0.92	0.92	0.92	0.37	0.90	0.92	0.35	0.10	0.20	0.92	0.73
Uniform Del:	48.9	45.3	45.3	53.6	44.6	36.4	47.4	24.6	22.0	43.2	35.7	25.2
IncremntDel:	27.5	12.6	12.6	34.8	1.7	17.9	21.8	0.4	0.3	0.9	8.4	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.5	58.0	58.0	88.4	46.3	54.3	69.3	25.0	22.3	44.1	44.0	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:	76.5	58.0	58.0	88.4	46.3	54.3	69.3	25.0	22.3	44.1	44.0	27.0
LOS by Move:	E-	E+	E+	F	D	D-	E	C	C+	D	D	C
HCM2kAvgQ:	310	458	458	241	99	616	406	171	44	52	688	508

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex V82 + App + Proj PM

Intersection #1134: Wolfe Road/Stevens Creek Boulevard

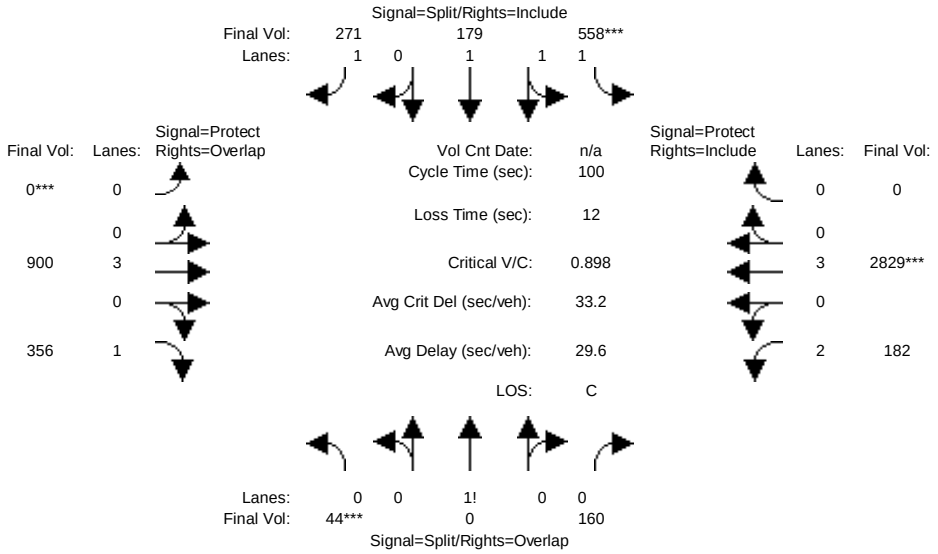


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	390	142	253	765	373	409	1783	270	334	1192	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:	220	390	142	253	765	373	409	1783	270	334	1192	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	390	142	253	765	373	409	1783	270	334	1192	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	390	142	253	765	373	409	1783	270	334	1192	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	390	142	253	765	373	409	1783	270	334	1192	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.17	0.83	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.30	0.70
Final Sat.:	1750	4103	1494	3150	3800	1750	3150	5700	1750	3150	4341	1257
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.08	0.20	0.21	0.13	0.31	0.15	0.11	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	18.2	25.7	25.7	21.7	29.2	48.6	19.5	45.3	45.3	15.4	41.2	62.9
Volume/Cap:	0.83	0.44	0.44	0.44	0.83	0.53	0.80	0.83	0.41	0.83	0.80	0.52
Uniform Del:	49.4	41.0	41.0	43.8	43.1	27.0	48.4	33.8	27.5	51.0	35.7	18.8
IncremntDel:	24.8	1.2	1.2	2.5	8.5	2.8	12.4	3.9	1.9	17.6	3.6	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.2	42.2	42.2	46.3	51.6	29.8	60.8	37.7	29.4	68.6	39.3	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:	74.2	42.2	42.2	46.3	51.6	29.8	60.8	37.7	29.4	68.6	39.3	19.4
LOS by Move:	E	D	D	D	D-	C	E	D+	C	E	D	B-
HCM2kAvgQ:	273	150	150	133	391	282	271	545	197	240	477	312

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + App + Proj AM

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

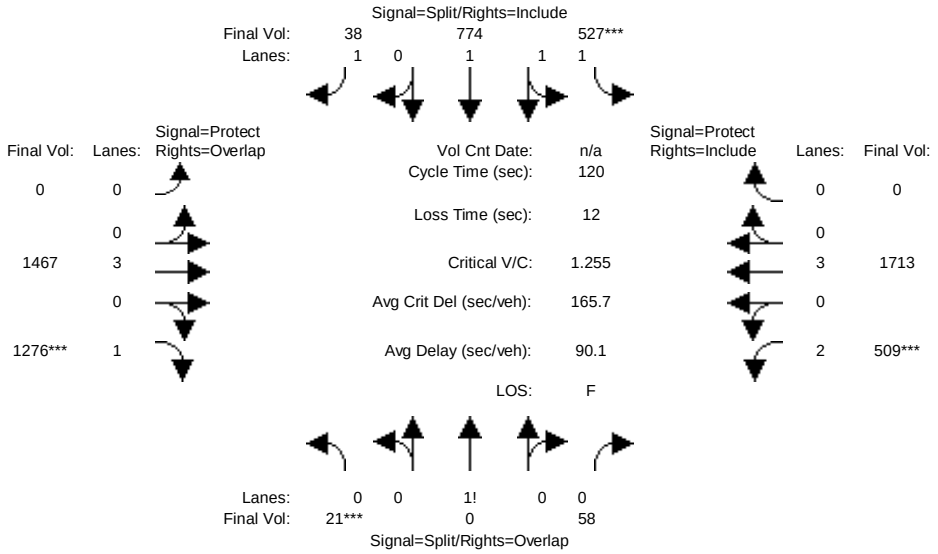


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	160	558	179	271	0	861	266	182	2443	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	160	558	179	271	0	861	266	182	2443	0
Added Vol:	0	0	0	0	0	0	0	39	90	0	386	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	160	558	179	271	0	900	356	182	2829	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:	44	0	160	558	179	271	0	900	356	182	2829	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	160	558	179	271	0	900	356	182	2829	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	160	558	179	271	0	900	356	182	2829	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.22	0.00	0.78	2.00	1.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	377	0	1373	3150	1900	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.18	0.09	0.15	0.00	0.16	0.20	0.06	0.50	0.00
Crit Moves:	****			****			****				****	
Green Time:	13.0	0.0	30.0	19.7	19.7	19.7	0.0	38.3	51.3	17.0	55.3	0.0
Volume/Cap:	0.90	0.00	0.39	0.90	0.48	0.78	0.00	0.41	0.40	0.34	0.90	0.00
Uniform Del:	42.9	0.0	27.8	39.2	35.6	38.1	0.0	22.6	14.9	36.6	19.8	0.0
IncremntDel:	38.1	0.0	2.2	14.6	1.1	16.3	0.0	0.6	1.3	1.7	4.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	80.9	0.0	29.9	53.8	36.6	54.4	0.0	23.2	16.2	38.3	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:	80.9	0.0	29.9	53.8	36.6	54.4	0.0	23.2	16.2	38.3	24.4	0.0
LOS by Move:	F	A	C	D-	D+	D-	A	C	B	D+	C	A
HCM2kAvgQ:	249	0	138	341	132	265	0	170	180	80	733	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + Approved PM

