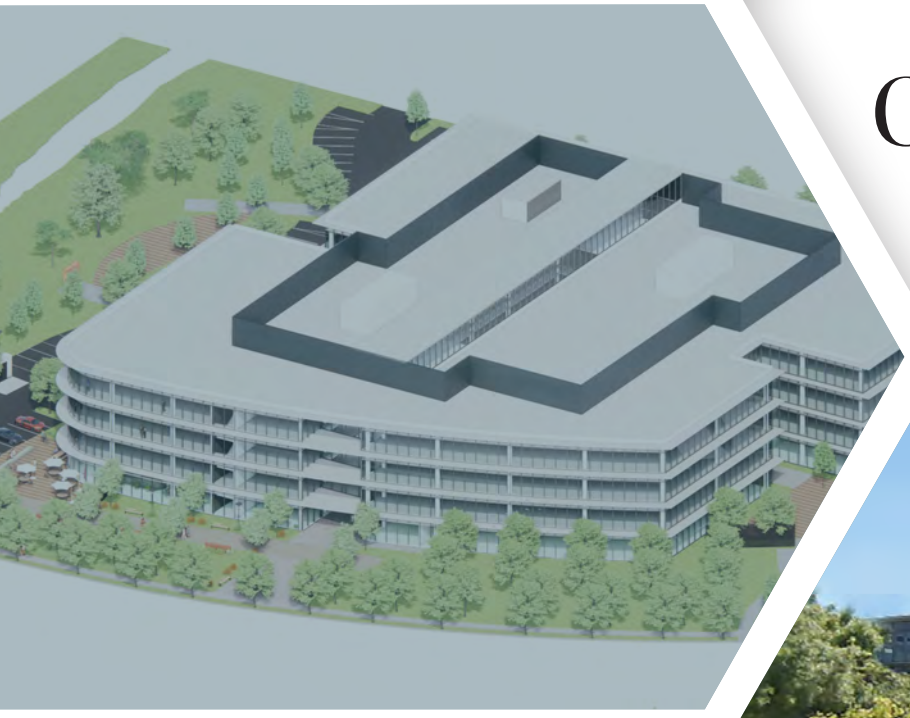
APPENDIX E:
TRANSPORTATION ANALYSIS

Draft Local
Transportation Analysis

VP1 Apple Office Project



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1. Introduction

The purpose of this local transportation analysis (LTA) is to identify potentially substantial adverse effects of the proposed project on the surrounding transportation system and to recommend improvements, if needed. The potential adverse effects of the proposed project are evaluated following the City of Cupertino's *Transportation Study Guidelines (TS Guidelines)* (May 2021) and Santa Clara Valley Transportation Authority's (VTA's) *Transportation Impact Analysis (TIA) Guidelines* (adopted October 2014). VTA is the Congestion Management Agency (CMA) for Santa Clara County and oversees improvement on the congestion management program (CMP) roadway system, which includes all freeways and expressway, as well as, select intersections in Santa Clara County. Within the City of Cupertino there are 14 CMP intersections.

The City's *TS Guidelines* provide guidance for evaluating transportation effects of projects on the City's transportation system and services for both the City development application purposes and California Environmental Quality Act (CEQA) purposes. The LTA included in this report is prepared to address specific circulation metrics as part of the City's development application purposes and is not prepared for CEQA purposes. Based on the City's TS Guidelines, the LTA includes an analysis for pedestrian, bicycle, and transit networks, in addition to vehicle circulation. A separate standalone transportation analysis (TA) report was also prepared to identify potentially significant per CEQA, including vehicle miles traveled analysis.

VTA's *TIA Guidelines* presents additional guidance for assessing the transportation impacts of land development projects and identifying whether improvements are needed to adjacent CMP roadways facilities, as well as transit services and facilities affected by the project.

This introduction chapter discusses the project description, regulatory agencies, project study area, analysis scenarios, and report organization.

Project Description

Currently, the project site, located at 19191 Vallco Parkway in Cupertino, is occupied by Apple as part of their Vallco Parkway Campus. The project includes demolishing the existing two-story, 141,000-square foot (sf) office building and constructing a new four-story, 282,320-sf building. The new building will include 280,020 sf of office space and 2,300 sf of commercial space. Upon completion, the new building will be reoccupied by Apple. **Figure 1** shows the study area.

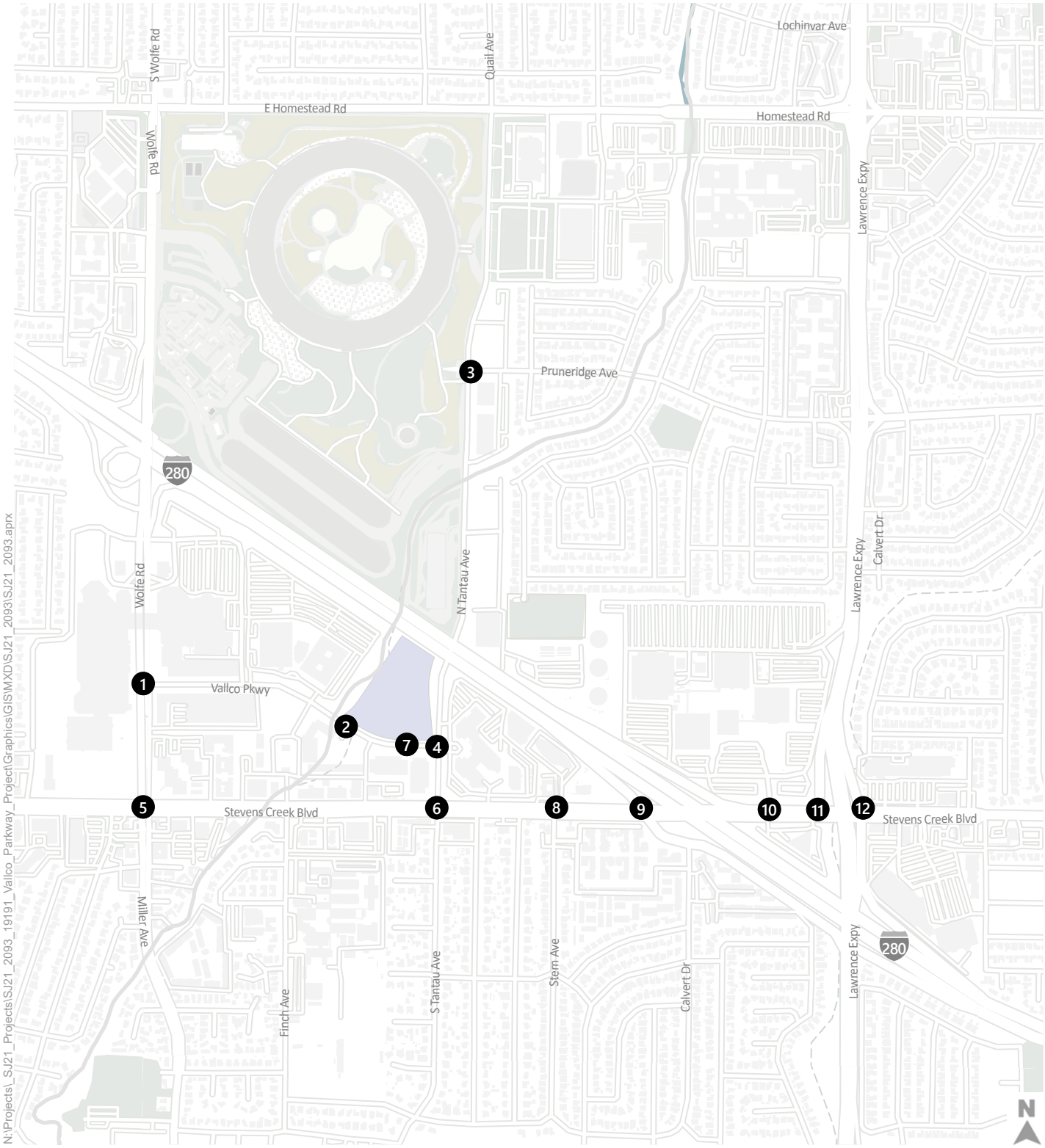


Figure 1

Study Area

Study Area

The study area for this LTA focuses on transportation facilities closest to the project site.

Study Intersections

Project effects on study area transportation facilities were determined by measuring the effect project traffic would have on intersection operations during the morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak periods. Study intersections were selected in consultation with the City of Cupertino staff and in accordance with *VTA's Transportation Impact Analysis Guidelines* (2014), which indicate an intersection should be evaluated if a project contributes 10 or more vehicle trips per lane during the morning or evening peak hours. A total of 12 intersections, as shown on **Figure 1** and listed below were selected as study locations.

1. Vallco Parkway / Wolfe Road
2. Vallco Parkway / Main Street Cupertino Garage-Project Driveway 1
3. Pruneridge Avenue / Tantau Avenue
4. Vallco Parkway / Tantau Avenue
5. Stevens Creek Boulevard / Wolfe Road
6. Stevens Creek Boulevard / Tantau Avenue
7. Vallco Parkway / Project Driveway 2
8. Stevens Creek Boulevard / Stern Avenue (City of Santa Clara)
9. Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp (City of Santa Clara / CMP)
10. Stevens Creek Boulevard / Agilent Tech Driveway (City of Santa Clara)
11. Stevens Creek Boulevard / Lawrence Expressway SB Off-Ramp (CMP)
12. Stevens Creek Boulevard / Lawrence Expressway NB Ramps (CMP)

Freeway Segments

Pursuant to the VTA guidelines, freeway segments were selected for analysis because a) the project site is adjacent to a freeway segment, b) project access is provided using various interchanges, and c) the project is anticipated to add more than one percent to each segment's capacity during both/either peak hour. This LTA includes the analysis of the following two freeway segments on Interstate 280 (I-280):

- I-280 between De Anza Boulevard and Wolfe Road
- I-280 between Wolfe Road and Lawrence Expressway

Pedestrian, Bicycle, and Transit Facilities

Project effects to pedestrian facilities, bicycle facilities, and transit services and facilities within an approximately one-half mile radius from the project site were also addressed.

Analysis Scenarios

The operations of the study intersections and freeway segments were evaluated during the weekday morning (AM) and weekday evening (PM) peak hours for the following scenarios as presented in **Chapters 3, 5, 6,** and **7**.

Scenario 1: Existing Conditions – Existing volumes obtained from StreetLight Data.

Scenario 2: Existing with Project Conditions – Scenario 1 volumes plus traffic generated by the project.

Scenario 3: Background without Project Conditions – Existing volumes plus traffic from "approved but not yet built" and "not occupied" developments in the area.

Scenario 4: Background with Project Conditions – Scenario 3 volumes plus traffic generated by the project.

Scenario 5: Cumulative without Project Conditions – Background without Project volumes (Scenario 3) plus traffic generated by pending developments in the area.

Scenario 6: Cumulative with Project Conditions – Scenario 5 volumes plus traffic generated by the project.

Report Organization

The remainder of this report is divided into the following chapters:

- **Chapter 2 – Analysis Methods and Thresholds of Effect** presents the analysis methods, level of service standards, and thresholds of effect for each jurisdiction for intersections, freeway segments, and transit, bicycle, and pedestrian facilities.
- **Chapter 3– Existing Conditions** describes the transportation system near the project site, including the surrounding roadway network, morning and evening peak period intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, intersection levels of service, and freeway segment levels of service.
- **Chapter 4 – Project Traffic Estimates** describes the project trip generation, distribution, and assignment methods for intersections and freeways.
- **Chapter 5 – Existing with Project Conditions** presents the transportation operations with the project under Existing Conditions.
- **Chapter 6 – Background and Background with Project Conditions** presents the transportation operations with and without the project under Background Conditions.
- **Chapter 7 – Cumulative and Cumulative with Project Conditions** presents the transportation operations with and without the project under Cumulative Conditions.

- **Chapter 8 – Intersection Effects and Improvements** presents the intersection effects based on the threshold and associated required improvements for the project.
- **Chapter 9 – Transit, Bicycle, and Pedestrian Analysis** describes the effects and required improvements for transit, bicycle, and pedestrian access for the project.
- **Chapter 10 – Left Turn Queuing Analysis** presents the results of the left-turn queuing analysis for the project.

2. Analysis Methods and Thresholds

This chapter describes the analysis methods used to evaluate potential transportation effects for vehicle, bicycle, pedestrian, and transit facilities and access.

Level of Service and Senate Bill (SB) 743

The operations of transportation facilities have traditionally been described with the term *level of service*. Level of Service (LOS) describes traffic flow from the driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. There are six levels from LOS A, with little or no delay, to LOS F, with excessive delay. LOS E represents "at-capacity" operations. When traffic volumes exceed roadway capacity, stop-and-go conditions result, and operations are designated as LOS F.

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use vehicle miles traveled (VMT) instead of LOS for evaluating transportation impacts under CEQA. The new CEQA Guidelines went into effect statewide on July 1, 2019. The City of Cupertino adopted Ordinance #21-2223 on February 16, 2021, which incorporated the use of VMT in environmental review into the Cupertino Municipal Code. This guidance was formalized in the City of Cupertino's Transportation Study Guidelines and the LOS analysis is provided for City development application purposes and not for CEQA purposes.

Level of Service Analysis Methods

This section describes the intersection and freeway LOS methods applied for the purposes of this LTA.

Signalized Intersections

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the LOS calculations for the signalized study intersections. This method, which is adopted by the City of Cupertino (General Plan Policy M-7.1) and the VTA, analyzes operations based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 1**.

Table 1: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Unsignalized Intersections

The operations of the unsignalized study intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.

Table 2 summarizes the relationship between delay and LOS for unsignalized intersections. Additionally, the City of Cupertino and adjacent local jurisdictions apply the *California Manual on Uniform Traffic Control Devices* (MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections.

Table 2: Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Freeway Segments

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow that is calculated using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestion Management Program (CMP) ranges of densities for each freeway segment level of service are shown in **Table 3**.

Table 3: Freeway Segment Level of Service Definitions

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Level of Service Standards

Level of service standards, i.e., minimum threshold for acceptable operations for intersections and freeway segments, are set by the jurisdiction that controls that portion of the transportation infrastructure. In Santa Clara County, each city typically sets the thresholds for the transportation facilities within their jurisdictions through their adopted General Plan policies, and VTA sets thresholds for CMP-designated facilities, including freeway segments and select intersections, through its CMP. The following LOS standards were applied to the study intersections and freeway segments.

Signalized Intersection LOS Standards

The City strives to achieve LOS D for local streets, including CMP designated facilities within City boundaries, except at the Stevens Creek Boulevard/De Anza Boulevard, Stevens Creek Boulevard/Stelling Road, and the De Anza Boulevard/Bollinger Road intersections (General Plan Policy M-1.2). The threshold for these three intersections is LOS E+ operations. For CMP study intersections, Cupertino uses its locally adopted LOS standard, while all other jurisdictions use VTA's LOS standard.

The City of Santa Clara lists LOS D for local streets as the threshold, with CMP intersections in the City having a threshold of LOS E.

Unsignalized Intersection LOS Standards

Level of service analysis at unsignalized intersections is generally used to determine the need for modifying intersection control type (i.e., all-way stop or signalization). As part of this evaluation, traffic volumes, delays, and peak hour traffic signal warrants are evaluated to determine if the existing intersection control is appropriate. The City does not have an officially adopted LOS threshold for unsignalized intersections. However, the City generally uses LOS E as a minimum acceptable operating level.

Freeway LOS Standards

As required by VTA, the LOS standard for freeway segments is LOS E.

Deficiency Criteria

This section outlines the deficiency criteria for the transportation system in Cupertino.

Intersection Deficiency Criteria

Deficiency criteria for signalized intersections are discussed below. For all jurisdictions, a substantial effect is considered to be improved to a less-than-substantial level when measures are implemented that would restore intersection conditions to the jurisdiction's LOS standard or to an average delay that is better than without project conditions.

Signalized Intersections

Signalized intersection operations and effects were evaluated based on the appropriate jurisdiction's LOS standards and are included in the deficiency criteria discussion below.