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

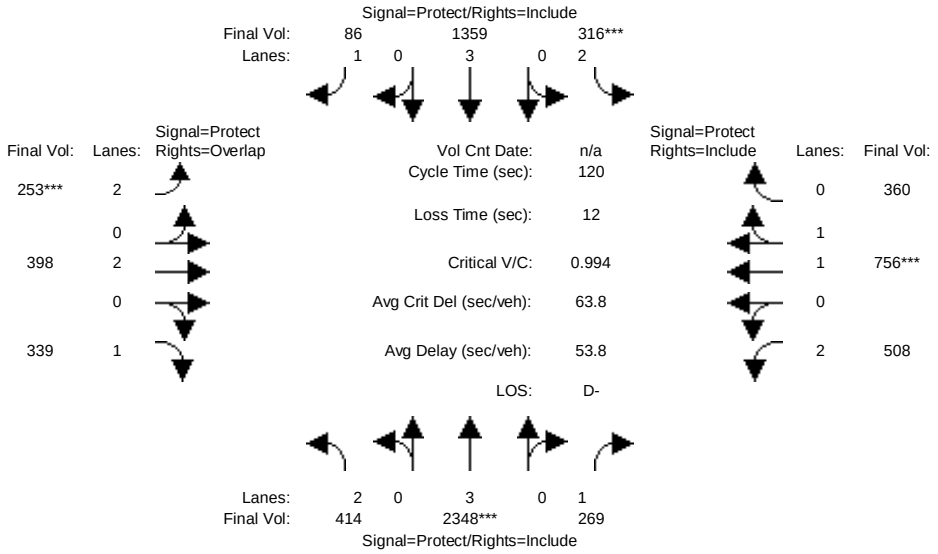


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	0	58	527	774	38	0	1322	993	509	1472	0
Growth Adj:	1.00	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	0	58	527	774	38	0	1322	993	509	1472	0
Added Vol:	0	0	0	0	0	0	0	145	283	0	241	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	58	527	774	38	0	1467	1276	509	1713	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:	21	0	58	527	774	38	0	1467	1276	509	1713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	58	527	774	38	0	1467	1276	509	1713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	0	58	527	774	38	0	1467	1276	509	1713	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	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.27	0.00	0.73	1.25	1.75	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	465	0	1285	2206	3240	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.24	0.24	0.02	0.00	0.26	0.73	0.16	0.30	0.00
Crit Moves:	****			****					****	****		
Green Time:	10.0	0.0	25.1	22.4	22.4	22.4	0.0	60.5	70.5	15.1	75.6	0.0
Volume/Cap:	0.54	0.00	0.22	1.28	1.28	0.12	0.00	0.51	1.24	1.28	0.48	0.00
Uniform Del:	52.8	0.0	39.3	48.8	48.8	40.6	0.0	19.9	24.8	52.4	11.7	0.0
IncremntDel:	13.7	0.0	1.3	134.1	134	0.7	0.0	0.7	116.9	144.6	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	66.5	0.0	40.6	183.0	183	41.3	0.0	20.5	141.7	197.0	12.2	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:	66.5	0.0	40.6	183.0	183	41.3	0.0	20.5	141.7	197.0	12.2	0.0
LOS by Move:	E	A	D	F	F	D	A	C+	F	F	B	A
HCM2kAvgQ:	95	0	66	778	778	32	0	298	2109	548	274	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #8: De Anza Boulevard/Homestead Road

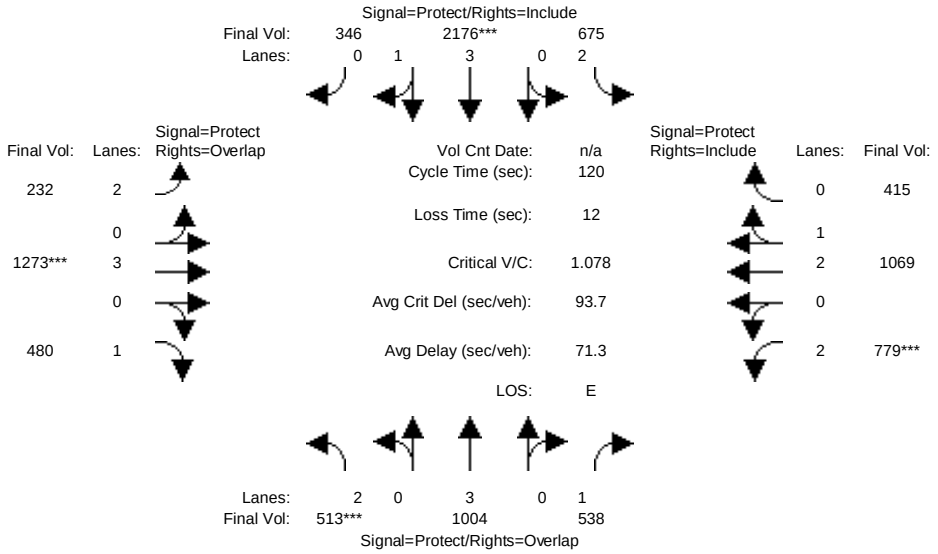


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	2344	269	276	1346	86	253	385	326	508	752	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	2344	269	276	1346	86	253	385	326	508	752	348
Added Vol:	4	4	0	40	13	0	0	13	13	0	4	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	2348	269	316	1359	86	253	398	339	508	756	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	2348	269	316	1359	86	253	398	339	508	756	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2348	269	316	1359	86	253	398	339	508	756	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	2348	269	316	1359	86	253	398	339	508	756	360
Saturation Flow 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	1.34	0.66
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2506	1193
Capacity Analysis Module:												
Vol/Sat:	0.13	0.41	0.15	0.10	0.24	0.05	0.08	0.10	0.19	0.16	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	22.0	49.7	49.7	12.1	39.9	39.9	9.7	18.2	40.1	28.0	36.4	36.4
Volume/Cap:	0.72	0.99	0.37	0.99	0.72	0.15	0.99	0.69	0.58	0.69	0.99	0.99
Uniform Del:	46.1	35.0	24.3	53.9	35.1	28.1	55.1	48.3	33.0	42.1	41.7	41.7
IncremntDel:	7.5	17.1	1.5	48.9	2.4	0.5	54.8	6.7	4.1	5.3	25.4	25.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	52.1	25.8	102.8	37.5	28.7	109.9	55.0	37.1	47.4	67.0	67.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	52.1	25.8	102.8	37.5	28.7	109.9	55.0	37.1	47.4	67.0	67.0
LOS by Move:	D-	D-	C	F	D+	C	F	D-	D+	D	E	E
HCM2kAvgQ:	250	889	183	279	388	59	235	205	286	284	682	682

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

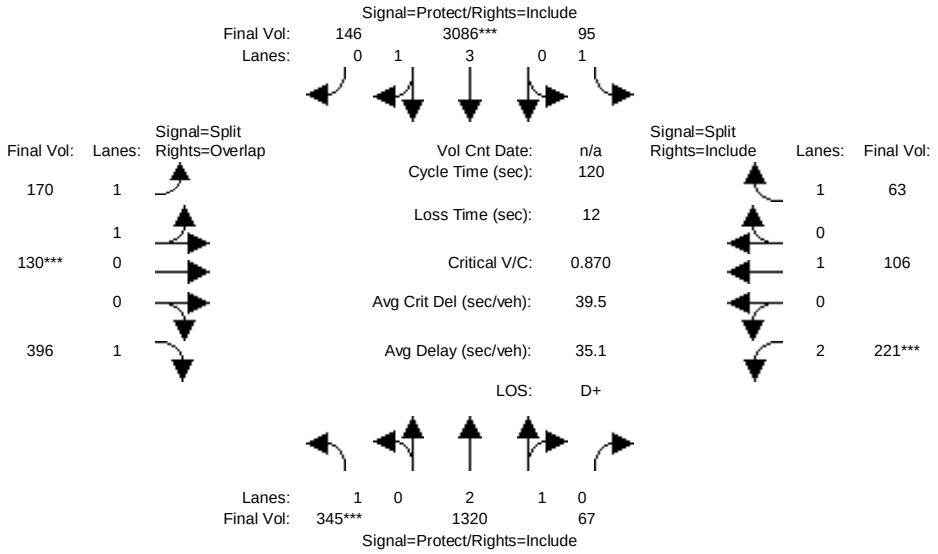


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	513	1004	395	586	2176	346	232	1155	480	496	837	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:	513	1004	395	586	2176	346	232	1155	480	496	837	259
Added Vol:	0	0	143	89	0	0	0	118	0	283	232	156
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	1004	538	675	2176	346	232	1273	480	779	1069	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	1004	538	675	2176	346	232	1273	480	779	1069	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	1004	538	675	2176	346	232	1273	480	779	1069	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	1004	538	675	2176	346	232	1273	480	779	1069	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.43	0.57	2.00	3.00	1.00	2.00	2.13	0.87
Final Sat.:	3150	5700	1750	3150	6469	1029	3150	5700	1750	3150	4032	1565
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.31	0.21	0.34	0.34	0.07	0.22	0.27	0.25	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	18.1	25.1	52.6	30.5	37.5	37.5	11.4	24.9	43.0	27.5	41.0	41.0
Volume/Cap:	1.08	0.84	0.70	0.84	1.08	1.08	0.78	1.08	0.77	1.08	0.78	0.78
Uniform Del:	50.9	45.6	27.3	42.5	41.3	41.3	53.1	47.6	34.0	46.2	35.4	35.4
IncremntDel:	63.7	7.3	5.3	10.5	43.5	43.5	17.7	49.8	8.7	56.4	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	114.6	52.9	32.6	53.0	84.8	84.8	70.8	97.3	42.7	102.6	38.5	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:	114.6	52.9	32.6	53.0	84.8	84.8	70.8	97.3	42.7	102.6	38.5	38.5
LOS by Move:	F	D-	C-	D-	F	F	E	F	D	F	D+	D+
HCM2kAvgQ:	452	359	449	418	839	839	173	590	455	643	450	450

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #12: De Anza Boulevard/McClellan Road