Cities of Cupertino and Santa Clara

Substantial effects at signalized City of Cupertino and City of Santa Clara intersections would occur if the addition of project traffic causes one of the following:

- The LOS at the intersection drops below the applicable LOS standard (generally LOS D, except for CMP intersections in the City of Santa Clara, which have a standard of LOS E) when project traffic is added, or
- An intersection that operates below the applicable standard (LOS E or worse for city intersections and LOS F for CMP intersections in the City of Santa Clara) under no-project conditions experiences an increase in critical movement delay of four seconds or more, and the volume-to-capacity ratio (V/C) is increased by 0.01 or more when project traffic is added, or
- The V/C ratio increases by 0.01 or more at an intersection that operates below the applicable LOS standard (LOS E or worse for city intersections and LOS F for CMP intersections in the City of Santa) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Unsignalized Intersections

The City of Cupertino does not have an officially adopted significance criterion for unsignalized intersections. However, based on previous studies substantial effects are defined to occur when the addition of project traffic degrades operations to LOS F and the intersection satisfies the peak hour volume signal warrants from the *California Manual on Uniform Traffic Control Devices* (MUTCD) (2012).[1]

Freeway Deficiency Criteria

Per VTA's *Transportation Impact Analysis Guidelines*, traffic deficiencies on a CMP freeway segment occur when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under Existing Conditions to an unacceptable level (LOS F)
- An increase in traffic of more than one percent of the capacity of a segment that operates at LOS F under Existing Conditions.

Transit Deficiency Criteria

The General Plan includes policies to promote local and regional transit that is efficient, frequent, and convenient and reduces traffic congestion. In addition, VTA's TIA Guidelines require that project effects on

[1] The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

the transit system, in terms of transit facilities, transit vehicle delay,[2] and pedestrian and bicyclist access be evaluated. The TIA Guidelines also state that a quantitative analysis of demand and capacity should be conducted for projects that generate unusually large volumes of pedestrian, bicycle, or transit trip, such as for large mixed-use developments.

Transit effects are considered substantial if the proposed project:

- Conflicts with existing or planned transit facilities, or
- Does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops, or
- Generates potential transit trips that cause the transit route's load factor to exceed available capacity.

These effects are discussed in **Chapter 9.**

Pedestrian and Bicycle Deficiency Criteria

The Mobility Element of the General Plan describes related policies necessary to ensure a balanced transportation system that supports bicycle and pedestrian facilities which are safe and effective for City residents. Using the General Plan as a guide, substantial effects to these facilities would occur if a project or an element of the project would:

- Disrupt or eliminate existing pedestrian and bicycle facilities, or
- Create a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interfere with bicycle and pedestrian accessibility to the site and adjoining areas; or
- Increase conflicts between drivers, pedestrians, and/or bicyclists, or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Cupertino for facilities within the City.

These effects are discussed in **Chapter 9.**

[2] The City of Cupertino and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Pursuant to the VTA TIA Guidelines, i*f increased transit vehicle delay is found, the Lead Agency* [City of Cupertino] *should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA*. Thus, the transit delay information is presented for informational purposes and no impact assessments are made under CEQA.

3. Existing Conditions

This chapter describes the existing transportation conditions, including the nearby land uses that affect travel demand, and the transportation facilities—the roadway network, transit service, and pedestrian and bicycle facilities. It also describes existing operations of the study intersections and freeway segments with the results of the level of service calculations. Future planned facilities that will enhance the existing system are also described.

Nearby Land Uses

The existing project site is primarily designed for motor vehicle travel, with large setbacks from the street and a large surface parking lot.

West of the project site are office buildings, and the Main Street Mixed-Use development is immediately to the south on the other side of Vallco Parkway. Stevens Creek Boulevard includes numerous restaurants and retail uses. North of the project site, across I-280, is the Apple Park office campus (formerly Apple Campus 2).

Calabazas Creek is located on the west edge of the project site. Calabazas Creek does not currently have a multi-use path along its route. The City is currently evaluating the feasibility of providing a multi-use path, within a Santa Clara Valley Water District drainage area, along I-280 (Junipero Serra Trail) between Mary Avenue and Vallco Parkway, including the stretch of Calabazas Creek between Vallco Parkway and I-280.

Existing Roadway Network

Most travel in Cupertino is currently made by private vehicles on the roadway system. Interstate 280 (I-280) and Lawrence Expressway provide regional vehicle access to the project site.

Tantau Avenue and Vallco Parkway provide direct access to the project site. Local access to these roadways is provided via Lawrence Expressway, Stevens Creek Boulevard, and Wolfe Road-Miller Avenue. Descriptions of these roadways are presented below. **Figure 1** shows the locations of these facilities in relation to the project site.

I-280 is located immediately north of the project site and provides regional freeway access between the cities of San Francisco and San José. Near the project site, I-280 has three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses), motorcycles, and clean-air vehicles during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods on weekdays. Access to/from I-280 is provided via its interchanges with Wolfe Road and Lawrence Expressway/Steven Creek Boulevard.

Lawrence Expressway is located to the east of the project site and is a limited-access north-south facility operated by Santa Clara County that extends between SR 237 near Moffett Field to the north and Saratoga Avenue/Quito Road to the south. It is a six-lane facility south of I-280. North of I-280, Lawrence Expressway is an eight-lane facility with the right-most lane in each direction restricted to HOVs during the commute hours. Lawrence Expressway provides local access closest to the site via the intersection at Stevens Creek Boulevard.

Stevens Creek Boulevard is an east-west six-lane divided arterial along the southern boundary of the site that extends between western Cupertino and downtown San José (as West San Carlos Street). Stevens Creek Boulevard provides access to I-280 and Lawrence Expressway via interchanges. The roadway connects all the north-south roadways described above.

Tantau Avenue is a two-lane, north-south minor collector adjacent to the project site on the east side. Tantau Avenue extends from Bollinger Road in the south to Homestead Road in the north. North Tantau Avenue (the segment north of Stevens Creek Boulevard) is designated as a major collector, and South Tantau Avenue (the segment south of Stevens Creek Boulevard) is designated as a minor collector, in the *City of Cupertino General Plan*. Currently, southbound through movements are not permitted at Stevens Creek Boulevard and vehicles are not able to travel south onto South Tantau Avenue from North Tantau Avenue. Vehicles must turn onto Stevens Creek Boulevard at this intersection when traveling in the southbound direction.

Wolfe Road-Miller Avenue is a four-to-six-lane north-south roadway to the west of the project site. North of Stevens Creek Boulevard, the roadway is called Wolfe Road and is designated as an arterial in the *City of Cupertino General Plan*. South of Stevens Creek Boulevard, it is designated as a major collector and is called Miller Avenue. Wolfe Road/Miller Avenue extends north to the City of Sunnyvale and south to the City of Saratoga. Wolfe Road/Miller Avenue provides the project site with access to I-280 by a partial cloverleaf interchange.

Vallco Parkway is a short (less than 0.5 mile) four-lane, east-west minor collector that provides access to the project site. Vallco Parkway serves as a connection between Wolfe Road and Tantau Avenue.

Planned Roadway Facilities

In the project area there are several planned roadway facility improvements. VTA, in partnership with the City of Cupertino and Caltrans, is currently undertaking the *I-280/Wolfe Road Interchange Improvements Project,* which plans to increase the number of lanes in the interchange. Plans include providing three travel lanes in each direction on Wolfe Road between the southbound and northbound on-ramps and increasing the number of lanes at the intersections of Wolfe Road and the ramps. Currently, it is anticipated that construction of the I-280/Wolfe Road Interchange Project will start in the year 2022 and be completed by the year 2024.

As the Congestion Management Agency for Santa Clara County, VTA, regularly updates its 25-year long-range regional transportation plan, which outlines transportation strategies, projects, and programs that will be pursued in the next 25 years. The latest plan, VTA's *Valley Transportation Plan 2040,* includes the

I-280 Express Lanes Conversion project. It will convert existing HOV lanes to express lanes on I-280 between Leland Avenue in San José and Magdalena Avenue in Los Altos Hills. Single-occupancy vehicles (SOVs) will be allowed to use available capacity in the express lanes but will be charged a toll that varies depending on the congestion level. HOVs would be allowed free access to incentivize ridesharing. There currently is no construction timeline for this project.

Existing Roadway Operations

The existing operations of the study intersections and freeway segments were evaluated for the highest one-hour traffic volume during the weekday morning (7:00 AM to 10:00 AM) and evening (4:00 PM to 7:00 PM) peak commute periods.

Intersection Operations

Existing Intersection Volumes and Lane Configurations

Due to COVID-19 and the resulting stay-at-home orders that depressed traffic volumes, we did not take counts, but instead used Streetlight Data (time period: March – May; September – November 2019) to estimate the intersection turning movement counts at the study intersections. The results are included in **Appendix A. Figure 2** presents the existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections.

Existing Intersection Levels of Service

Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used to calculate the levels of service for the key intersections during the AM and PM peak hour. The results of the LOS analysis are presented in **Table 4**. **Appendix B** contains the corresponding calculation sheets. The results indicate that all but two of the study intersections operate at acceptable service levels during the AM and PM peak hours.

Table 4: Existing Intersections Level of Service

#	Intersection	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Delay[3]	LOS[4]
1	Vallco Parkway / Wolfe Road	CUP (D)	AM PM	13.2 25.8	B C
2	Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1	CUP (D)	AM PM	20.2 25.5	C+ C
3	Pruneridge Avenue / Tantau Avenue	CUP (D)	AM PM	22.8 26.4	C+ C
4	Vallco Parkway / Tantau Avenue	CUP (D)	AM PM	21.2 33.0	C+ C-
5	Stevens Creek Boulevard / Wolfe Road	CUP (D)	AM PM	42.8 48.4	D D
6	Stevens Creek Boulevard / Tantau Avenue	CUP (D)	AM PM	41.8 44.1	D D
7	Vallco Parkway / Project Driveway 2	CUP (D)	AM PM	9.5 11.0	A B
8	Stevens Creek Boulevard / Stern Avenue	SC (D)	AM PM	42.2 **69.5**	D **E**
9	Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp	SC/CMP (E)	AM PM	**91.5** **129.5**	**F** **F**
10	Stevens Creek Boulevard / Agilent Tech Driveway	SC (D)	AM PM	41.5 26.1	D C
11	Stevens Creek Boulevard / Lawrence Expressway SB Off-Ramp	SC/CMP (E)	AM PM	20.3 26.9	C+ C
12	Stevens Creek Boulevard / Lawrence Expressway NB Ramps	SC/CMP (E)	AM PM	31.5 26.0	C C

Notes: **Bold text** indicates intersection operates at unacceptable level of service.

1. Intersection jurisdiction and associated LOS threshold applied. CUP = Cupertino, SC = Santa Clara, CMP = Congestion Management Program
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For Side-Street Stop-Controlled intersections, values reported are whole intersection average (worst approach).
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.

Source: Fehr & Peers, 2021.

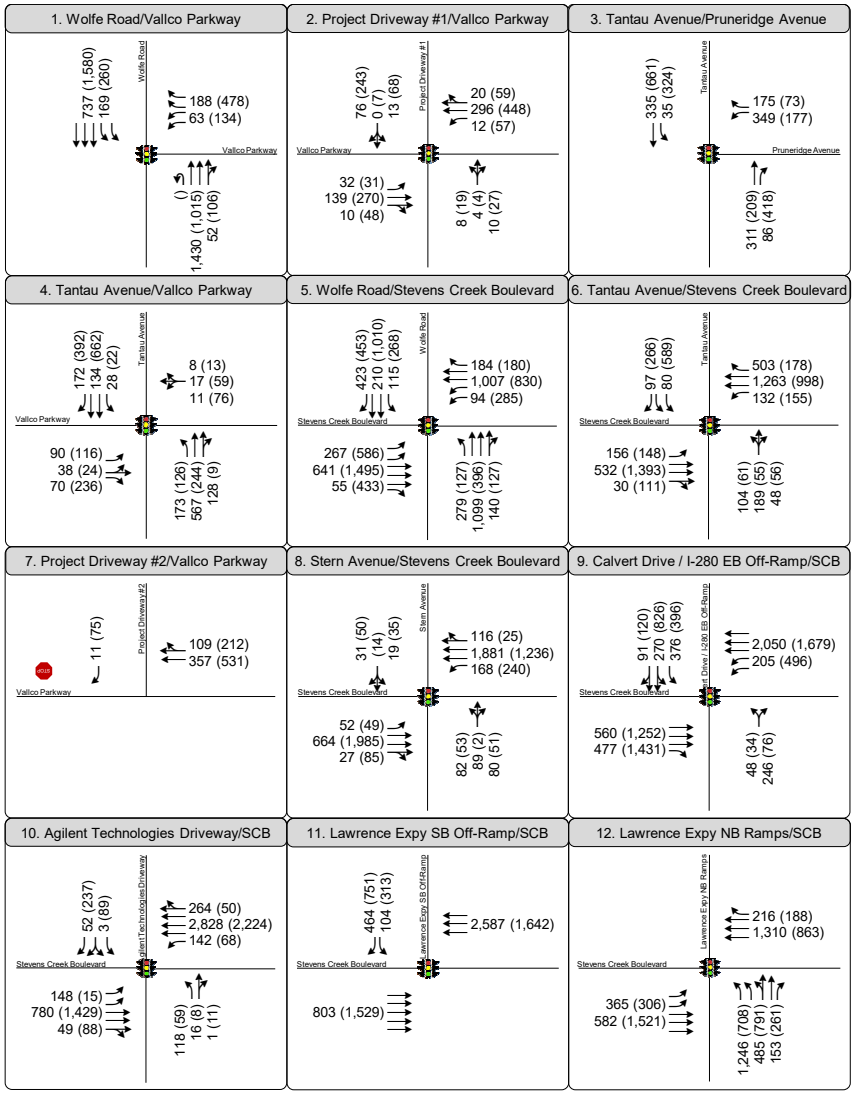


Figure 2
Existing AM and PM Peak Hour Turning Movement Volumes
Lane Configurations, and Traffic Control

Existing Freeway Operations

Existing freeway operations are described with the LOS results from the *2016 VTA Monitoring and Conformance Report*, which is the most recent report as of January 2022. **Table 5** summarizes the existing freeway segment levels of service for the mixed-flow and HOV lanes.

Table 5: Existing Freeway Segment Levels of Service

Freeway Segment	Peak Hour	Lanes		Density		Existing[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 – Eastbound							
De Anza Boulevard to Wolfe Road	AM PM	3 3	1 1	22 **>70**	22 **63**	C **F**	C **F**
Wolfe Road to Lawrence Expressway	AM PM	3 3	1 1	12 **61**	12 42	C **F**	B D
Interstate 280 – Westbound							
Lawrence Expressway to Wolfe Road	AM PM	3 3	1 1	**>70** 25	**70** 12	**F** C	**F** B
Wolfe Road to De Anza Boulevard	AM PM	3 3	1 1	**>70** 27	48 14	**F** D	E B

Notes:
1. AM = morning peak hour, PM = evening peak hour.
2. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow; HOV = High-Occupancy Vehicle.
3. Level of service based on density.

N/A = not applicable. Freeway segment does not have HOV lanes.
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).
Source: *2016 Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, December 2021.

Field Observations

Due to COVID-19 and the County of Santa Clara's shelter-in-place order, we were unable to conduct a field visit to the project site.

Transit Service

Transit operations have been significantly impacted by COVID-19. The most up to date routes and schedules as of December 2021 are provided but are subject to change in the future. VP1 Apple Office Project is directly served by VTA buses and indirectly by Caltrain commuter rail service.

Figure 3 shows the bus routes that serve the site and the locations of the bus stops. Currently, bus stops are located on Vallco Parkway near Perimeter Road (both eastbound and westbound direction), Stevens Creek Boulevard (both eastbound and westbound direction) near Tantau Avenue, and Wolfe Road (both northbound and southbound direction) near Stevens Creek Boulevard. The bus routes that serve the area are described below and summarized in **Table 6**.

VTA Local Bus Service

Bus Route 23 operates on Stevens Creek Boulevard and provides service between De Anza College and the Alum Rock Transit Center, with a peak headway of 10 minutes, which qualifies as a high-quality transit corridor. A bus stop for Route 23 is provided at the Stevens Creek Boulevard/Tantau Avenue intersection. Route 23 is augmented by limited stop service (Route 523) between Lockheed Martin Transit Center and the Berryessa BART Station. This route is described in the next section.

Bus Route 56 provides service between the Lockheed Martin Transit Center and Tamien Station operating on Wolfe Road near the project site. The closest bus stops are located on Wolfe Road.

VTA Express Bus Service and Limited Stop Bus Service

The VTA also runs several express bus routes and limited stop bus routes in the project area.

Bus Route 101 is an express bus route that operates on I-280 and Stevens Creek Boulevard; it connects the Park & Ride lot at the Camden Avenue/SR 85 interchange to Palo Alto. This route has a bus stop at the Vallco Parkway/Perimeter Road intersection. Connections to Routes 23, 56, and 523 are within walking distance.