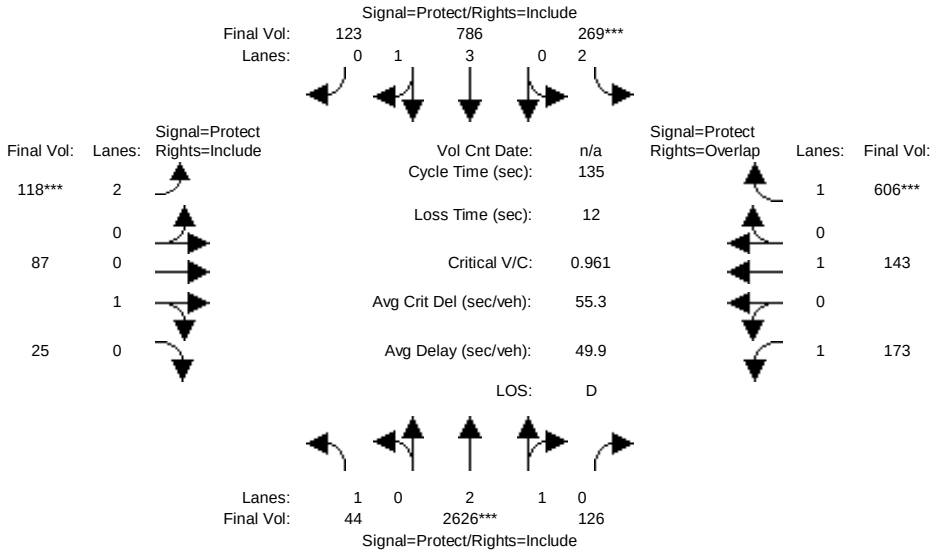


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	345	1177	67	95	2803	146	170	130	396	221	106	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:	345	1177	67	95	2803	146	170	130	396	221	106	63
Added Vol:	0	143	0	0	283	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	1320	67	95	3086	146	170	130	396	221	106	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:	345	1320	67	95	3086	146	170	130	396	221	106	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1320	67	95	3086	146	170	130	396	221	106	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
FinalVolume:	345	1320	67	95	3086	146	170	130	396	221	106	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	0.99	0.95	0.92	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.85	0.15	1.00	3.81	0.19	1.15	0.85	1.00	2.00	1.00	1.00
Final Sat.:	1750	5329	270	1750	7161	339	2011	1538	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.25	0.05	0.43	0.43	0.08	0.08	0.23	0.07	0.06	0.04
Crit Moves:	****				****			****			****	
Green Time:	27.1	69.9	69.9	16.5	59.3	59.3	11.6	11.6	38.7	10.0	10.0	10.0
Volume/Cap:	0.87	0.43	0.43	0.40	0.87	0.87	0.87	0.87	0.70	0.84	0.67	0.43
Uniform Del:	44.8	13.9	13.9	47.2	27.0	27.0	53.5	53.5	35.6	54.2	53.4	52.3
IncremntDel:	22.4	0.4	0.4	4.8	3.2	3.2	25.0	25.0	7.1	26.6	20.3	9.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	14.3	14.3	52.1	30.2	30.2	78.4	78.4	42.7	80.8	73.7	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:	67.2	14.3	14.3	52.1	30.2	30.2	78.4	78.4	42.7	80.8	73.7	61.4
LOS by Move:	E	B	B	D-	C	C	E-	E-	D	F	E	E
HCM2kAvgQ:	407	236	236	94	735	735	213	213	367	180	126	72

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #13: De Anza Boulevard/Bollinger Road

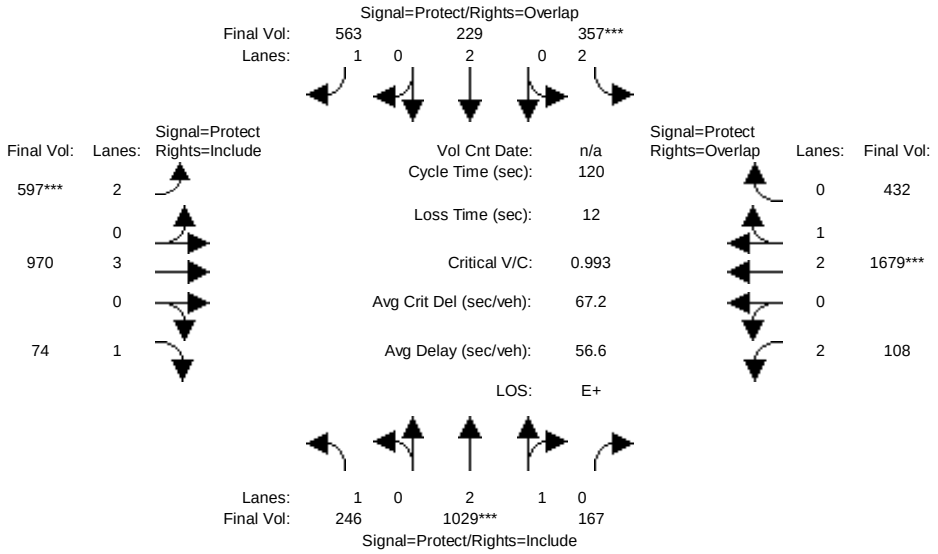


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	2373	126	269	712	121	111	80	25	173	141	606
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2373	126	269	712	121	111	80	25	173	141	606
Added Vol:	0	253	0	0	74	2	7	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2626	126	269	786	123	118	87	25	173	143	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2626	126	269	786	123	118	87	25	173	143	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2626	126	269	786	123	118	87	25	173	143	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2626	126	269	786	123	118	87	25	173	143	606
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	2.00	3.44	0.56	2.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	5343	256	3150	6483	1015	3150	1398	402	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.09	0.12	0.12	0.04	0.06	0.06	0.10	0.08	0.35
Crit Moves:		****		****			****					****
Green Time:	23.9	68.1	68.1	11.8	55.9	55.9	7.0	18.5	18.5	24.7	36.1	47.9
Volume/Cap:	0.14	0.97	0.97	0.97	0.29	0.29	0.72	0.45	0.45	0.54	0.28	0.97
Uniform Del:	46.9	32.6	32.6	61.4	26.3	26.3	63.0	53.6	53.6	50.0	39.2	42.9
IncremntDel:	1.0	12.0	12.0	48.2	0.2	0.2	24.1	6.0	6.0	6.4	1.4	30.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.8	44.7	44.7	109.6	26.6	26.6	87.1	59.6	59.6	56.5	40.5	73.4
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:	47.8	44.7	44.7	109.6	26.6	26.6	87.1	59.6	59.6	56.5	40.5	73.4
LOS by Move:	D	D	D	F	C	C	F	E+	E+	E+	D	E
HCM2kAvgQ:	42	1089	1089	258	154	154	109	122	122	188	116	810

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #1134: Wolfe Road/Stevens Creek Boulevard

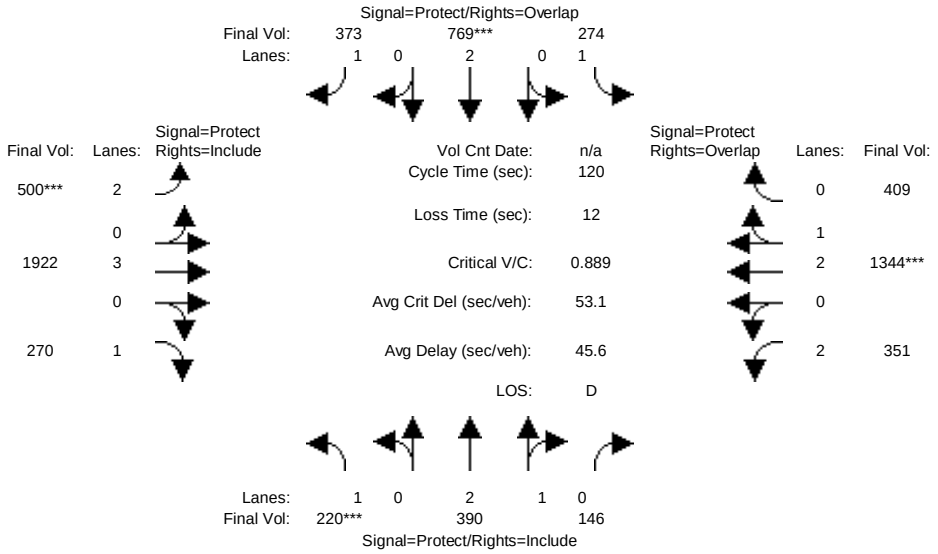


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	1029	167	357	229	563	597	970	74	108	1679	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	1029	167	357	229	563	597	970	74	108	1679	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	1029	167	357	229	563	597	970	74	108	1679	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1029	167	357	229	563	597	970	74	108	1679	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1029	167	357	229	563	597	970	74	108	1679	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1029	167	357	229	563	597	970	74	108	1679	432
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	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.57	0.43	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.36	0.64
Final Sat.:	1750	4817	782	3150	3800	1750	3150	5700	1750	3150	4453	1146
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.11	0.06	0.32	0.19	0.17	0.04	0.03	0.38	0.38
Crit Moves:		****		****			****				****	
Green Time:	20.4	25.8	25.8	13.7	19.2	42.1	22.9	51.0	51.0	17.5	45.6	59.3
Volume/Cap:	0.83	0.99	0.99	0.99	0.38	0.92	0.99	0.40	0.10	0.24	0.99	0.76
Uniform Del:	48.1	47.0	47.0	53.1	45.1	37.3	48.5	23.9	20.7	45.3	37.0	24.7
IncremntDel:	22.6	24.3	24.3	45.7	1.8	20.9	35.0	0.5	0.3	1.2	17.9	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.7	71.3	71.3	98.8	46.9	58.3	83.5	24.4	21.0	46.5	55.0	26.7
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:	70.7	71.3	71.3	98.8	46.9	58.3	83.5	24.4	21.0	46.5	55.0	26.7
LOS by Move:	E	E	E	F	D	E+	F	C	C+	D	D-	C
HCM2kAvgQ:	297	511	511	307	100	637	463	203	43	56	823	558

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #1134: Wolfe Road/Stevens Creek Boulevard

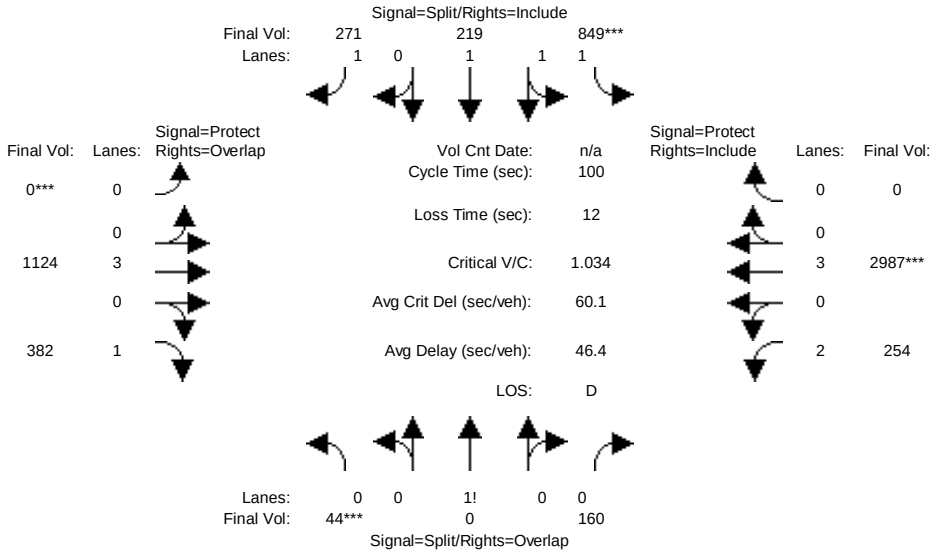


Street Name:	Wolfe Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	390	146	274	769	373	500	1922	270	351	1344	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	390	146	274	769	373	500	1922	270	351	1344	409
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	390	146	274	769	373	500	1922	270	351	1344	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	146	274	769	373	500	1922	270	351	1344	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	390	146	274	769	373	500	1922	270	351	1344	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	390	146	274	769	373	500	1922	270	351	1344	409
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	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.15	0.85	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.27	0.73
Final Sat.:	1750	4073	1525	1750	3800	1750	3150	5700	1750	3150	4292	1306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.16	0.20	0.21	0.16	0.34	0.15	0.11	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	17.0	16.8	16.8	27.5	27.3	48.7	21.4	47.9	47.9	15.8	42.3	69.8
Volume/Cap:	0.89	0.68	0.68	0.68	0.89	0.52	0.89	0.85	0.39	0.85	0.89	0.54
Uniform Del:	50.6	49.1	49.1	42.3	44.9	26.9	48.1	32.7	25.6	50.9	36.6	15.3
IncremntDel:	34.4	4.8	4.8	9.1	13.2	2.8	18.6	4.1	1.6	18.6	6.5	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.0	53.9	53.9	51.4	58.0	29.6	66.8	36.8	27.2	69.5	43.1	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:	85.0	53.9	53.9	51.4	58.0	29.6	66.8	36.8	27.2	69.5	43.1	16.0
LOS by Move:	F	D-	D-	D-	E+	C	E	D+	C	E	D	B
HCM2kAvgQ:	293	190	190	275	424	282	351	590	189	254	596	331

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj AM

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps

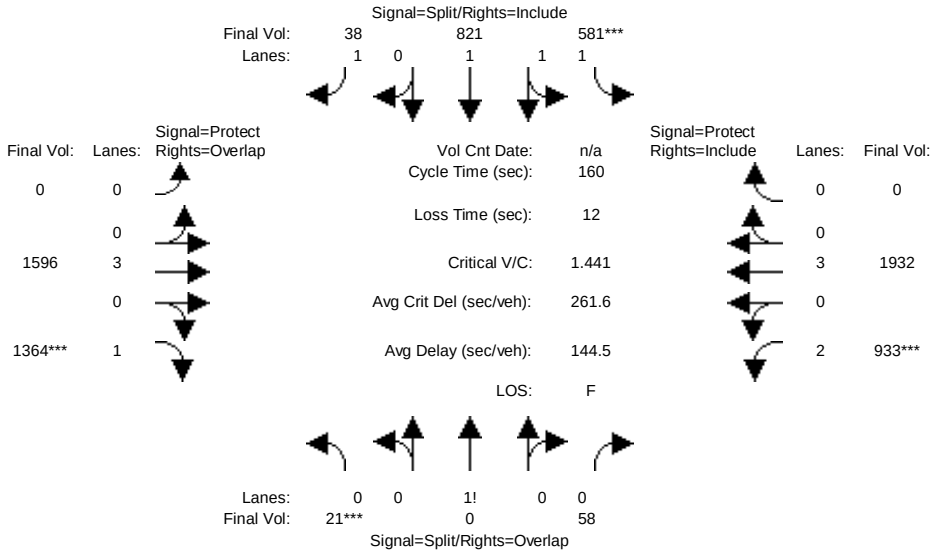


Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	160	849	219	271	0	1085	292	254	2601	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	160	849	219	271	0	1085	292	254	2601	0
Added Vol:	0	0	0	0	0	0	0	39	90	0	386	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	160	849	219	271	0	1124	382	254	2987	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:	44	0	160	849	219	271	0	1124	382	254	2987	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	160	849	219	271	0	1124	382	254	2987	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	160	849	219	271	0	1124	382	254	2987	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.22	0.00	0.78	2.00	1.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	377	0	1373	3150	1900	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.27	0.12	0.15	0.00	0.20	0.22	0.08	0.52	0.00
Crit Moves:	****			****			****				****	
Green Time:	11.3	0.0	26.0	26.1	26.1	26.1	0.0	36.0	47.2	14.7	50.7	0.0
Volume/Cap:	1.03	0.00	0.45	1.03	0.44	0.59	0.00	0.55	0.46	0.55	1.03	0.00
Uniform Del:	44.4	0.0	31.0	37.0	30.9	32.3	0.0	25.5	17.8	39.6	24.7	0.0
IncremntDel:	73.3	0.0	3.2	37.2	0.6	5.6	0.0	1.1	1.9	4.6	26.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	117.7	0.0	34.2	74.2	31.5	38.0	0.0	26.6	19.7	44.2	51.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	0.0	34.2	74.2	31.5	38.0	0.0	26.6	19.7	44.2	51.1	0.0
LOS by Move:	F	A	C-	E	C	D+	A	C	B-	D	D-	A
HCM2kAvgQ:	297	0	149	584	146	213	0	237	216	127	1027	0

Note: Queue reported is the distance per lane in feet.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 + A + Pend + Proj PM

Intersection #45: Stevens Creek Boulevard/Calvert Drive/I-280 Ramps



Street Name:	Stevens Creek Boulevard						Calvert Drive/I-280 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	36	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:	21	0	58	581	821	38	0	1451	1030	933	1719	0
Growth Adj:	1.00	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	0	58	581	821	38	0	1451	1030	933	1719	0
Added Vol:	0	0	0	0	0	0	0	145	334	0	213	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	58	581	821	38	0	1596	1364	933	1932	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:	21	0	58	581	821	38	0	1596	1364	933	1932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	58	581	821	38	0	1596	1364	933	1932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	0	58	581	821	38	0	1596	1364	933	1932	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	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.27	0.00	0.73	1.28	1.72	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	465	0	1285	2257	3189	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.26	0.26	0.02	0.00	0.28	0.78	0.30	0.34	0.00
Crit Moves:	****			****					****	****		
Green Time:	10.0	0.0	46.0	26.9	26.9	26.9	0.0	75.1	85.1	36.0	111	0.0
Volume/Cap:	0.72	0.00	0.16	1.53	1.53	0.13	0.00	0.60	1.47	1.32	0.49	0.00
Uniform Del:	73.6	0.0	42.5	66.5	66.5	56.5	0.0	31.3	37.5	62.0	11.3	0.0
IncremntDel:	33.7	0.0	0.7	243.3	243	0.9	0.0	1.0	215.7	152.3	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	107.3	0.0	43.2	309.9	310	57.5	0.0	32.3	253.2	214.3	11.8	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:	107.3	0.0	43.2	309.9	310	57.5	0.0	32.3	253.2	214.3	11.8	0.0
LOS by Move:	F	A	D	F	F	E+	A	C-	F	F	B+	A
HCM2kAvgQ:	139	0	76	1136	1136	43	0	472	3192	1134	355	0

Note: Queue reported is the distance per lane in feet.

Appendix UT-A

Town Center/Community Park – Recycled Water Pipeline Extension

LUK AND ASSOCIATES

Project Report

Project Name: Town Center/Community Park - Recycled Water Pipeline Extension

Prepared By:

Document Owner(s)	Project/Organization Role
Manish Dalia	Luk and Associates

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0 Project Report Purpose

Luk and Associates has been contracted to analyze the proposed Town Center/Community Park project ("Project") program and evaluate the options to extend recycled water service to the Project.