Bus Route 523 is a limited stop bus route on Stevens Creek Boulevard serving Lockheed Martin Transit Center, Downtown Sunnyvale, De Anza College, Valley Fair, Santana Row, Downtown San José, Mexican Heritage Plaza, and the Berryessa BART Station. The closest bus stops are located at Stevens Creek Boulevard/Wolfe Road-Miller Avenue with connections to Routes 23, 56, and 101 within walking distance.

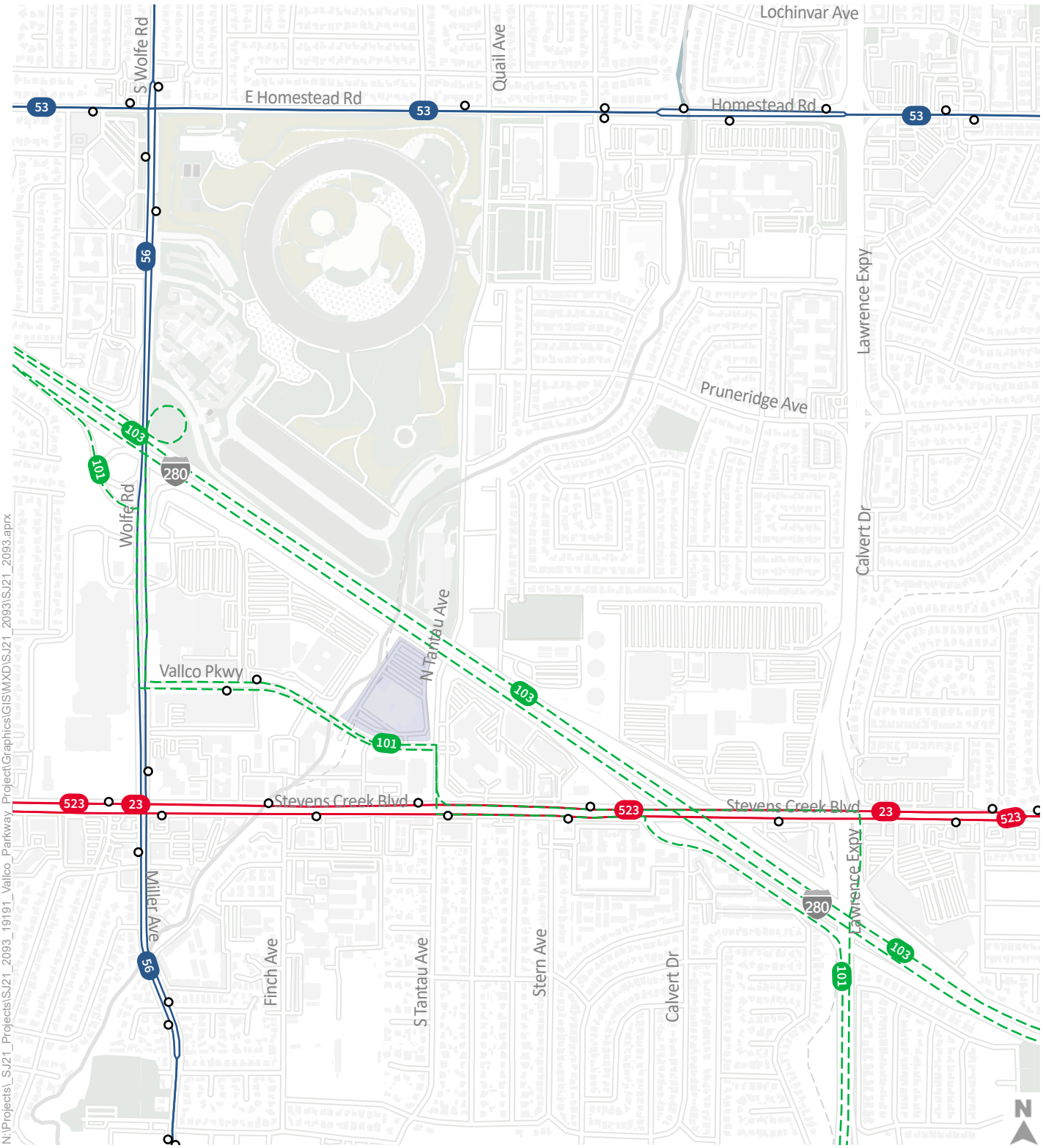
Via-Cupertino Shuttle

Via-Cupertino is an on-demand community shuttle provided by the City of Cupertino that provides access to all of Cupertino and select destinations outside Cupertino, such as the Sunnyvale Caltrain Station. The

service is available to the public, charges a fee for service, and operates Monday through Friday from 7 AM to 7 PM and Saturdays from 9 AM to 5 PM.

Caltrain Commuter Rail Service

Caltrain is a passenger rail service that runs from downtown San Francisco (4th and King Street Station) to downtown San José (Diridon Station), with a limited number of commute period trains running farther south to Gilroy. The Lawrence Station is the closest Caltrain station accessible from the project site and is a roughly 15-minute car ride by taxis and transportation network companies (TNCs) like Uber and Lyft. The Sunnyvale Station is the closest Caltrain Station for transit use and is a 35-minute ride from the project site using the 23 or 523 lines. During the weekdays, the Sunnyvale Station is served by both the Limited A and B Caltrain services, whereas the Lawrence Station is served only by the Limited B Caltrain service.



Source: Santa Clara Valley Transportation Authority

Project Site
VTA Routes
Express
Frequent
Local
VTA Bus Stops

Figure 3

Existing Transit Facilities

Table 6: Existing Transit Service Summary

Route	From	To	Distance to Nearest Stop[1]	Weekdays		Saturdays	
				Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Peak Headway[2] (minutes)
Bus Service (VTA)							
23	De Anza College	Alum Rock Transit Center	0.2	5:00am - 1:25am	15	5:40am - 1:20am	15
56	Lockheed Martin Transit Center	Tamien Station	0.5	5:30am - 10:50pm	30	7:15am - 9:10pm	30
101 (Express)	Camden and Highway 85	Hansen and Page Mill	0.2	6:20am – 8:20am 4:10pm – 6:35pm	50	-	-
523 (Rapid)	Lockheed Martin Transit Center	Berryessa BART Station	0.5	5:55am - 10:40pm	20	7:00am – 8:40pm	30
Commuter Rail Service							
Caltrain	San Francisco	San José Diridon	3.8	4:20am – 1:45am	10	7:10am – 1:50am	60

Notes:

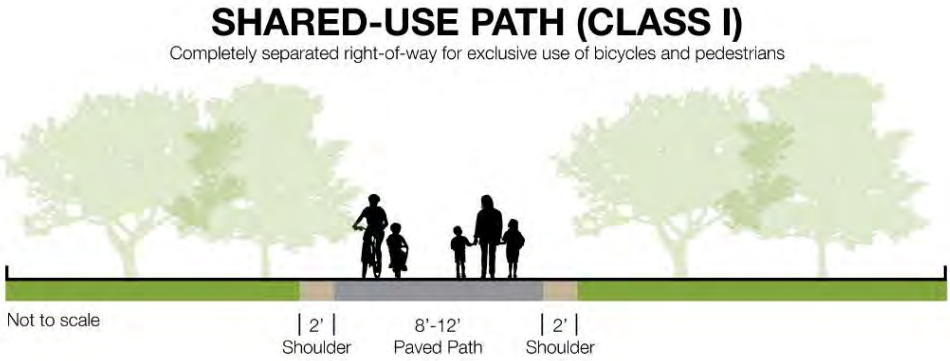
1. Approximate distance in miles from nearest stop to Vallco Mall major access driveways.
2. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.

AM = morning commuter period
PM = evening commute period
Source: VTA, January 2022, Caltrain, December 2021.

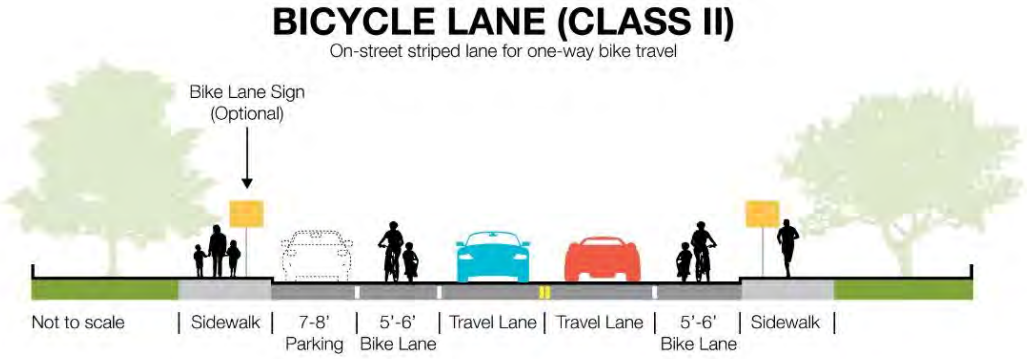
Bicycle Facilities

There are four types of bicycle facilities according to the design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). They are described below and shown in the accompanying figures:

- **Class I Bikeway (Bike Path)** provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts.

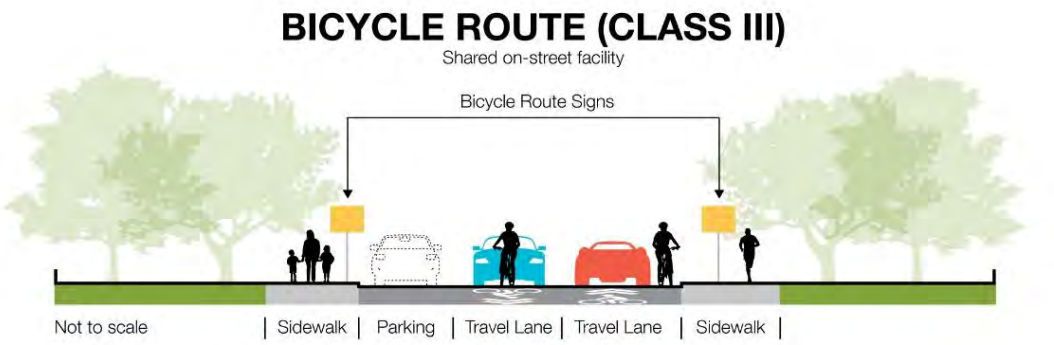


- **Class II Bikeways (Bike Lanes)** are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. For instance, right-turning vehicles must merge into the lane before turning. Bike lanes in Cupertino meet VTA's *Bicycle Technical Guidelines*, which follows all applicable local, state, and federal requirements.

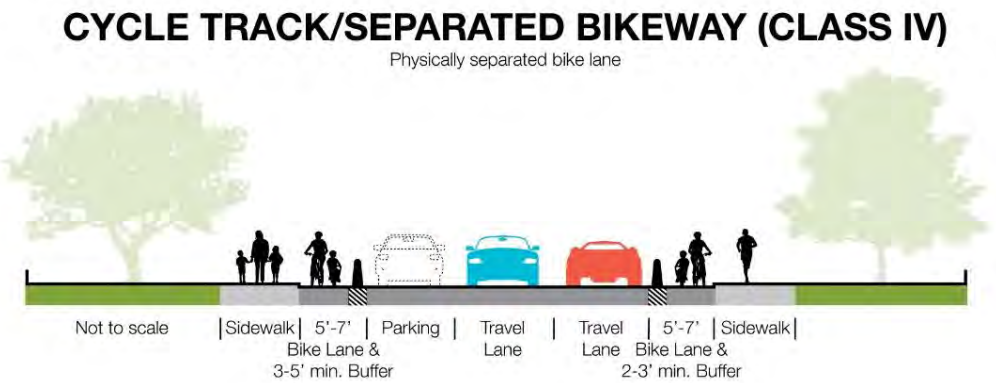


- **Class IIIa Bikeways (Bike Routes)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated right-of-way or lane striping. Bike routes serve either to a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors. Although some streets with high volumes of traffic have been designated as bike routes, most official bike routes in Cupertino are on low-volume streets.

- **Class IIIb Bikeways (Bike Boulevards)** are a modified Class IIIa bicycle route providing a more convenient and efficient through route for cyclists of all skill levels. A bike boulevard includes signage, pavement markings, traffic calming, and in some cases midblock closures to vehicles.



- **Class IV Bikeways (cycle tracks or "separated" bike lanes)** provide a right-of-way designated exclusively for bicycle travel within a roadway and protected from other vehicle traffic with devices including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.



The *VTA Bicycle Technical Guidelines* (revisions dated December 2012) recommends that Caltrans standards regarding bicycle facility dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists in Santa Clara County. Cupertino's *2016 Bicycle Transportation Plan* adopted a design guideline which is a combination of minimum standards from the California *Highway Design Manual*'s design guidelines,

recommended standards prescribed by the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, and the California Manual on Uniform Traffic Control Devices.

Study Area Bicycle Facilities

Figure 4 shows the location of the existing bicycle facilities within the project study area. Within the study area, bicycle lanes (Class II) are provided on:

- Finch Avenue
- Stevens Creek Boulevard
- Tantau Avenue
- Vallco Parkway
- Wolfe Road-Miller Avenue

In addition, buffered bike lanes (Class IV paint buffers) are provided on Stevens Creek Boulevard, with Class IV separated bike lanes provided between Wolfe Road and Tantau Avenue. Class III bike routes are provided on Miller Avenue between Stevens Creek Boulevard and Calle De Barcelona.

A combination of bicycle lanes (Class II) and bicycle routes (Class III) connect the VP1 Apple Office Project site to the Sunnyvale and Lawrence Caltrain stations.

Planned Bicycle Facilities

In 2016 the City adopted a *Bicycle Transportation Plan*, which illustrates the current bicycle network, identifies gaps in the network, and proposes improvement projects to address identified gaps. Design and construction are in progress for Stevens Creek Boulevard to be separated from the vehicle lane with concrete buffers (Class IV) between the Cupertino city limits west of Foothill Boulevard and Tantau Avenue. The outside through lanes on Stevens Creek Boulevard will be converted to right-turn-only lanes at several intersections along the corridor. The project will also include separate bicycle signal phasing at several intersections along the corridor.

In addition, the City conducted a feasibility study to evaluate the proposed Junipero Serra Trail as a Class I trail that would run parallel to the existing Junipero Serra Channel near I-280 between Mary Avenue and the Calabazas Creek near Vallco Parkway and Tantau Avenue. The trail would provide a connection between the Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue and Vallco Parkway.

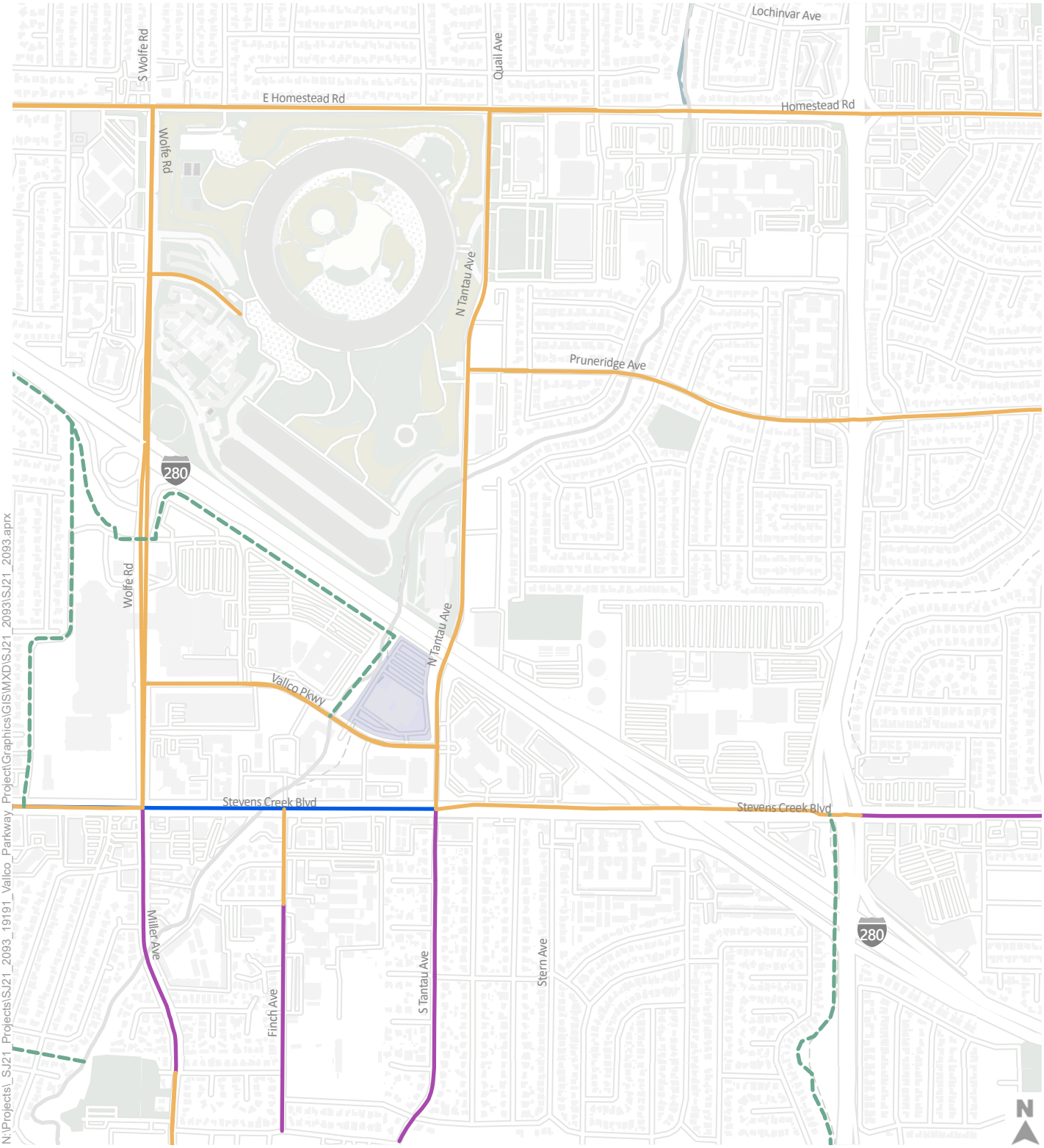
The VTA *Santa Clara Countywide Bicycle Plan* (CBP) was adopted in 2018. The CBP guides the development of major bicycle facilities in the County by identifying Cross County Bicycle Corridors and other bicycle projects of countywide or intercity significance. Several of the Cross-County Bicycle Corridors travel through the study area, including routes along Vallco Parkway, Stevens Creek Boulevard, Wolfe Road/Miller Avenue, and Tantau Avenue. The 2018 CBP identifies several corridors near the project area as Priority Cross-County Bicycle Corridors, which having funding priority. The Priority Cross-County Bicycle

Corridors near the project site include Stevens Creek Boulevard (Foothill Boulevard to Tantau Avenue) and Tantau Avenue (Stevens Creek Boulevard to Pruneridge Avenue).

Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals. Sidewalks are provided on both sides of Vallco Parkway, Tantau Avenue, Wolfe Road, and Stevens Creek Boulevard within about a half-mile radius of the project site. All major roadways in the study area have a sidewalk on at least one side of the roadway, except for I-280.

At the Tantau Avenue/Stevens Creek Boulevard and Calvert Drive/Stevens Creek Boulevard intersections, north-south pedestrian movements are prohibited along the east leg of the intersections. Crosswalks are provided at all signalized study intersections. No crosswalks are provided at Project Driveway #2 on Vallco Parkway.



Source: City of Cupertino Open Data Portal

Project Site

Bikeways

- Class I Bike Path (planned)
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway

Figure 4

Existing Bicycle Facilities

4. Project Traffic Estimates

This chapter presents estimates of traffic volumes that would be generated by the project and added to the roadways and intersections in the study area. The estimates include traffic generated by all aspects of the project such as employees and customers going to and from office space and retail uses. The process used to estimate project traffic added to the surrounding roadway network is described in this chapter and incorporates three steps:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the project site is estimated.
2. **Trip Distribution** – The *directions* vehicles use to approach and depart the site are projected.
3. **Trip Assignment** – The results of the previous two steps are combined to *assign* vehicles to specific roadway segments and intersection turning movements.

Vehicle Trip Generation

The project's trip generation represents the amount of net new traffic produced by the project. It is determined by calculating the difference between (a) the number of vehicle trips generated by the existing office use on the site, and (b) the number of vehicle trips that would be generated by the proposed project.

Vehicle Trips Generation Estimates

The amount of traffic generated by the existing and proposed uses was estimated by applying land use-specific trip generation rates to the size of each land use component.

Trip Generation Rates

Trip generation rates can be obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* a compendium of trip generation surveys conducted for numerous land use types and varying site contexts throughout the United States, or from local trip generation surveys. ITE recognizes the limitations of using national rates that have been collected over several decades and recommends the use of validated local data when the national rates are not representative of local conditions.

Commercial

The proposed commercial uses have not been defined, and for the purposes of estimating vehicle trips, we applied standard retail trip generation rates from Strip Retail Plaza (ITE 822) from ITE's *Trip Generation Manual* (11th Edition). Strip Retail Plaza (ITE 822) includes a range of retail uses and is described as an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has fewer than 40,000 square feet of gross leasable area. This description fits the proposed commercial uses. The fitted curve (for daily and PM peak hour) and average (for AM peak hour) vehicle-trip rates were used to estimate commercial trip generation.

Office

For the existing and proposed office space, Apple-specific average vehicle trip rates from the Apple Campus 2 TIA (2013) were used since they more accurately reflect the unique travel characteristics of the office use. Specifically, Apple-specific average vehicle-trip rates were used for the proposed office uses for the following reasons:

1. ITE recommends use of validated local data, and these rates were previously approved in the Apple Campus 2 TIA (2013).
2. The Apple rates include the effects of Apple's TDM programs.

The trip estimates for the existing uses were subtracted from the proposed uses to develop net new trip estimates.

Project Vehicle Trip Estimates

The trip estimates for the existing land uses are subtracted from those of the proposed land uses, to estimate net new vehicle trips. The vehicle trip generation estimates for the proposed project is summarized in **Table 7**. **Appendix C** includes detailed trip generation estimates.

Table 7: Vehicle Trip Generation Estimates

Land Use	Trip Generation Rate Source	Quantity	Units[1]	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
VP1 Apple Office Project (Proposed Project)										
Office[2]	Apple	280	ksf	3,621	289	36	325	50	283	333
Retail	ITE 820	2.3	ksf	327	3	2	5	13	14	27
Project Generated Trips (A):				*3,948*	*292*	*38*	*330*	*63*	*297*	*360*
Existing to be Removed										
Existing Office (B)[2]	*Apple*	*141*	*ksf*	*-1,823*	*-146*	*-18*	*-164*	*-25*	*-143*	*-168*
Proposed Project Net New Project Trips (C=A-B):				**2,125**	**146**	**20**	**166**	**38**	**154**	**192**

Notes:
1. ksf = 1,000 square feet
2. Based on trip generation rates presented in Apple Campus 2 (2013).
Source: Apple Campus 2 TIA, 2013; ITE *Trip Generation Manual*, 11th Edition, 2021; Fehr & Peers, 2021.

As shown in **Table 7**, the proposed project generates 2,125 net new daily trips, 166 morning peak-hour trips (146 inbound and 20 outbound), and 192 evening peak-hour trips (38 inbound and 154 outbound).

Transportation Demand Management (TDM) Program

Apple currently provides a variety of Transportation Demand Management (TDM) measures at its existing facilities to reduce the number of employee trips by single-occupant vehicle (SOV) to and from work either directly or by providing support services to remove obstacles to commuting by other modes. The TDM program is administered by Apple's Commute Alternatives Department. The following table (**Table 8**) summarizes the TDM strategies Apple currently employs at the Infinite Loop, De Anza, Mariani, and Apple Campus 2 buildings; it is anticipated these TDM strategies would also be incorporated at VP1. This LTA assumes the TDM components listed below would be implemented as part of the project and would achieve similar mode share results.

Table 8: Apple TDM Strategies

Strategy	Description
Outreach to Commuters	
Website	Extensive web-presence detailing alternative transportation options including carpool, commuter rail, light rail, Apple shuttles, bus options and bicycling. Website is often one of most visited sites on Apple intranet.
TDM Coordination	Commute Alternatives Department administers the TDM program and engages employees to maximize use of TDM program. Commute Program engages employees at New Employee orientation, through the website, and at regularly scheduled events throughout the year.
Marketing	In addition to regular communications and homepage marketing, the Apple Commute Alternatives Department participates in alternative transportation events such as Bike to Work Day, Best Workplace for Commuters, and Bike Friendly Workplace.
Carpool Matching	Carpool matching service on commute alternative website.
Bicycle Route Matching	Service on commuting website that matches bicycling commuters with common bike routes and bike buddies. Map is interactive and enables employees to connect via email to plan group commute rides.
Mass Transit Options	
Apple Shuttle	Private coach shuttles transporting employees to the Apple campus from various destinations in San Francisco, the East Bay, and the South Bay. Local shuttles for employees in Silicon Valley, intercampus and lunchtime shuttles are also available for the local area.
Mass Transit Shuttle Link	Private shuttle vans transport employees to the Apple campus from various commuter and light rail stations, including BART, Caltrain, ACE, and VTA light rail.
Apple Shuttle iPhone App	Downloadable iPhone application provides schedule and stop information for all Apple shuttles.
Transit Subsidy	$100/month available to all employees for public transit fare purchases.
Encouraging Bicycling	
Bicycle Subsidy	$20/month available to all employees who do not use the public transit subsidy.

Strategy	Description
Bicycle Racks	Bicycle racks in excess of standard levels at most facilities to support cycle commuting and encourage new participation.
Bicycle Lockers	148 secure bicycle lockers – some lockers are first-come, first-served, while others are reserved for riders who commute by bicycle three or more days per week.
Bicycle Showers	Showers are provided throughout the buildings on campus.
Bicycle Pumps	Bicycle pumps are provided throughout the campus.
Bicycle Sharing Program	Program provides employees with over 300 campus bicycles and free bicycle helmets.
Other	
Priority Parking	Dedicated parking for carpools and electric vehicles close to building entrances.
Electric Vehicle Charging	Charging stations provided on-site.
Car Share Program	Six vehicles on-site for rent at $7/hour. Membership discounts available to other car-share entities to further encourage car-free lifestyle.
Guaranteed Ride Home	Apple provides cab vouchers to transit and carpool users to use for emergencies.
Flexible Work Schedules	Apple employees can adjust their work start and end times so that their commutes occur during non-peak times of the roadway system.
On-Site Services	Cafeterias, coffee bars, fitness center, hair-cuts, ATM, dry cleaning, postal service kiosks, etc. are provided on site.

Source: Apple, February 2013, and Fehr & Peers, 2021

The vehicle trip generation estimates presented in **Table 7** have been reduced to account for these features that promote multimodal access.

Vehicle Trip Distribution

Trip distribution is defined as the directions of approach and departure that vehicles use to arrive at and depart from the site. The distribution of the traffic generated by the project onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, population densities in nearby neighborhoods and communities, and patterns used in recent TIAs completed for developments in the area. **Figure 5** represents the trip distributions along the roadway network.

Vehicle Trip Assignment

The project trips were assigned to the roadway system based on the directions of approach and departure discussed above and shown on **Figure 5**. **Figure 6** show the net new project trips assigned to each turning movement by intersection.

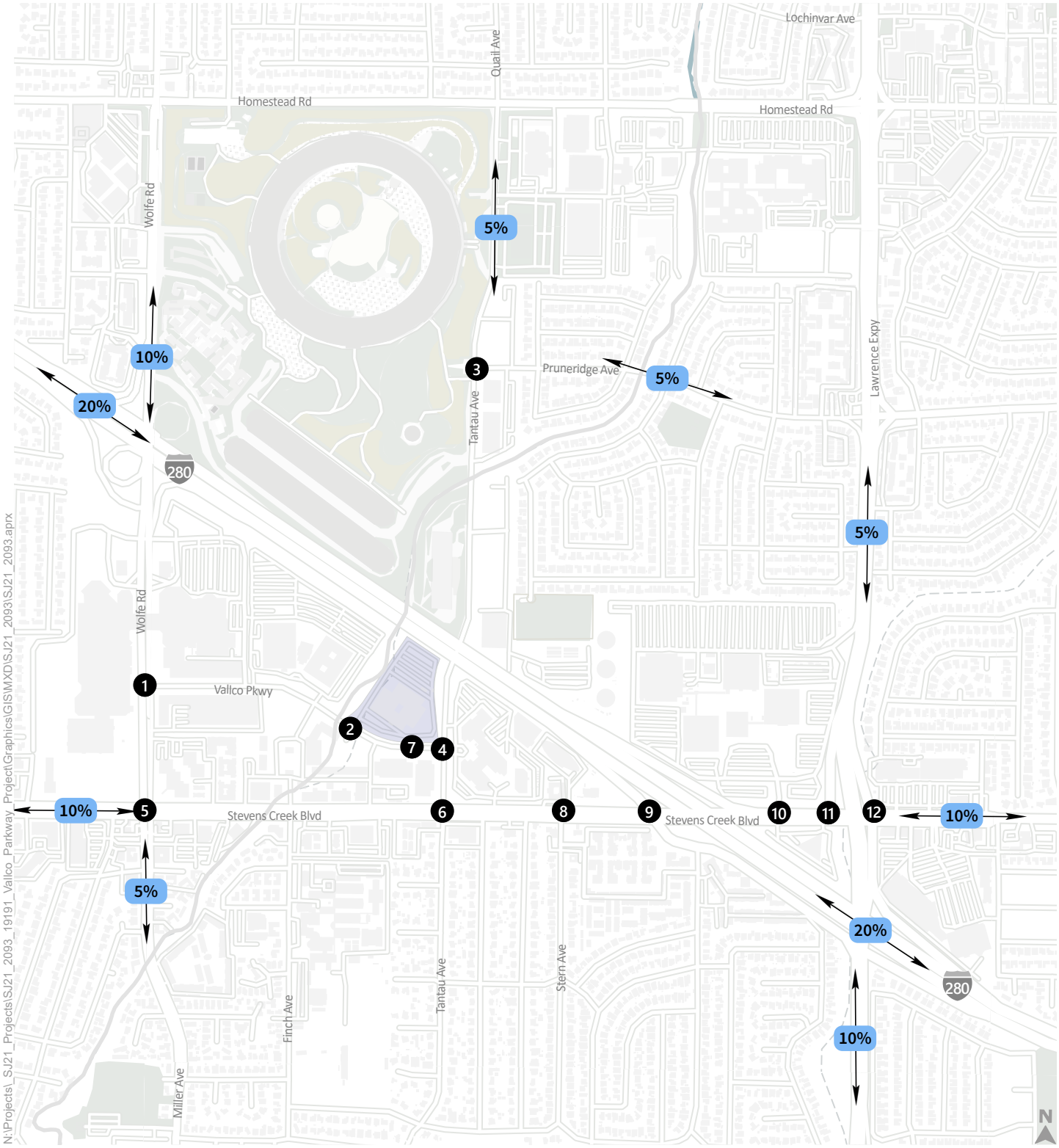


Figure 5

Trip Distribution

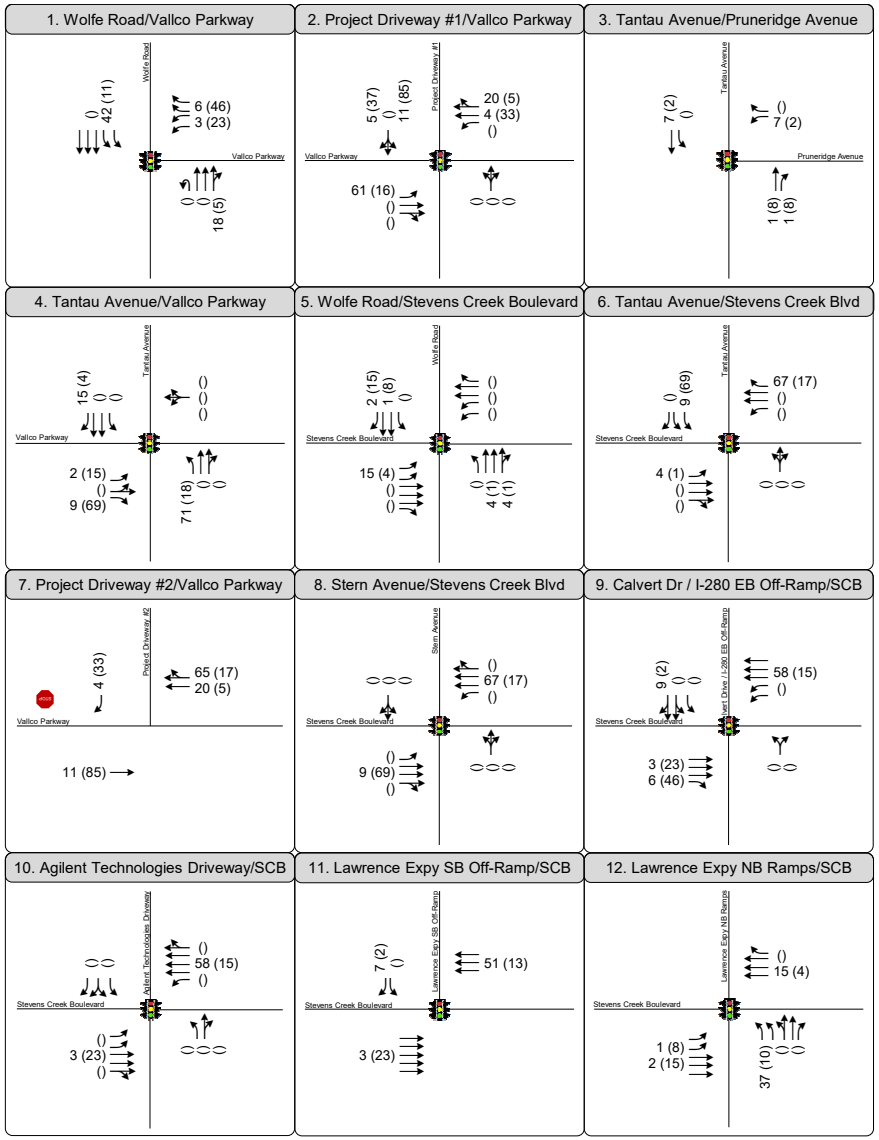


Figure 6
Project Trip Assignment
Vallco Parkway

5. Existing with Project Conditions

This chapter presents the operations of the surrounding transportation system under Existing with Project Conditions. Existing with Project Conditions are defined as Existing Conditions with build-out of the Project. The peak hour vehicle trip estimates to and from the Project site are based on the trip estimates discussed in **Chapter 4**. Effects to the roadway system are identified by comparing the level of service results under Existing with Project Conditions to those under Existing Conditions.