This report is based on existing information, submission City application in September 2015, and information from projects in the area.. The majority of the information is with regards to recent projects and the partnership between City of Sunnyvale, Santa Clara Valley Water District, Cal Water and Apple for the Wolfe Pipeline Extension.

1 Background Information

There are two options for the Project to connect into recycled water providers in the area. These options and the parties involved are as follows.

1.1 Wolfe Pipeline Extension Project - SCVWD, Sunnyvale, Apple, and Cal Water

In 2013 the City of Sunnyvale, Santa Clara Valley Water District (SCVWD), Apple and the California Water Company (Cal Water) entered into a partnership to extend recycled water service in the City of Sunnyvale south to the Apple Campus 2 Project. The role of each partner is as follows:

- City of Sunnyvale – Recycled Water Producer
- Santa Clara Valley Water District - Wholesaler
- Cal Water – Retailer
- Apple - Customer

The Wolfe Pipeline Extension Project is a short term expansion of Sunnyvale/SCVWD's facilities and part of a greater masterplan to expand recycled water use into the west-side of Santa Clara County. The following images show the proposed pipeline extension to Apple, the associated improvements, and potential long term customers.

Figure 1-1 – Wolfe Pipeline Extension Project – From City of Sunnyvale

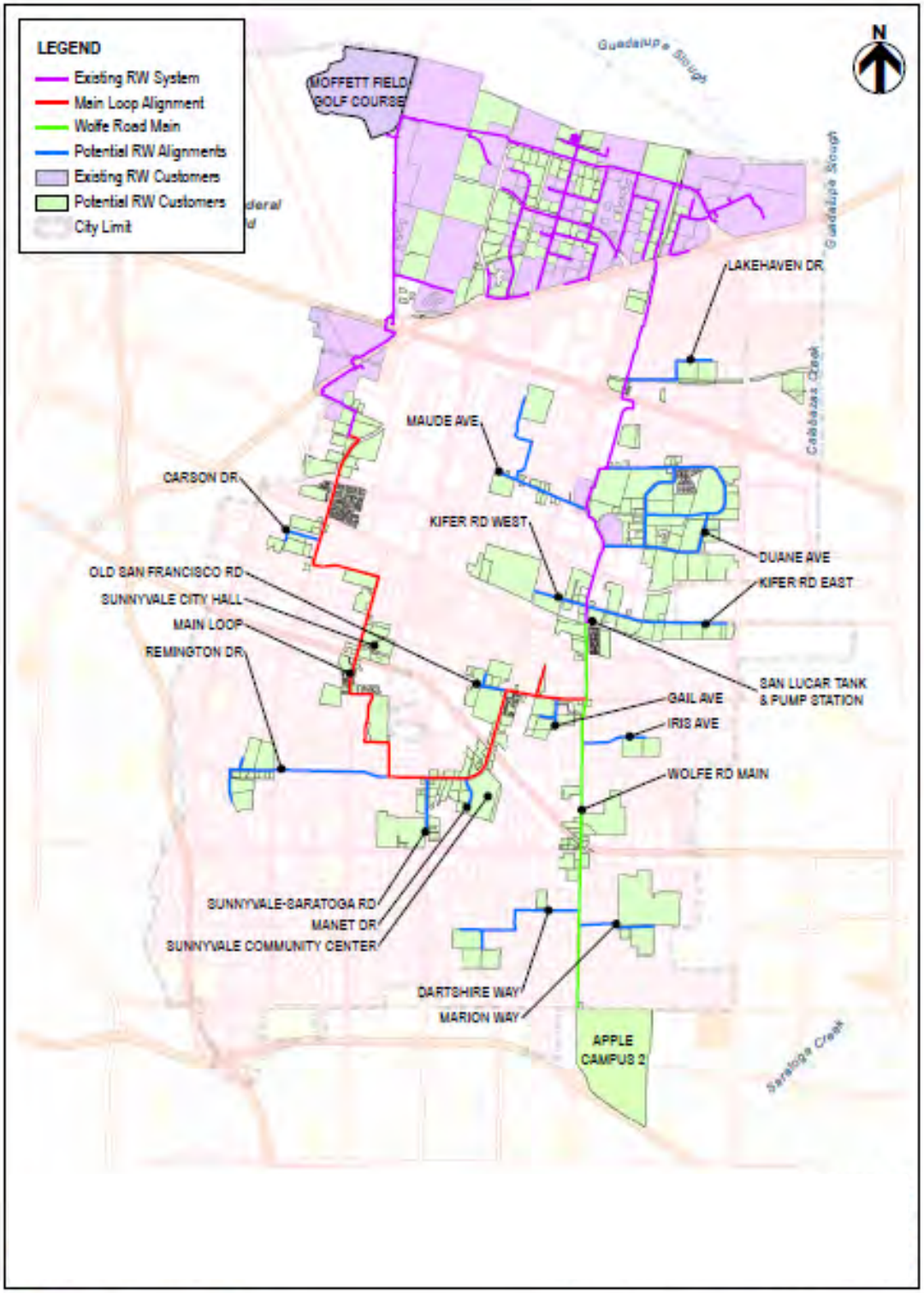
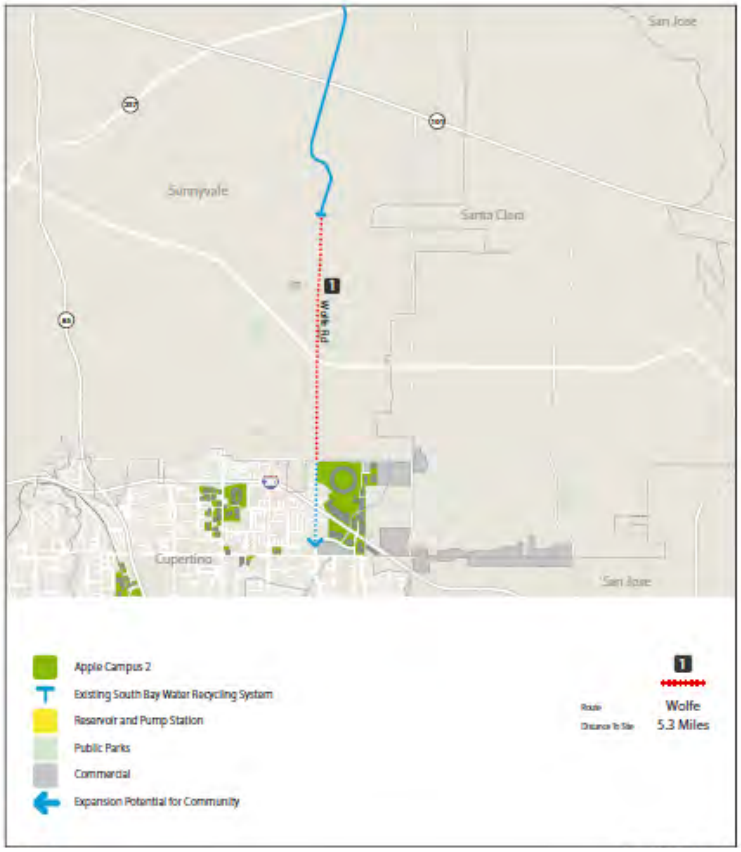


Figure 1-2 – Wolfe Pipeline Extension Project – From City of Cupertino

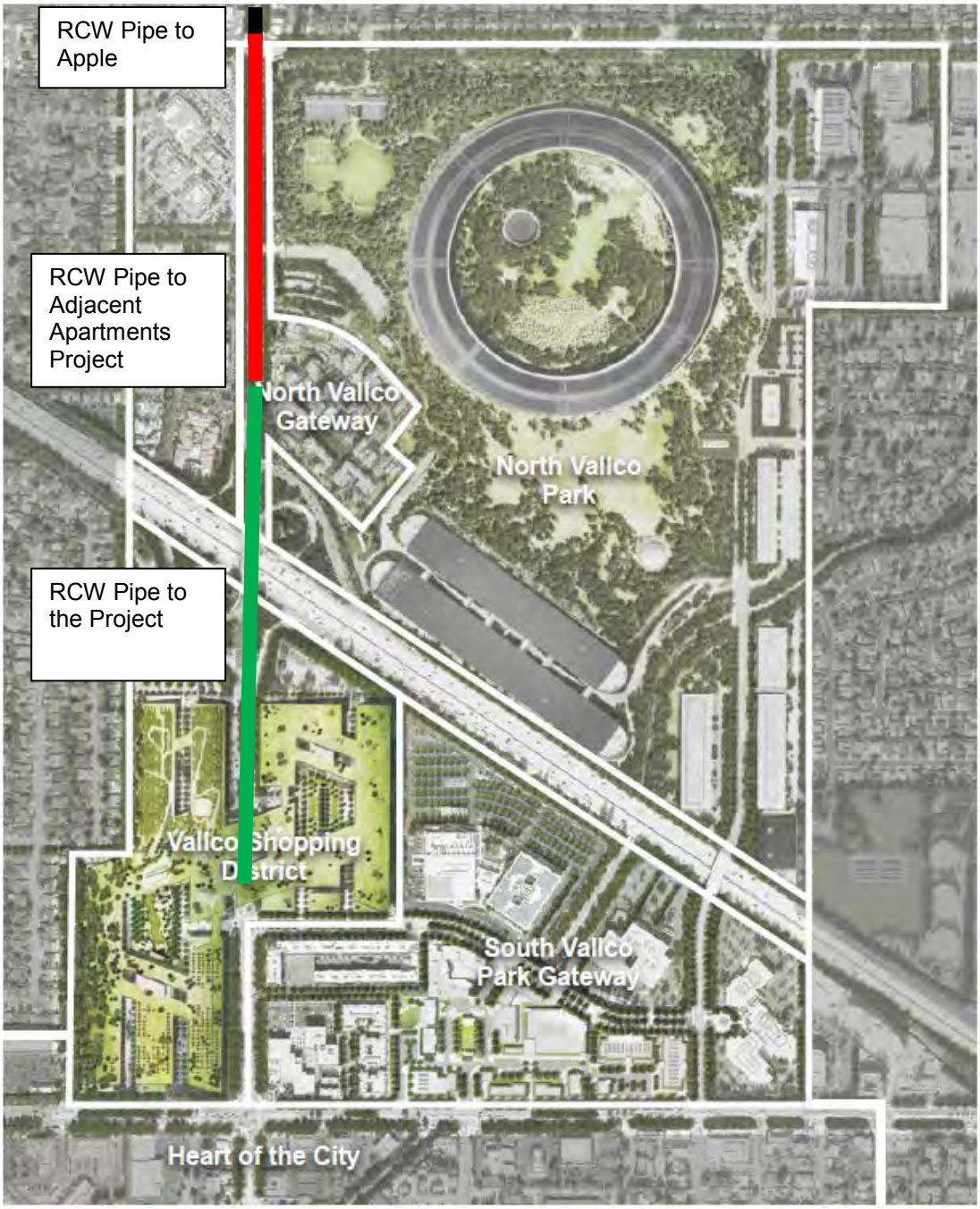


The major components and attributes of this pipeline extension project are as follows:

- 13,200 linear feet (approximately 2.5 miles) of 24-inch pipe
- 1 million gallons per day (MGD) Booster Pump Station
- Cost is approximated at $17.5M for design and construction (approximately $1,230/linear-feet, ($16.2M design/construction for pipeline only))
- 40 PSI pressure (30 to 35 PSI after meter) will be provided to Apple Campus 2
- Water quality provided to Apple is expected to be approximately 500 mg/l (Total Dissolved Solids (TDS))
- City of Sunnyvale is undertaking Wastewater treatment upgrades to provide higher quality of recycled water per Apple's requirements under Sunnyvale's Master Plan for Water Pollution Control Plant. City of Sunnyvale has stated that there is sufficient water that can be treated at the wastewater treatment plant and recycled water can be available for the City of Cupertino and future projects.

The pipeline extension to the Project would be approximately 4,200 linear feet (0.8 miles), and can be considered as two separate segments as shown below:

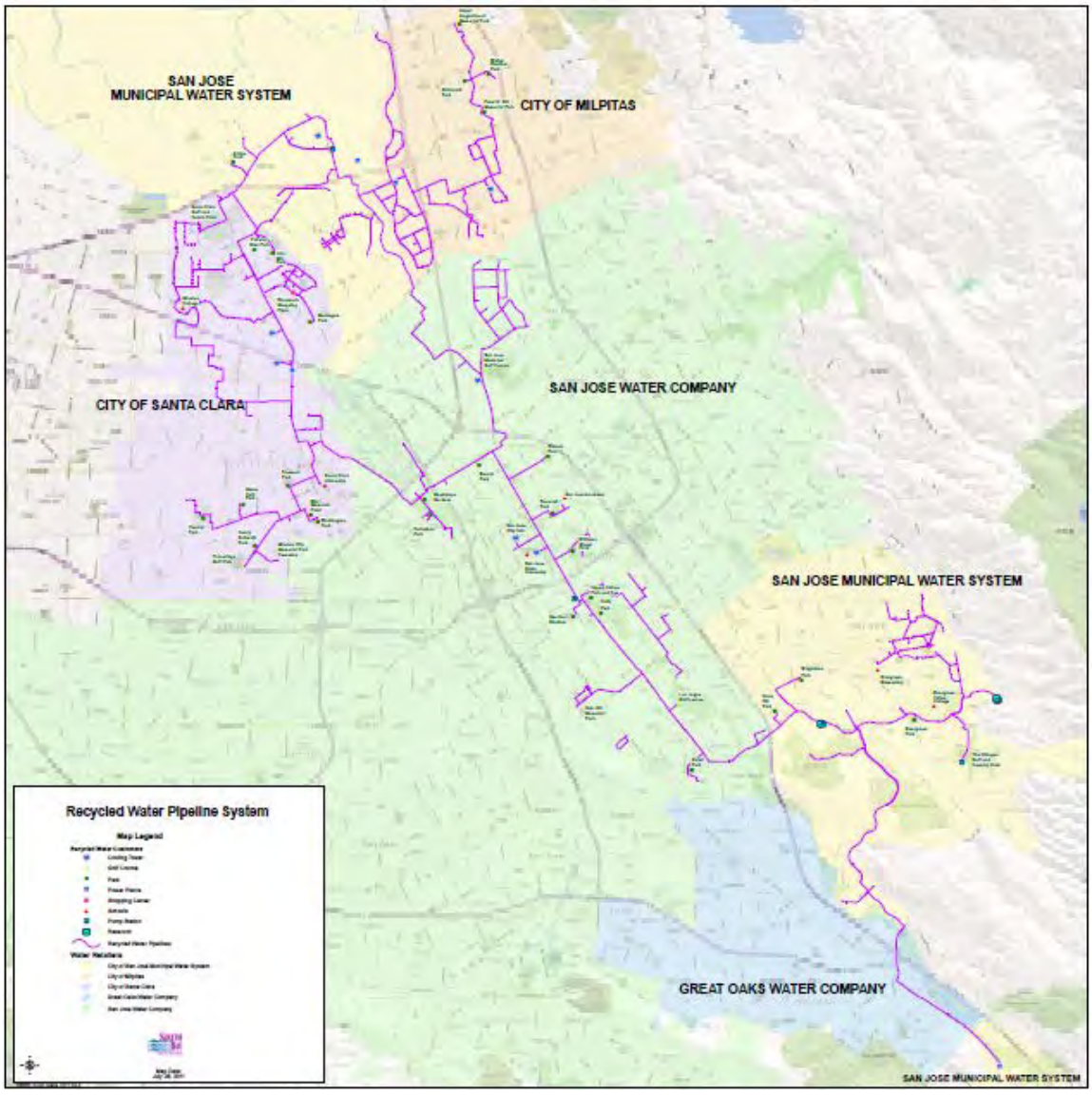
Figure 1-3 – Wolfe Sunnyvale/SCVWD - Extension to the Project



1.2 South Bay Water Recycling (City of San Jose)

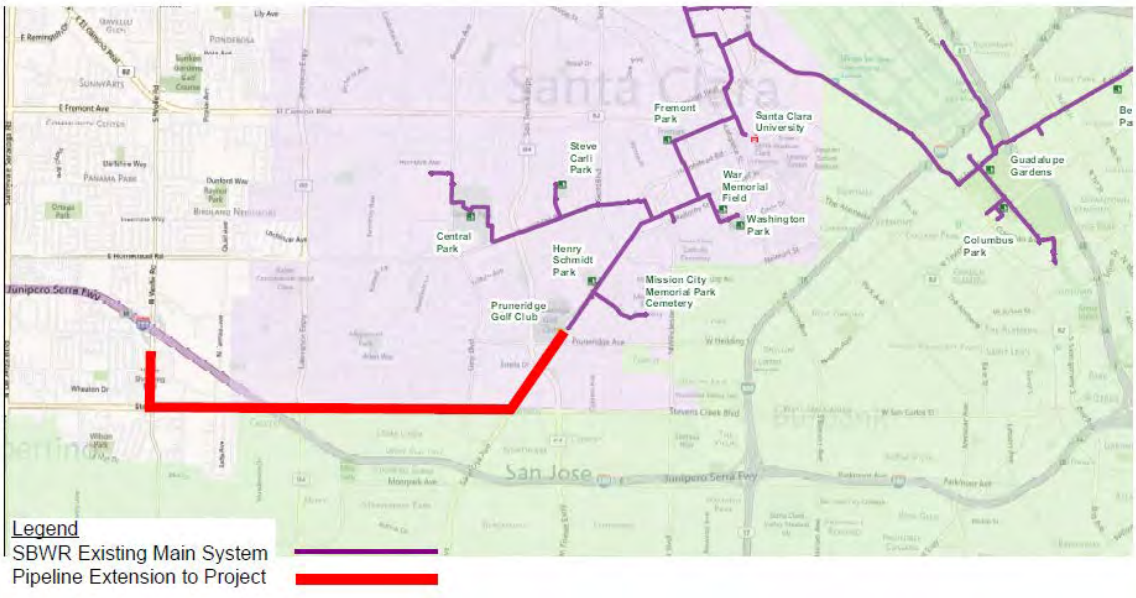
The South Bay Water Recycling (SBWR) system is owned and operated by the City of San Jose. This system extends to various areas in Santa Clara County, including the City of Santa Clara as shown in SBWR's system map.