Project Roadway Infrastructure

As discussed in the Project Description in **Chapter 1**, the analysis presented in this LTA assumes the project does not include modifications to the intersections adjacent to the site. The effect and improvement discussion in **Chapters 8** and **9** includes recommended improvements to provide additional capacity for vehicle travel, as well as enhancements to pedestrian, bicycle, and transit facilities to provide multi-modal access to the project site.

Intersection Analysis

Level of service calculations were conducted to evaluate the operations of the study intersection under Existing with Project Conditions for the Project. The results for Existing Conditions are included for comparison purposes, as shown in **Table 9**, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most traffic signal "green time" and have the greatest effect on overall intersection operations. Project effects are identified by comparing Existing and Existing with Project. Substantial effects are identified based on the deficiency criteria discussed in **Chapter 2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

The intersection volumes under Existing with the proposed project are shown in **Figure 7** and results of the LOS analysis are summarized in **Table 9**. The corresponding LOS calculation sheets are included in **Appendix B**. Under Existing with Proposed Project conditions, all intersections operate at acceptable levels under the identified peak period except the following:

- Intersection #8 – Stevens Creek Boulevard / Stern Avenue (Santa Clara / LOS D): LOS E- during the PM peak hour
- Intersection #9 – Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp (Santa Clara / CMP / LOS E): LOS F during both the AM and PM peak hours

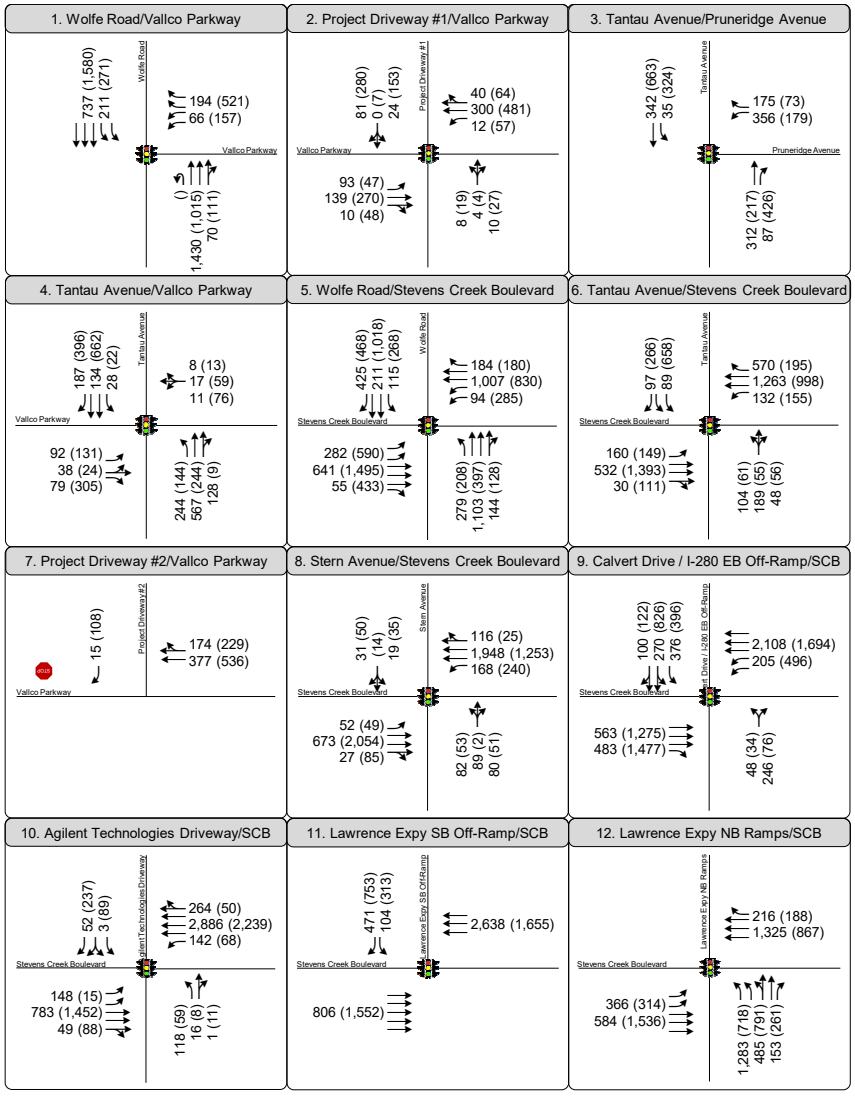


Figure 7
Existing with Project AM and PM Peak Hour Turning Movement Volumes
Lane Configurations, and Traffic Control

Table 9: Existing and Existing with Project Intersection Level of Service

#	Intersection	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Existing[3]		Existing with Project			
				Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
1	Vallco Parkway / Wolfe Road	CUP (D)	AM PM	13.2 25.8	B C	14.2 26.9	B C	0.021 0.021	1.4 0.9
2	Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1	CUP (D)	AM PM	20.2 25.5	C+ C	23.6 27.1	C C	0.057 0.091	5.1 1.1
3	Pruneridge Avenue / Tantau Avenue	CUP (D)	AM PM	22.8 26.4	C+ C	22.9 26.5	C+ C	0.005 0.006	0.0 0.1
4	Vallco Parkway / Tantau Avenue	CUP (D)	AM PM	21.2 33.0	C+ C-	22.4 35.2	C+ D+	0.001 0.058	0.4 2.3
5	Stevens Creek Boulevard / Wolfe Road	CUP (D)	AM PM	42.8 48.4	D D	43.2 48.8	D D	0.007 0.004	0.7 0.4
6	Stevens Creek Boulevard / Tantau Avenue	CUP (D)	AM PM	41.8 44.1	D D	40.3 45.0	D D	0.044 0.024	0.8 1.2
7	Vallco Parkway / Project Driveway 2	CUP (D)	AM PM	9.5 11.0	A B	9.8 11.4	A B	0.006 0.051	0.0 0.3
8	Stevens Creek Boulevard / Stern Avenue	SC (D)	AM PM	42.2 **69.5**	D **E**	42.2 **78.4**	D **E-**	0.197 **0.014**	10.1 **13.5**
9	Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp	SC/CMP (E)	AM PM	**91.5** **129.5**	**F** **F**	**98.6** **137.2**	**F** **F**	**0.011** **0.028**	**10.1** **12.6**
10	Stevens Creek Boulevard / Agilent Tech Driveway	SC (D)	AM PM	41.5 26.1	D C	43.6 26.2	D C	0.009 0.002	2.8 0.1
11	Stevens Creek Boulevard / Lawrence Expressway SB Off-Ramp	SC/CMP (E)	AM PM	20.3 26.9	C+ C	20.6 26.9	C+ C	0.013 0.004	0.3 0.1
12	Stevens Creek Boulevard / Lawrence Expressway NB Ramps	SC/CMP (E)	AM PM	31.5 26.0	C C	31.6 26.0	C C	0.010 -0.004	0.1 -0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a substantial effect as discussed in **Chapter 2**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For Side-Street Stop-Controlled intersections, values reported are whole intersection average (worst approach).
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
7. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, 2021.

Freeway Analysis

For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

Per VTA a freeway analysis is required if the project adds at least one percent of the freeway segment's capacity. As shown in **Table 10** the project adds less than 1 percent of the segment's capacity to the closest freeway segments on I-280 and no further analysis was conducted.

Table 10: Existing with Proposed Project Freeway Level of Service

Freeway Segment	Mixed Flow - Capacity (vph)[1]	HOV - Capacity (vph)[1]	Peak Hour[2]	Project Trips Added		Percent Traffic Added[3]	
				Mixed-Flow	HOV	Mixed-Flow	HOV
Interstate 280 – Eastbound							
De Anza Boulevard to Wolfe Road	6,900	1,650	AM PM	25 7	4 1	0.36% 0.10%	0.24% 0.06%
Wolfe Road to Lawrence Expressway	6,900	1,650	AM PM	8 2	1 0	0.12% 0.03%	0.06% 0.00%
Interstate 280 – Westbound							
Lawrence Expressway to Wolfe Road	6,900	1,650	AM PM	7 2	1 0	0.09% 0.03%	0.06% 0.00%
Wolfe Road to De Anza Boulevard	6,900	1,650	AM PM	4 26	1 5	0.04% 0.38%	0.06% 0.30%

Notes:
1. Capacity in vehicles per hour (vph) based on number of lanes.
2. AM = morning peak hour, PM = evening peak hour.
3. Represents the VTA's freeway analysis threshold.

Source: *2016 Monitoring & Conformance Report*, VTA, 2017; Fehr & Peers, 2021.

6. Background and Background with Project Conditions

This section presents the results of the intersection and freeway segment level of service calculations under Background Conditions with and without the Project. Background without Project Conditions are defined as conditions prior to completion and occupancy of the proposed development. Traffic volumes for Background without Project Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area. The list of approved projects can be found in **Appendix D**. Background with Project Conditions are defined as Background without Project Conditions plus traffic generated by build-out of the project. The peak hour vehicle trip estimates to and from the project site are based on the trip estimates discussed in **Chapter 4**. Effects to the roadway system are identified by comparing the level of service results under Background with Project Conditions to those under Background without Project Conditions.

Background Without Project Roadway Infrastructure Improvements

The proposed I-280 / Wolfe Road Interchange project will modify the existing I-280 / Wolfe Road ramps but does not affect the analysis, as the I-280 / Wolfe Road interchange is not included in the list of study intersections, since the project add less than ten trips per lane.

Background Without Project Traffic Volumes

Staff from the City of Cupertino provided a list of "approved but not yet built or occupied" development projects in Cupertino. Projects in the City of Santa Clara were also considered. Trip generation estimates for these projects were obtained from their respective traffic reports or estimated based on trip generation rates published in the Institute of Transportation Engineers *Trip Generation Manual* (11th Edition). Vehicle trips for each of the background projects were then assigned to the roadway network based on the relative locations of complementary land uses, as well as existing and estimated future travel patterns.

Appendix D contains the list of approved development projects from each city. Major projects include:

- 5403 / 5405 Stevens Creek Boulevard: 375 KSF of office (5403 SCB has not been constructed yet).
- 3131 Homestead: 183 apartments
- 2780 El Camino Real: 58 3-story townhouses
- 3700 El Camino Real: 87 ksf of retail, 476 housing units (retail has not been constructed yet)
- 3402 El Camino Real: 66 apartments, 9.4 ksf of retail
- Vallco Mall: 400 ksf of commercial, 1,810 ksf of office, and 2,402 residential units

- Cupertino Village Boutique Hotel: 185 room hotel
- The Hamptons Apartment: 942 apartment units

The trips for each of the background projects were added to the existing volumes to represent Background without Project Conditions.

Intersection Analysis

Level of service calculations were conducted to assess the operations of the study intersection under Background without Project and Background with Project Conditions. The results are presented in **Table 11** along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. The background and background with project intersection volumes are shown in **Figure 8** and **Figure 9**, respectively. The corresponding LOS calculation sheets are included in **Appendix B**.

Project effects are identified by comparing Background without Project and Background with Project conditions for the project. Substantial effects are identified based on the deficiency criteria discussed in **Chapter 2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersection operating unacceptably. Under Background with Project conditions, all intersections operate at acceptable levels under the identified peak period except the following:

- Intersection #5 – Stevens Creek Boulevard / Wolfe Road (Cupertino / LOS D): LOS E during the PM peak hour
- Intersection #8 – Stevens Creek Boulevard / Stern Avenue (Santa Clara / LOS D): LOS E during the AM peak hour and LOS F during the PM peak hour
- Intersection #9 – Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp (Santa Clara / CMP / LOS E): LOS F during both the AM and PM peak hours
- Intersection #10 – Stevens Creek Boulevard / Agilent Tech Driveway (Santa Clara / LOS D): LOS E- during the AM peak hour

Table 11: Background and Background with Project Intersection Level of Service

#	Intersection	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Background[3]		Background with Project			
				Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
1	Vallco Parkway / Wolfe Road	CUP (D)	AM PM	26.4 49.7	C D	27.1 51.2	C D-	0.021 0.021	1.0 2.3
2	Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1	CUP (D)	AM PM	17.2 24.5	B C	20.1 27.0	C+ C	0.057 0.091	5.5 1.9
3	Pruneridge Avenue / Tantau Avenue	CUP (D)	AM PM	23.3 27.5	C C	23.4 27.6	C+ C	0.005 0.006	0.0 0.1
4	Vallco Parkway / Tantau Avenue	CUP (D)	AM PM	26.3 38.7	C D+	27.2 41.6	C D	0.056 0.058	0.5 4.1
5	Stevens Creek Boulevard / Wolfe Road	CUP (D)	AM PM	53.5 **63.1**	D- **E**	54.3 **64.3**	D- **E**	0.007 **0.011**	1.6 **3.4**
6	Stevens Creek Boulevard / Tantau Avenue	CUP (D)	AM PM	41.4 46.6	D D	41.2 47.9	D D	0.044 0.024	2.1 1.9
7	Vallco Parkway / Project Driveway 2	CUP (D)	AM PM	10.1 11.5	B B	10.4 12.0	B B	0.007 0.055	0.0 0.3
8	Stevens Creek Boulevard / Stern Avenue	SC (D)	AM PM	**60.0** **114.9**	**E** **F**	**67.3** **124.6**	**E** **F**	**0.013** **0.014**	**10.0** **14.2**
9	Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp	SC/CMP (E)	AM PM	**146.1** **182.9**	**F** **F**	**154.2** **192.1**	**F** **F**	**0.011** **0.028**	**11.5** **14.2**
10	Stevens Creek Boulevard / Agilent Tech Driveway	SC (D)	AM PM	**71.9** 27.6	**E** C	**77.4** 27.7	**E-** C	**0.009** 0.002	**6.9** 0.1
11	Stevens Creek Boulevard / Lawrence Expressway SB Off-Ramp	SC/CMP (E)	AM PM	25.4 29.0	C C	26.0 29.1	C C	0.013 0.004	0.8 0.2
12	Stevens Creek Boulevard / Lawrence Expressway NB Ramps	SC/CMP (E)	AM PM	32.7 26.8	C- C	33.3 27.0	C- C	0.039 0.002	0.7 8.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a substantial effect as discussed in **Chapter 2**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Background presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For Side-Street Stop-Controlled intersections, values reported are whole intersection average (worst approach).
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
7. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, 2021.

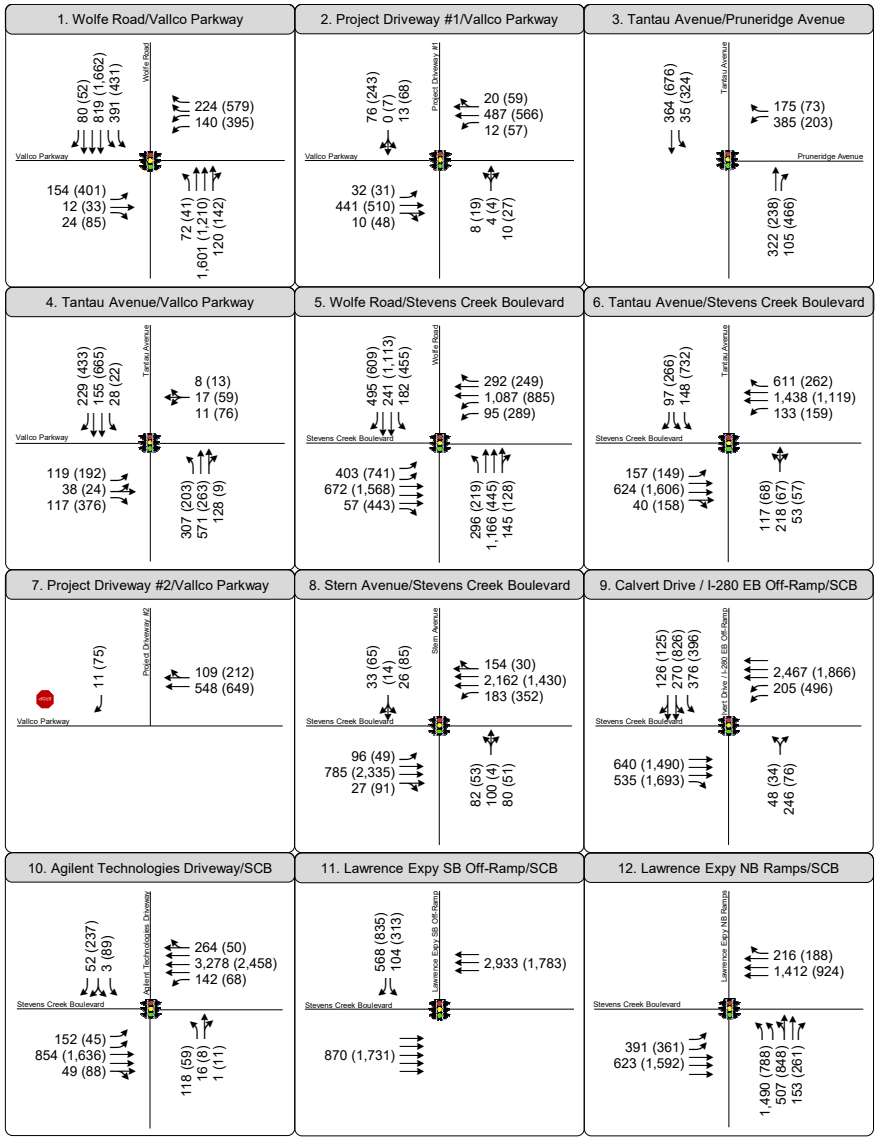


Figure 8
Background AM and PM Peak Hour Turning Movement Volumes
Lane Configurations, and Traffic Control

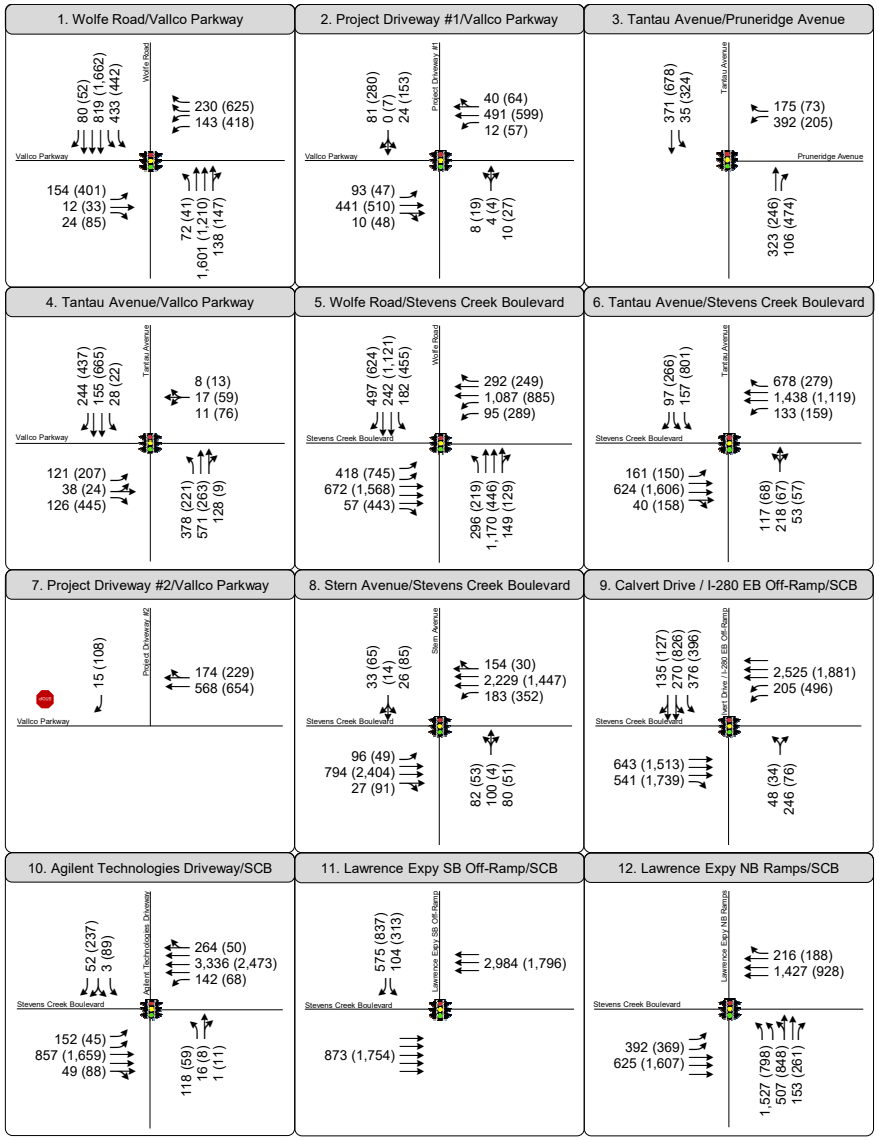


Figure 9

Background with Project AM and PM Peak Hour Turning Movement Volumes
Lane Configurations, and Traffic Control

7. Cumulative and Cumulative with Project Conditions

This section presents the results of the level of service calculations under Cumulative without Project and Cumulative with Project Conditions. Cumulative without Project Conditions are defined as existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area and traffic generated by pending development projects. The list of approved and pending projects can be found in **Appendix D**. Cumulative with Project Conditions are defined as Cumulative without Project Conditions plus traffic generated by the build-out of the project.

Cumulative Without Project Roadway Infrastructure Improvements

As noted under Background conditions, the proposed I-280 / Wolfe Road Interchange project will modify the existing I-280 / Wolfe Road ramps but does not affect the analysis, as the I-280 / Wolfe Road interchange is not included in the list of study intersections, since the project add less than ten trips per lane.

Cumulative Without Project Traffic Volumes

Vehicle trips from pending development projects in the study area were added to traffic projections for Background without Project Conditions. Projects in the City of Santa Clara were included. **Appendix D** contains a list of approved and pending projects from each City. In addition to those projects highlighted in the Background Conditions chapter, the following major pending developments projects were included in the analysis:

- 3550 El Camino Real: 120 housing units
- 80 Saratoga: 209 affordable housing units
- 275 Saratoga: 146 beds for a memory care facility
- 4565 Stevens Creek Boulevard: 9 ksf of restaurant

Figure 10 shows the Cumulative without Project intersection turning movement volumes.

Intersection Analysis

Level of service calculations were conducted to evaluate intersection operations under Cumulative without Project and Cumulative with Project Conditions for the proposed project. The results are presented in **Table 12** along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. The intersection volumes are shown in **Figure 10** and **Figure 11**, respectively. The corresponding LOS calculation sheets are included in **Appendix B**. Substantial effects were identified based on the deficiency

criteria discussed in **Chapter 2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersection operating unacceptably.

Table 12: Cumulative and Cumulative with Project Intersection Level of Service

#	Intersection	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Cumulative[3]		Cumulative with Project			
				Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
1	Vallco Parkway / Wolfe Road	CUP (D)	AM PM	29.0 51.0	C D	29.6 52.5	C D-	0.020 0.021	0.8 2.3
2	Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1	CUP (D)	AM PM	17.2 24.6	B C	20.2 27.1	C+ C	0.057 0.091	5.5 1.8
3	Pruneridge Avenue / Tantau Avenue	CUP (D)	AM PM	23.3 27.5	C C	23.4 27.6	C+ C	0.005 0.006	0.0 0.1
4	Vallco Parkway / Tantau Avenue	CUP (D)	AM PM	26.3 38.7	C D+	27.2 41.6	C D	0.056 0.058	0.5 4.1
5	Stevens Creek Boulevard / Wolfe Road	CUP (D)	AM PM	54.1 **63.7**	D- **E**	55.0 **64.9**	D- **E**	0.007 **0.011**	1.6 **3.4**
6	Stevens Creek Boulevard / Tantau Avenue	CUP (D)	AM PM	41.4 46.6	D D	41.2 47.9	D D	0.044 0.024	2.1 1.9
7	Vallco Parkway / Project Driveway 2	CUP (D)	AM PM	10.1 11.5	B B	10.4 12.0	B B	0.007 0.055	0.0 0.3
8	Stevens Creek Boulevard / Stern Avenue	SC (D)	AM PM	**61.6** **114.3**	**E** **F**	**69.0** **123.8**	**E** **F**	**0.013** **0.014**	**10.2** **14.2**
9	Stevens Creek Boulevard / Calvert Drive / I-280 SB Ramp	SC/CMP (E)	AM PM	**148.2** **183.0**	**F** **F**	**156.4** **192.2**	**F** **F**	**0.011** **0.028**	**11.5** **14.2**
10	Stevens Creek Boulevard / Agilent Tech Driveway	SC (D)	AM PM	**74.5** 27.5	**E** C	**80.0** 27.6	**F** C	**0.009** 0.002	**7.0** 0.1
11	Stevens Creek Boulevard / Lawrence Expressway SB Off-Ramp	SCC/CMP (E)	AM PM	25.8 28.0	C C	26.5 28.1	C C	0.013 0.004	0.8 0.1
12	Stevens Creek Boulevard / Lawrence Expressway NB Ramps	SCC/CMP (E)	AM PM	33.1 26.8	C C	33.4 26.9	C- C	0.012 0.004	0.2 8.3

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a substantial effect as discussed in **Chapter 2**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Cumulative presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For Side-Street Stop-Controlled intersections, values reported are whole intersection average (worst approach).
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
7. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, 2021.

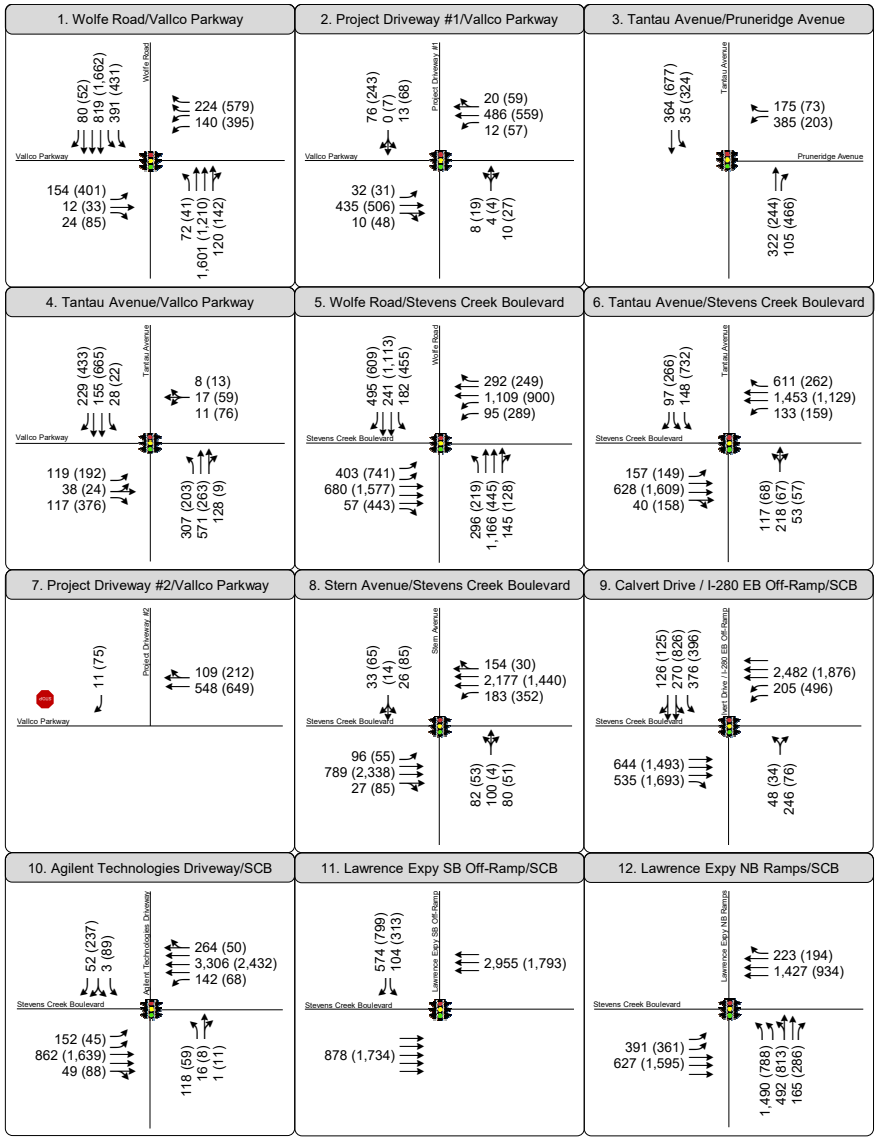


Figure 10
Cumulative AM and PM Peak Hour Turning Movement Volumes
Lane Configurations, and Traffic Control

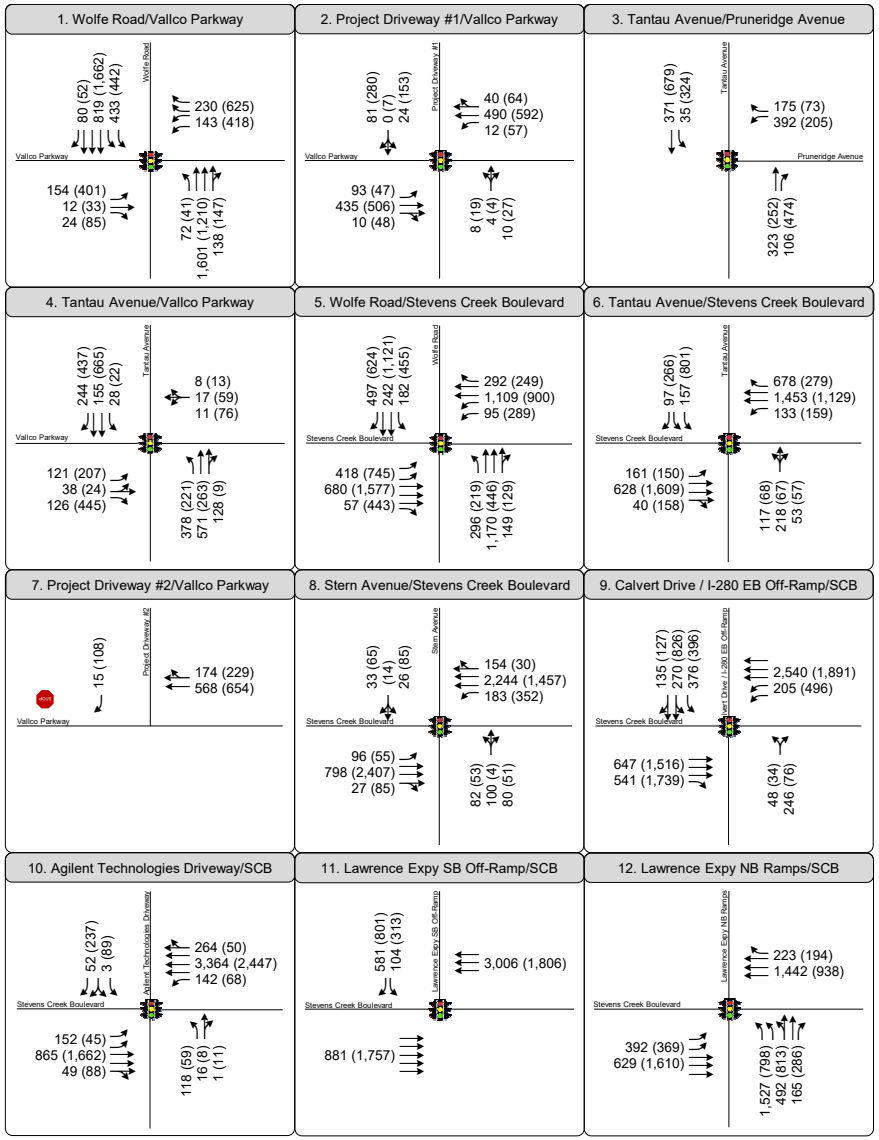


Figure 11

Cumulative with Project AM and PM Peak Hour Turning Movement Volumes
Lane Configurations, and Traffic Control

8. Intersection Effects and Improvement

This chapter discusses intersection effects and improvements for the proposed project. Intersection effects were evaluated under Existing with Project, Background with Project, and Cumulative with Project Conditions for the proposed project. For all jurisdictions, a substantial intersection effect is considered to be improved to a less-than-substantial level when improvements are implemented that would restore intersection conditions to the jurisdiction's LOS standard or to an average delay that is better than without project conditions.