Figure 1-4 – South Bay Water Recycling System Map



The closest point of connection for the Project would be in the City of Santa Clara near the municipal golf course. This point of connection would result in lower pressure for any new users and thus a booster pump station would be required along the line, and/or private pumps by any new user. The following image shows the potential pipe extension from SBWR to the Project.

Figure 1-5 – SBWR - Extension to the Project



The pipeline extension would be approximately 3.4 miles. The likely partners and the role of each are as follows:

- City of San Jose/South Bay Water Recycling - Recycled Water Producer/Wholesaler
- Cal Water – Retailer (Cal Water is the only entity with jurisdiction to sell water to the user in Cupertino)

Santa Clara Valley Water District and South Bay Water Recycling partner together on many recycled water projects in the area. They may be involved in this pipeline extension as well.

2 Recycled Water Demand Analysis

The recycled water demand analysis per the proposed Project program is categorized in detail in the Water Demand Assessment.

The following is a summary of the recycled water demands for the Project:

- Toilet Flushing – 21 acre-feet
- Cooling Towers – 33 acre-feet
- Irrigation – 45 acre-feet
- **Total – 99 acre-feet**

2.1 Adjacent Apartment Project - Recycled Water Demands

A nearby apartment project is also considering connecting to an extended recycled water line as part of its proposed redevelopment project.

Table 2-1 – Apartment Project Program

Apartment Project Program	Program (sqft)	Units	Size Per Unit (sqft)	People
Residential	942,000	942	1,000	1,884
Existing Residential	342,000	342	1,000	684

The following is a summary of the recycled water demands for the Project. These should be confirmed by the Hamptons Project team:

- Toilet Flushing – 7 acre-feet
- Cooling Towers – 25 acre-feet
- Irrigation – 4 acre-feet
- **Total – 36 acre-feet**

3 Preferred Recycled Water Connection

The Wolfe Road connection is the preferred option, and a route supported by the City of Cupertino, The Santa Clara Valley Water District, and City of Sunnyvale based on preliminary discussion and feedback from the agencies. The City of Cupertino would like to see this pipe reach Stevens Creek Blvd so recycled water can reach other areas of the City.

Appendix UT-B

Town Center/Community Park – Sanitary Sewer Capacity Study

LUK AND ASSOCIATES

Project Report

Project Name: Town Center/Community Park – Sanitary Sewer Capacity Study

Prepared By:

Document Owner(s)	Project/Organization Role
Manish Dalia	Luk and Associates

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0 Project Report Purpose

Luk and Associates has been contracted to analyze the proposed Town Center/Community Park project ("Project") program and evaluate the capacity of the sanitary sewer system in the surrounding area and potential Project impacts.

This report is a study based on existing information, a City application in September 2015, and public information from projects in the area. This report summarizes the items related to the sanitary sewer design upgrades required to facilitate the Project development, and other future development in the Cupertino area.

1 Background and Overview

Luk and Associates met with the Cupertino Sanitary Sewer District (CSD) to discuss the existing system and the proposed Project. The majority of the existing buildings on the Project site discharge to the 15-inch main sewer flowing north on Wolfe Road. This 15-inch line services a large portion of the City of Cupertino, and is at capacity (assuming half full flow) for dry weather flow.

The 15-inch sewer system, connects to the recently installed 27-inch at Wolfe/Pruneridge that ultimately discharges to the San Jose/Santa Clara Water Pollution Control Plant via the City of Santa Clara system.

The Cupertino Sanitary Sewer District noted that inflow and infiltration of stormwater into the sanitary sewer system is an issue, and is usually evident 12 to 24 hours after a storm.

As part of the development agreement of the Rose Bowl Development Project (south east corner of N. Wolfe Road and Vallco Pkwy.) a 15-inch sewer pipe was installed along Wolfe from the Project Area, to the perimeter road tunnel.

2 Capacity Analysis

The preliminary study of the flow capacity for the existing sanitary sewer network is based on the network geometry. The calculations assume the following:

- Manning's equation is used to calculate the flow capacity. Upstream flows, infiltration, etc flows have not been considered
- All existing pipes are VCP and their Mannings "n" coefficient is 0.012
- Design capacity for 15-inch pipes and smaller is (0.5D) and for 18-inch pipes and larger is (0.66D or 77.3% of full flow capacity). Depths are expressed in terms of d/D, where "d" is the flow depth and "D" is the diameter

The (4) segments of the sewer system were analyzed, these lines are defined as follows:

- Existing 15-inch pipe @ 0.5% on the west side of Wolfe to Vallco Parkway
- Recently Installed 15-inch pipe @ 1% slope on the east side of Wolfe to Vallco Parkway
- Existing 8-inch overflow pipe @ 0.5% slope from the Norwich Drive Residential Area
- Existing 15-inch pipe @ 0.5% slope from Wolfe near I-280 southbound off-ramp running north

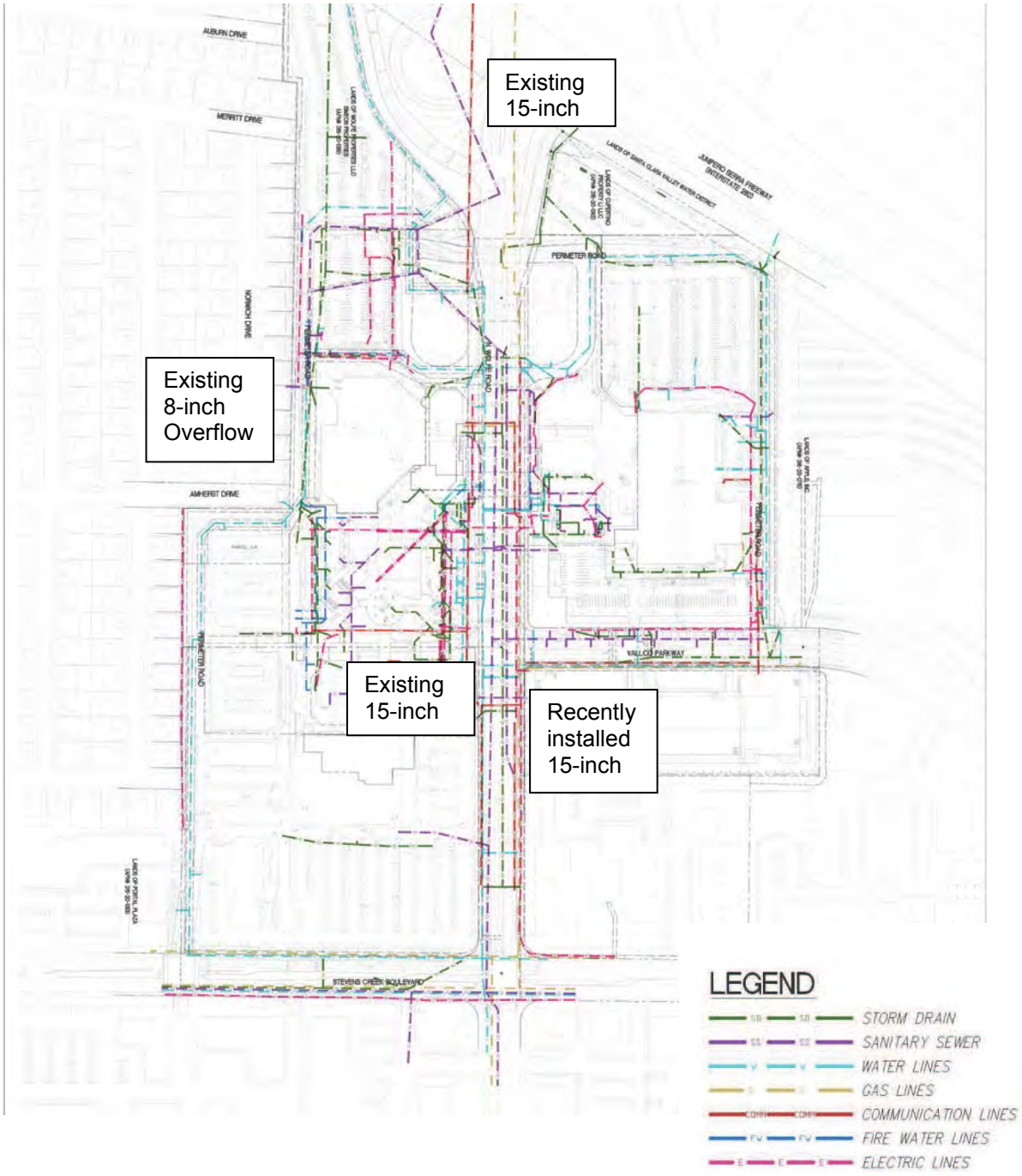
Field verification of existing pipe sizes/slopes is required.