The project would be required to pay the City's Transportation Impact Fee (TIF) which would constitute a fair share contribution to improve effects at locations in the TIF Program. At locations that are not included in the City's TIF program, the project would be required to construct feasible physical improvements for project-specific substantial effects identified under Existing with Project and Background with Project conditions. These may include improvements within the right-of-way, including but not limited to the relocation of existing utilities, relocation and/or upgrade of existing traffic signal hardware (traffic signal poles and cabinets), restriping intersection approaches, modifying medians, etc. The project would be required to contribute a pro rata share to feasible physical improvements for cumulative effects. The pro rata share is calculated as the project's traffic contribution as a percentage of the forecasted traffic growth; existing volumes are not included in the calculation.

For each analysis scenario (Existing, Background, and Cumulative), effects for the proposed project are discussed as follows:

- Intersections with deficient operations (below applicable LOS threshold) are listed, and effect statements are presented in order of intersection number.
- Where possible, feasible physical and/or operational improvements have been identified and are presented.

Effect statements are presented including a reference to the applicable jurisdiction's LOS standard. (The LOS thresholds and criteria applied to the effect assessment are summarized in **Chapter 2**.) The effect discussion includes the following acronyms to delineate the effects:

- "S" is used to identify substantial effects.
- "LTS" is used if the improvements reduces the effect to a less-than-substantial level.
- "SU" is used for effects that would remain substantial and unavoidable after improvement is implemented.

- "SUJ" is used for effects that can be improved, but are considered substantial and unavoidable because they are outside the City of Cupertino's jurisdiction and the City cannot guarantee the improvement would be implemented.

Existing with Project Conditions

Table 9 in **Chapter 5** show the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify substantial intersection effects under Existing with Project Conditions for the proposed project. The results of the LOS calculations indicate that all study intersections would operate at acceptable service levels, with the following exceptions:

- **Intersection #8 – Stevens Creek Boulevard / Stern Avenue (Cupertino/LOS D)**: the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour for the proposed project.
- **Intersection #9 – Stevens Creek Boulevard/ Calvert Drive / I-280 SB Ramp (Santa Clara / CMP /LOS E)**: the addition of project traffic would exacerbate unacceptable LOS F operations during both the AM and PM peak hours for the proposed project.

Improvement Discussion

Effects and potential improvements for the proposed project are discussed below. **Appendix E** contains the corresponding calculation sheets.

Stevens Creek Boulevard/Stern Avenue (Intersection #8): The proposed project would exacerbate the unacceptable operations during the PM peak hour based on City of Santa Clara's deficiency criteria. **(S: Proposed Project).**

Improvements to improve intersection operations include providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. While intersection delay would improve under the proposed project, the intersection would continue to operate unacceptably at LOS E, thus the effect would remain substantial and unavoidable.

There are right-of-way constraints that limit the feasibility of the improvement. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available widths between the number two through lane and the curb are about 18 feet in the eastbound direction and 20 feet in the westbound direction. Thus, the improvement would not be feasible, and the effect is considered substantial and unavoidable for the proposed project. **(SU: Proposed Project).**

Stevens Creek Boulevard/Calvert Drive (Intersection #9): The proposed project would exacerbate unacceptable operations during the AM and PM peak hours and meet VTA effect thresholds. **(S: Proposed Project).**

Improvements to improve the effect would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto Calvert Drive. The added right-turn lane would improve intersection operations to LOS E during the PM peak hour for the proposed project. During the AM peak hour, the intersection would continue to operate unacceptably with minimal reductions to the intersection delay. Right-of-way constraints render a second right-turn lane infeasible: fewer than 7 feet are available between the fence and curb on the south side of Steven Creek and a minimum of 11 feet are needed.

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

The level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue and Calvert Drive (Intersections #8 and #9) retain existing traffic signal timings per City of Santa Clara guidelines. The effect would remain **substantial and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e., will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project).**

Background with Project Conditions

Table 11 in **Chapter 6** show the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify substantial intersection effects under Background with Project Conditions for the proposed project. The results of the LOS calculations indicate that all study intersections would operate at acceptable service levels with the following exceptions:

- **Intersection #8 – Stevens Creek Boulevard / Stern Avenue (Cupertino/LOS D)**: the addition of project traffic would exacerbate unacceptable LOS E operations during the AM peak hour and LOS F operations during the PM peak hour for the proposed project.
- **Intersection #9 – Stevens Creek Boulevard/ Calvert Drive / I-280 SB Ramp (Santa Clara / CMP /LOS E)**: the addition of project traffic would exacerbate unacceptable LOS F operations during both the AM and PM peak hours for the proposed project.

The effect is less-than-substantial at the following intersection under the proposed project:

- **Intersection #5 – Stevens Creek Boulevard / Wolfe Road (Cupertino/LOS D):** The project effect is considered less-than-substantial because the addition of project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01.

- **Intersection #10 – Stevens Creek Boulevard / Agilent Tech Driveway (Santa Clara / LOS D):** The project effect is considered less-than-substantial because the addition of project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01.

Improvements Discussion

Effects and potential improvements for the proposed project are discussed below. LOS calculation results following implementation of feasible intersection improvements are presented below for each applicable intersection discussion. **Appendix E** contains the corresponding calculation sheets.

Stevens Creek Boulevard/Stern Avenue (Intersection #8): The proposed project would exacerbate unacceptable operations during the AM and PM peak hours and meet Santa Clara effect thresholds. **(S: Proposed Project).**

Improvements to improve the effect would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. While intersection delay would improve under the project, the intersection would continue to operate unacceptably at LOS F and the effect would remain **substantial and unavoidable**.

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

The level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue and Calvert Drive (Intersections #8 and #9) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. The effect would remain **substantial and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e., will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project).**

Stevens Creek Boulevard/Calvert Drive (Intersection #9): The proposed project would exacerbate unacceptable operations during the AM and PM peak hours and meet VTA effect thresholds **(S: Proposed Project).**

Improvements to improve the effect would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto Calvert Drive. The added right-turn lane would improve intersection delay, but the intersection would continue to operate unacceptably at LOS F during the PM peak hour for the proposed project. During the AM peak hour, the intersection would

continue to operate unacceptably with minimal reductions to the intersection delay. Right-of-way constraints render a second right-turn lane infeasible: fewer than 7 feet are available between the fence and curb on the south side of Steven Creek and a minimum of 11 feet are needed.

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

As discussed in the improvement discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#8), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue and Calvert Drive (Intersections #8 and #9) retain existing traffic signal timings per City of Santa Clara guidelines. The effect would remain **substantial and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e., will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: The Proposed Project).**

Cumulative with Project Conditions

Table 12 in **Chapter 7** show the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify substantial intersection effects under Cumulative with Project Conditions for the project. The results of the LOS calculations indicate that all study intersections would operate at acceptable service levels with the following exceptions:

- **Intersection #8 – Stevens Creek Boulevard / Stern Avenue (Cupertino/LOS D)**: the addition of project traffic would exacerbate unacceptable LOS E operations during the AM peak hour and LOS F operations during the PM peak hour for the proposed project.
- **Intersection #9 – Stevens Creek Boulevard/ Calvert Drive / I-280 SB Ramp (Santa Clara / CMP /LOS E)**: the addition of project traffic would exacerbate unacceptable LOS F operations during both the AM and PM peak hours for the proposed project.

The effect is less-than-substantial at the following intersection under the project:

- **Intersection #5 – Stevens Creek Boulevard / Wolfe Road (Cupertino/LOS D):** The project effect is considered less-than-substantial because the addition of project traffic does not increase the critical delay by more than four seconds though the V/C ratio is projected to increase by more than 0.01.
- **Intersection #10 – Stevens Creek Boulevard / Agilent Tech Driveway (Santa Clara / LOS D):** The project effect is considered less-than-substantial because the addition of project traffic does

increase the critical delay by more than four seconds, but the V/C ratio is not projected to increase by more than 0.01.

Improvement Discussion

Effects and potential improvements for the proposed project are discussed below. LOS calculation results following implementation of feasible intersection improvements are presented below for each applicable intersection discussion. **Appendix E** contains the corresponding calculation sheets.

Stevens Creek Boulevard/Stern Avenue (Intersection #8): The proposed project would exacerbate unacceptable operations and meet effect thresholds based on City of Cupertino deficiency criteria during the AM and PM peak hours. **(S: Proposed Project).**

As discussed under Background Conditions, physical improvements to improve the effect would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. However, there are right-of-way constraints that limit the feasibility of the improvement. Thus, the effect is considered **substantial and unavoidable** for the proposed project.

The level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue and Calvert Drive (Intersections #8 and #9) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations.

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

Stevens Creek Boulevard/Calvert Drive (Intersection #9): The proposed project would exacerbate unacceptable operations and meet effect thresholds during the AM and PM peak hours based on VTA deficiency criteria. **(S: Proposed Project).**

As discussed under Background Conditions, improvements to improve the effect would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto Calvert Drive. Right-of-way constraints render a second right-turn lane infeasible, and the effect is considered **substantial and unavoidable** for the proposed project.

As discussed in the improvement discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#8), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue and Calvert Drive (Intersections #8 and #9) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations.

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

9. Transit, Bicycle, and Pedestrian Analysis

This chapter presents the results of the transit, bicycle, and pedestrian analysis conducted for the VP1 Apple Office project. An analysis of these modes is required to satisfy the requirements presented in the Santa Clara Valley Transportation Authority (VTA) *Transportation Impact Analysis Guidelines* (October 2014). This analysis is not considered an environmental impact per CEQA, and the results are provided for informational purposes for the City of Cupertino. Project transit, bicycle, and pedestrian effects are addressed by applying the deficiency criteria discussed in **Chapter 2**.

Transit Network Analysis

The VTA TIA Guidelines Section 9.2 requires analysis of transit network performance including an assessment of transit access and facilities and transit vehicle delay. An assessment of transit access and facilities near the project site is provided in **Chapter 3**. Transit Vehicle Delay and Transit Capacity are addressed in this chapter.

Transit Vehicle Delay

The Guidelines state that the transit vehicle delay analysis must include the following components:

- **A qualitative assessment** of additional transit vehicle delay caused by any roadway or intersection geometry changes proposed by the project, taking into account unique considerations of transit vehicles compared to autos (e.g., pulling into and out of stops and longer gaps needed for left turns). These qualitative considerations may also inform the assessment of transit vehicle delay caused by auto congestion.
- **A quantitative estimate** of additional seconds of transit vehicle delay that will result from automobile congestion caused by the project and any changes to signal operations proposed by the project. This analysis may utilize information produced by the intersection auto Level of Service (LOS) analysis or other sources, if available.

There is no well-established methodology for quantitatively evaluating transit network performance due to roadway congestion. For the purposes of this study, transit network performance is analyzed during the AM and PM peak hours based on the average transit vehicle delay associated with congestion at signalized intersections for a specified route with and without the Project. The change in average transit vehicle delay was determined using the following process:

- TRAFFIX analysis software output from the intersection LOS calculations was reviewed

- The sum of movement average delays at each signalized intersection along the transit vehicle path of travel for each study bus route was determined for both with and without project conditions
- The sum for with project conditions was subtracted from the sum for without project conditions to determine the average transit vehicle delay associated with congestion at intersections on each study bus route. Note that the transit vehicle dwell time at transit stops is not included in the analysis.

The following routes, that go through at least one of the study intersections with full day service with a frequency of 30 minutes or less, were analyzed:

- Route 23 – Stevens Creek Boulevard: Lawrence Expressway to Wolfe Road
- Route 56 – Wolfe Road-Miller Avenue: Stevens Creek Boulevard to Vallco Parkway
- Express 101 – Stevens Creek Boulevard, Lawrence Expressway, Tantau Avenue, Vallco Parkway, Wolfe Road
- Rapid 523: Stevens Creek Boulevard: Lawrence Expressway to Wolfe Road

The City of Cupertino and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Per the VTA TIA Guidelines, if increased transit vehicle delay is found, the City of Cupertino should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA.

The additional delay to transit service in the area due to implementation of the proposed project under Existing, Background, and Cumulative Conditions can be found in **Table 13**. VTA Express Route 101 would experience the most delay, as it traverses through most of the study corridors. Overall, the added transit delay along each of the study corridors is about 49 seconds or less. The main component of transit delay would come from congestion on Stevens Creek Boulevard.

Table 13: Transit Delay by Route

VTA Transit Route	Peak Hour	Projected Additional Delay (sec)						Study Corridors
		Existing with Project		Background with Project		Cumulative with Project		
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
23	AM	NC	14.6	0.4	35.3	NC	34.2	Stevens Creek Boulevard
	PM	22.8	2.2	27	6.1	28	6.3	
523	AM	NC	14.6	0.4	35.3	NC	34.2	Stevens Creek Boulevard
	PM	22.8	2.2	27	6.1	28	6.3	
56	AM	1.4	0	1.2	NC	1.1	NC	Wolfe Road
	PM	1.6	1.4	1.6	NC	1.7	NC	
101	AM	21.4	NC	40.9	3.4	41.5	3.4	Lawrence Expressway, Stevens Creek Boulevard, Tantau Avenue, Vallco Parkway, Wolfe Road
	PM	5.9	40.3	11.2	47.5	11.3	48.4	

Notes:
NC = The project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).
Source: Fehr & Peers, 2021.

It should be noted that part of the intersection improvements identified in **Chapter 8** included recommendations for signal coordination/ITS upgrades along Stevens Creek Boulevard between Stern Avenue and Lawrence Expressway. Implementation of these improvements would have secondary benefits to bus operations along Stevens Creek boulevard, most notably routes 23 and 523.

Transit Capacity Analysis

Transit capacity is often measured in terms of the average peak load factor, a ratio of the average peak number of passengers onboard during the peak period to supply of seats (capacity). The transit capacity analysis evaluates whether the net new AM and PM peak hour trips added by the project would exceed the available capacity on the public transit routes that serve the project site. Transit capacity analysis was not conducted for the proposed project, as Apple has a robust TDM program that includes shuttles, which would carry the workers most likely to use transit, meaning there would be a negligible effect on the surrounding transit capacity.

Bicycle Facilities

A substantial effect to bicycle facilities would occur if the proposed project creates a hazardous condition that currently does not exist for bicyclists, or conflicts with planned facilities or local agency policies regarding bicycle facilities.

The proposed project will maintain the existing adjacent bicycle lanes along Vallco Parkway and North Tantau Avenue. Therefore, the proposed project would not create a hazardous condition for bicyclists that

does not currently exist, nor does it conflict with existing or planned bicycle facilities. Thus, the effect of the project on bicycle facilities is considered to be less-than-substantial.

Pedestrian Facilities

A substantial effect to pedestrian facilities would occur if the proposed project creates a hazardous condition that currently does not exist for pedestrians, or conflicts with planned facilities or local agency policies regarding pedestrian facilities.

The proposed project will maintain the existing adjacent sidewalks along Vallco Parkway and North Tantau Avenue. Therefore, the proposed project would not create a hazardous condition that does not currently exist, nor does it conflict with existing or planned pedestrian facilities. Thus, the effect of the project on pedestrian facilities is considered to be less-than-substantial.