The flow capacity for these (4) segments of the system are as follows:

- Existing 15-inch pipe on the west side of Wolfe - Qd = 2.48 cfs
- Recently Installed 15-inch pipe on the east side of Wolfe - Qd = 3.51 cfs
- Existing 8-inch overflow pipe from the Norwich Drive Residential Area - Qd = 0.46 cfs
- Existing 15-inch pipe from Wolfe near I-280 southbound off-ramp running north - Qd = 2.48 cfs

As a result, the maximum capacity of the existing pipes entering the project area is 6.45 cfs. The capacity of the pipe going north on Wolfe across Interstate 280 (I-280) is 2.48 cfs. In preliminary meetings with CSD they indicate this pipe is undersized for the existing conditions and future development. CSD should provide historical flow data if available, to be included in the analysis.

Figure 2-1 - Existing Utilities Map and Critical Pipe Segments (from Planning Documents)



3 Catchment Analysis

3.1 Existing catchment analysis

The existing mall/retail is approximately 1.2 M sqft. It is assumed that 400,000 sqft is east of Wolfe Road and 800,000 sqft is on the west side of Wolfe Road.

3.2 Proposed Catchment Analysis

The sanitary sewer systems from the Project will discharge to 2 discreet areas, west of Wolfe Road and East of Wolfe Road. These areas are based on the utility relocations required in Wolfe/Vallco, see civil drawings from the Planning Application. Proposed project will intercept the SS line at the intersection of Wolfe/Vallco and redirect east and around the perimeter road to the Caltrans connection point.

The east of Wolfe Road catchment will consist of approximately 2,000,000 sqft of mixed use office/commercial and the cooling towers. The cooling towers may move locations in the future, and if it does the analysis will be updated accordingly. The flow from this area will be conveyed in a relocated line from Wolfe/Vallco intersection to Vallco/Perimeter to Wolfe near near I-280 southbound off-ramp.

The west of Wolfe Road catchment will consist of approximately 800,000 sqft of residential and approximately 625,000 sqft of office/commercial. The flow from this area will be conveyed in a new line from the south end of Perimeter Road near Stevens Creek Blvd, around Perimeter Road, to Wolfe near near I-280 southbound off-ramp.

3.3 Existing & Proposed Catchment Comparison

Comparing the proposed and existing catchments, the difference in areas can be used to help determine a relocation strategy along Wolfe/Perimeter Roads. The differences are summarized as follows:

- West of Wolfe Catchment decrease of 200,000 sqft of retail and increase of 800,000 sqft of residential
- East of Wolfe Catchment decrease of 400,000 sqft of retail and increase of 2,000,000 sqft of commercial

Since the land uses are different, the catchment comparison does not provide an accurate means of assessing sewer capacity upgrades.

Figure 3-1 – Proposed Utility Relocation and Catchment Map (from Planning Document)

4 Flow Projections Analysis

4.1 Existing average daily flow analysis

The existing average daily flow dry weather is assessed based on the existing water use records. The existing water demand will be obtained from Cal Water's Water Supply Analysis (WSA) from the EIR. Per Industry Standards, 90% of the indoor potable water demand is assumed to flow to the sewer system.

4.2 Proposed average daily flow

The proposed average dry weather daily flows are based on the proposed annual water demand assessment (WDA) prepared by Luk for the WSA/EIR. 90% of the indoor potable water demand is assumed to flow to the sewer system.

The following table illustrates the projected dry weather flows:

Table 4-1 - Proposed Project Sewer Flows

Water Demands with Recycled Water Use	Project Annual Water Use (acre-feet)	Sanitary Sewer Flows %	Project Daily Sewer Flows (CFS)	Project Daily Sewer Flows (MGD)
Indoor - Office	38	90%	0.05	0.03
Indoor - Cooling Towers	66	90%	0.08	0.05
Indoor - Residential	18	90%	0.02	0.01
Indoor - Retail	90	90%	0.11	0.07
Total	**212**		**0.26**	**0.17**
West of Wolfe - Total			**0.13**	**0.08**
East of Wolfe - Total			**0.13**	**0.09**

It should be noted that recycled water is planned to be used to meet demands for toilet flushing and a portion of the cooling tower demand. If recycled water is used or not, it will not impact the overall sanitary sewer flow projections.

4.3 Existing & Proposed Average Daily Flow Comparison

Comparing the proposed and existing average daily flow, the difference can be used to determine the impact of the Project. The differences will be accounted for when the existing water use information is available from Cal Water.

4.4 Existing & Proposed Flow Comparison per General Plan Update

The Cupertino Sanitary District provided a letter to the City of Cupertino, projecting sewer flows based on the General Plan Update. Within this letter CSD provided sewer rates based on program that should be used to estimate flows. The existing and proposed flow comparison per the General Plan Update is as follows:

Table 4-2 - Proposed Project and Existing Sewer Flows per General Plan Update

Program	Program (sqft)	Residential Occupancy	Sewer Flow Rate (gpd/sf)	Project Daily Sewer Flows (mgd)
Office	2,000,000		0.15	0.30
Residential	800,000	1,120	94.00	0.11
Entertainment	187,500		0.10	0.02
Restaurant/Food and Beverage	200,000		0.10	0.02
Retail	237,500		0.10	0.02
Total	237,500			**0.47**
Existing Retail	1,200,000		0.10	(0.12)
Additional Sewer Flow	-			**0.35**

The existing retail component of the site (approx. 1.2 million sqft of retail) was considered as a credit to calculate the additional sewer flows attributed to the Project.

The rates used in the general plan update (total sewer flow of 0.47 MGD) are conservative considering that the total sewer flow attributed to the Project is almost three times greater than the projected sewer flow from the Water Demand Analysis (total sewer flow of 0.17 MGD). When sizing the improvements in this area, the sewer flows based on the Water Demand Assessment should be used.

5 Peaking Factors

Cupertino Sanitary District contracted a consultant to perform a capacity analysis and flow monitoring study for the proposed sanitary sewer relocation associated with a previously approved project. The Technical Memorandum is titled *Cupertino Sanitary District – Pruneridge Trunk Sewer Rerouting Project: Capacity Analysis for a 10-Year, 24 Hour Rainfall Event* and was prepared by V&A on July 12th, 2013.

The analysis used flow monitoring data from November 2012, December 2012 and March 2013. The dry weather flow was separated from the infiltration/inflow associated with rainfall events. A capacity calculation was performed using the 10-YR, 24-hour storm event to approximate inflow and infiltration for the system.

Considering the flow analysis information around the area, the following are the peaking factors for the system and the projected flows:

- Dry Weather Peaking Factor = 1.65 (Peak Dry Weather flow / Average Flow)
- Wet Weather Peaking factor = 4.68 (Peak Flow / Average Flow)

Table 5-1 - Proposed Project Sewer Flows with Peaking Factors

Water Demands with Recycled Water Use	Project Annual Water Use (acre-feet)	Sanitary Sewer Flows %	Project Daily Sewer Flows (CFS)	Project Daily Sewer Flows (MGD)	Project Daily Sewer Flows with Peaking Factor (CFS)	Project Daily Sewer Flows with Wet Weather Peaking Factor (CFS)
Indoor - Office	38	90%	0.05	0.03	0.08	0.22
Indoor - Cooling Towers	66	90%	0.08	0.05	0.14	0.39
Indoor - Residential	18	90%	0.02	0.01	0.04	0.11
Indoor - Retail	90	90%	0.11	0.07	0.19	0.53
Total	**212**		**0.26**	**0.17**	**0.44**	**1.23**
West of Wolfe - Total			**0.13**	**0.08**	**0.21**	**0.60**
East of Wolfe - Total			**0.13**	**0.09**	**0.22**	**0.63**

5.1 Relocation Capacity

To optimize the existing system, the relocation capacity should be equal to the capacity of the incoming pipes, and the project flows considering the wet weather peaking factor.

- East of Wolfe Catchment = Project Flows with Wet Weather Peaking Factor + Capacity Existing 15-inch pipe on the west side of Wolfe + Capacity of Recently Installed 15-inch pipe on the east side of Wolfe
    - West of Wolfe Catchment = 0.59+2.48+3.51
    - 6.58 cfs (approximately a 21-inch pipe @0.3%)

- West of Wolfe Catchment = Project Flows with Wet Weather Peaking Factor + Existing 8-inch overflow pipe from the Norwich Drive Residential Area
    - East of Wolfe Catchment = 0.78 + 0.46
    - 1.24 cfs (approximately a 12-inch pipe @0.5%)

- Additional Capacity north of Wolfe = West of Wolfe Catchment + East of Wolfe Catchment - Capacity of Existing 15-inch pipe from Wolfe near I-280 southbound off-ramp running north
    - Additional Capacity north of Wolfe = 6.58 + 1.24 – 2.48
    - Additional Capacity north of Wolfe = 5.34
        - Replacing existing 15-inch line at 0.5% slope with 21-inch line at 0.4% slope
        - Install parallel 18-inch line at 0.4% slope

The Project should anticipate funding its fair share of improvements to accommodate its development program, net of existing flow demands, if any. The cost of upgrading the system existing conditions as a result of previous should be shared between CSD, the Project, and other new/future Projects in the area that would benefit with the improvements to the system. We recommend further coordination with CSD on sanitary sewer design, and field verification of all existing pipe sizes/slopes should be confirmed prior to final design of the improvements. .