10. Left Turn Queuing Analysis

The addition of project traffic along the roadway network could add vehicles to left-turn movements and has the potential to cause left-turn queues to exceed the turn pocket storage lengths. Queues that exceed the turn pocket storage length have the potential to impede adjacent through traffic movements. Potentially affected study intersections were selected for this evaluation based on where the project would add the most left turning vehicles during either the AM or PM peak hour. The following ten seven intersection movements were selected:

- Intersection #1: Vallco Parkway / Wolfe Road: SBL and WBL
- Intersection #2: Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1: EBL
- Intersection #3: Pruneridge Avenue / Tantau Avenue : WBL
- Intersection #4: Vallco Parkway / Tantau Avenue : NBL and EBL
- Intersection #5: Stevens Creek Boulevard / Wolfe Road: EBL and SBL
- Intersection #6: Stevens Creek Boulevard / Tantau Avenue: SBL
- Intersection #12: Stevens Creek Boulevard / Lawrence Expressway NB Ramps: NBL

Per VTA's TIA Guidelines, left-turn queues are evaluated for Existing and Background conditions; a Cumulative analysis is not required per the guidelines. The 95th percentile queues from the TRAFFIX LOS analysis (**Appendix B**) were used to evaluate the projected maximum queues at the identified left-turn movements. The results of the left-turn queue analysis are presented in **Table 14** for Existing with Project Conditions and **Table 15** for Background with Project Conditions.

Several turn pocket lengths are exceeded in future volume conditions. In nearly every case where queue length is exceeded in the Background with Project condition, it also is exceeded in the corresponding Background without Project condition. Recommended improvements are summarized below in **Table 14** for intersections where queue length is exceeded under the project in the Existing with Project condition and **Table 15** for intersections where queue length is exceeded under the project in the Background with Project condition.

Table 14: Existing with Project Pocket Queuing Analysis

Intersection		Left-Turn Pocket	Available Storage [1] (feet)	Peak Hour	Projected Queue Length (feet)[2]		Required Improvements
					Existing	Proposed Project	
1	Vallco Parkway / Wolfe Road	SBL	500	AM	150	175	Not needed
				PM	275	300	
		WBL	125	AM	50	50	Not needed
				PM	100	125	
2	Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1	EBL	95	AM	50	**125**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	25	50	
3	Pruneridge Avenue / Tantau Avenue	WBL	85	AM	**400**	**425**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**375**	**375**	
4	Vallco Parkway / Tantau Avenue	NBL	100	AM	**200**	**275**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**225**	**250**	
5	Stevens Creek Boulevard / Wolfe Road	EBL	450	AM	400	400	Extend the inner left-turn lane to the same length as the outer left-turn lane to provide approximately 260 feet of additional capacity.
				PM	**700**	**775**	
		SBL	550	AM	225	225	Not needed
				PM	425	425	
6	Stevens Creek Boulevard / Tantau Avenue	SBL	105	AM	100	**125**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**650**	**700**	
12	Stevens Creek Boulevard / Lawrence Expressway NB Ramps	NBL	355	AM	**675**	**700**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**525**	**500**	

Note:
1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.

Bold text indicates projected queue length exceeds available storage length.
Source: Fehr & Peers, 2021.

Table 15: Background with Project Pocket Queuing Analysis

Intersection		Left-Turn Pocket	Available Storage [1] (feet)	Peak Hour	Projected Queue Length (feet)[2]		Required Improvements
					Background	Proposed Project	
1	Vallco Parkway / Wolfe Road	SBL	500	AM	325	350	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**525**	**550**	
		WBL	125	AM	**150**	**150**	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 400-foot left-turn pocket. (see discussion in text).
				PM	**375**	**400**	
2	Vallco Parkway / Main Street Cupertino Garage – Project Driveway 1	EBL	95	AM	50	**125**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	25	50	
3	Pruneridge Avenue / Tantau Avenue	WBL	85	AM	**450**	**450**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**425**	**425**	
4	Vallco Parkway / Tantau Avenue	NBL	100	AM	**375**	**450**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**350**	**375**	
5	Stevens Creek Boulevard / Wolfe Road	EBL	450	AM	**600**	**600**	Extend the inner left-turn lane to the same length as the outer left-turn lane to provide approximately 260 feet of additional capacity.
				PM	**1,000**	**1,025**	
		SBL	550	AM	350	350	Additional capacity is available by widening the southbound approach to accommodate an additional left-turn lane.
				PM	**725**	**725**	
6	Stevens Creek Boulevard / Tantau Avenue	SBL	105	AM	**200**	**225**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**825**	**900**	
12	Stevens Creek Boulevard / Lawrence Expressway NB Ramps	NBL	355	AM	**825**	**900**	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
				PM	**550**	**550**	

Note:
1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.

Bold text indicates projected queue length exceeds available storage length.
Source: Fehr & Peers, 2021.

Appendix A – StreetLight Data Volumes

Int Name	Peak Hour	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1. Vallco Parkway / Wolfe Road	Peak Hour AM 2 (8am-9am)	0	1430	52	169	737	0	0	0	0	63	0	188	2639
	Peak Hour PM 2 (5pm - 6pm)	0	1015	106	260	1580	0	0	0	0	134	0	478	3573
2. Vallco Parkway / Project Driveway 1	Peak Hour AM 2 (8am-9am)	8	4	10	13	0	76	32	139	10	12	296	20	620
	Peak Hour PM 2 (5pm - 6pm)	19	4	27	68	7	243	31	270	48	57	448	59	1281
3. Pruneridge Ave / Tantau Ave	Peak Hour AM 2 (8am-9am)	0	311	86	35	335	0	0	0	0	349	0	175	1291
	Peak Hour PM 2 (5pm - 6pm)	0	209	418	324	661	0	0	0	0	177	0	73	1862
4. Vallco Parkway / Tantau Avenue	Peak Hour AM 2 (8am-9am)	173	567	128	28	134	172	90	38	70	11	17	8	1436
	Peak Hour PM 2 (5pm - 6pm)	126	244	9	22	662	392	116	24	236	76	59	13	1979
5. Stevens Creek Blvd / Wolfe Rd	Peak Hour AM 2 (8am-9am)	279	1099	140	115	210	423	267	641	55	94	1007	184	4514
	Peak Hour PM 2 (5pm - 6pm)	208	396	127	268	1010	453	586	1495	433	285	830	180	6271
6. Stevens Creek Blvd / Tantau Ave	Peak Hour AM 2 (8am-9am)	104	189	48	80	0	97	156	532	30	132	1263	503	3134
	Peak Hour PM 2 (5pm - 6pm)	61	55	56	589	0	266	148	1393	111	155	998	178	4010
7. Vallco Parkway / Project Driveway 2	Peak Hour AM 2 (8am-9am)	0	0	0	0	0	11	0	0	0	0	357	109	477
	Peak Hour PM 2 (5pm - 6pm)	0	0	0	0	0	75	0	0	0	0	531	212	818
8. Stevens Creek Blvd / Stern Ave	Peak Hour AM 2 (8am-9am)	82	89	80	19	0	31	52	664	27	168	1881	116	3209
	Peak Hour PM 2 (5pm - 6pm)	53	2	51	35	14	50	49	1985	85	240	1236	25	3825
9. Stevens Creek Blvd / Calvert Dr / I-280 EB Off-Ramp	Peak Hour AM 2 (8am-9am)	48	0	246	376	270	91	0	560	477	205	2050	0	4323
	Peak Hour PM 2 (5pm - 6pm)	34	0	76	396	826	120	0	1252	1431	496	1679	0	6310
10. Stevens Creek Blvd / Agilent Driveway	Peak Hour AM 2 (8am-9am)	118	16	1	3	0	52	148	780	49	142	2828	264	4401
	Peak Hour PM 2 (5pm - 6pm)	59	8	11	89	0	237	15	1429	88	68	2224	50	4278

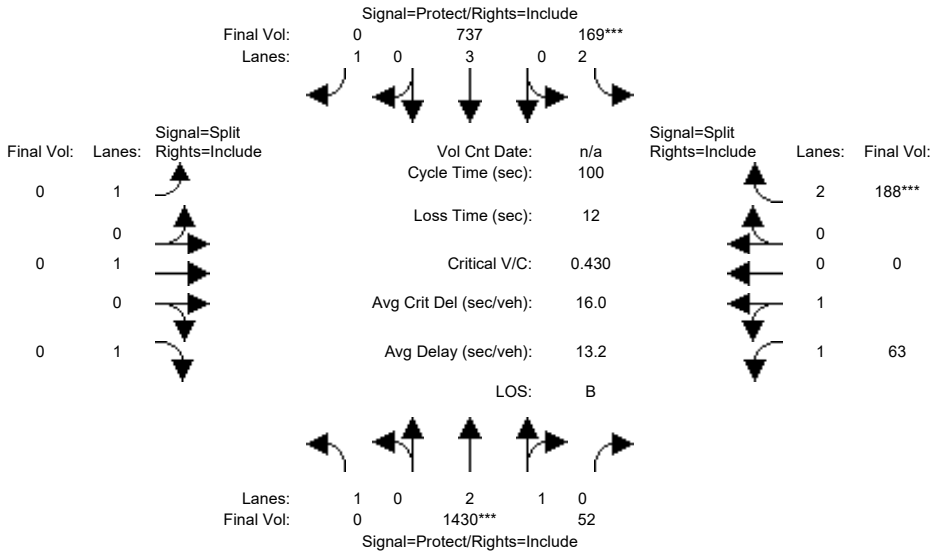
11. Stevens Creek Blvd / Lawrence Expy SB Off-Ramp	Peak Hour AM 2 (8am-9am)	0	0	0	104	0	464	0	803	0	0	2587	0	3958
	Peak Hour PM 2 (5pm - 6pm)	0	0	0	313	0	751	0	1529	0	0	1642	0	4235
12. Stevens Creek Blvd / Lawrence Expy NB Ramps	Peak Hour AM 2 (8am-9am)	1246	485	153	0	0	0	365	582	0	0	1310	216	4357
	Peak Hour PM 2 (5pm - 6pm)	708	791	261	0	0	0	306	1521	0	0	863	188	4638

Appendix B – Study Intersection LOS Calculations

Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1430	52	169	737	0	0	0	0	63	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	52	169	737	0	0	0	0	63	0	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1430	52	169	737	0	0	0	0	63	0	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1430	52	169	737	0	0	0	0	63	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1430	52	169	737	0	0	0	0	63	0	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1430	52	169	737	0	0	0	0	63	0	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.83
Lanes:	1.00	2.89	0.11	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	2.00
Final Sat.:	1750	5403	196	3150	5700	1750	1750	1900	1750	3550	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.05	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:		****		****								****
Green Time:	0.0	61.6	61.6	12.5	74.1	0.0	0.0	0.0	0.0	13.9	0.0	13.9
Volume/Cap:	0.00	0.43	0.43	0.43	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.43
Delay/Veh:	0.0	10.1	10.1	41.2	3.9	0.0	0.0	0.0	0.0	37.9	0.0	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:	0.0	10.1	10.1	41.2	3.9	0.0	0.0	0.0	0.0	37.9	0.0	40.1
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D+	A	D
HCM2k95thQ:	0	15	15	6	5	0	0	0	0	2	0	6

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

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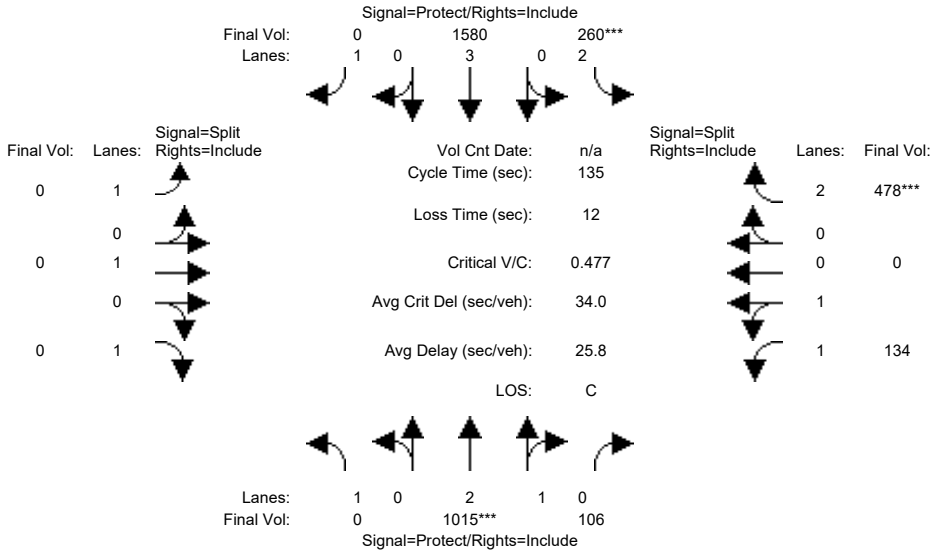
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1015	106	260	1580	0	0	0	0	134	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1015	106	260	1580	0	0	0	0	134	0	478
Added Vol:	0	0	0	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	1015	106	260	1580	0	0	0	0	134	0	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1015	106	260	1580	0	0	0	0	134	0	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1015	106	260	1580	0	0	0	0	134	0	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1015	106	260	1580	0	0	0	0	134	0	478
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	1.00	0.83
Lanes:	1.00	2.71	0.29	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	2.00
Final Sat.:	1750	5070	529	3150	5700	1750	1750	1900	1750	3550	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.08	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	56.7	56.7	23.4	80.0	0.0	0.0	0.0	0.0	43.0	0.0	43.0
Volume/Cap:	0.00	0.48	0.48	0.48	0.47	0.00	0.00	0.00	0.00	0.12	0.00	0.48
Uniform Del:	0.0	28.4	28.4	50.3	15.5	0.0	0.0	0.0	0.0	32.6	0.0	37.0
IncremntDel:	0.0	0.2	0.2	0.7	0.1	0.0	0.0	0.0	0.0	0.0	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	28.6	28.6	51.0	15.6	0.0	0.0	0.0	0.0	32.7	0.0	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	28.6	51.0	15.6	0.0	0.0	0.0	0.0	32.7	0.0	37.3
LOS by Move:	A	C	C	D	B	A	A	A	A	C-	A	D+
HCM2k95thQ:	0	20	20	11	22	0	0	0	0	4	0	17

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

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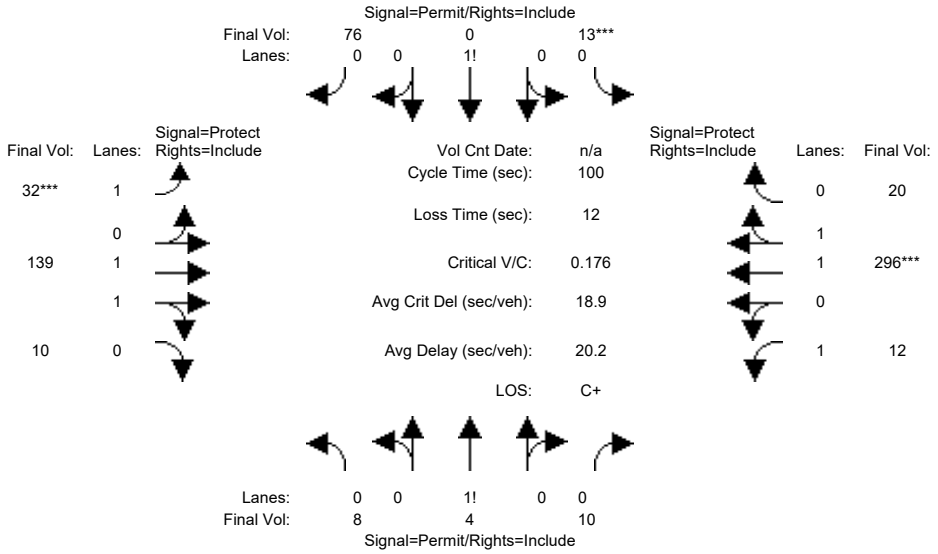
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.36	0.18	0.46	0.15	0.00	0.85	1.00	1.86	0.14	1.00	1.87	0.13
Final Sat.:	636	318	795	256	0	1494	1750	3451	248	1750	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.00	0.05	0.02	0.04	0.04	0.01	0.09	0.09
Crit Moves:				****			****				****	
Green Time:	29.0	29.0	29.0	29.0	0.0	29.0	10.4	34.7	34.7	24.3	48.6	48.6
Volume/Cap:	0.04	0.04	0.04	0.18	0.00	0.18	0.18	0.12	0.12	0.03	0.18	0.18
Delay/Veh:	25.6	25.6	25.6	26.8	0.0	26.8	41.3	22.2	22.2	28.9	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	25.6	26.8	0.0	26.8	41.3	22.2	22.2	28.9	14.5	14.5
LOS by Move:	C	C	C	C	A	C	D	C+	C+	C	B	B
HCM2k95thQ:	1	1	1	5	0	5	2	3	3	1	5	5

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

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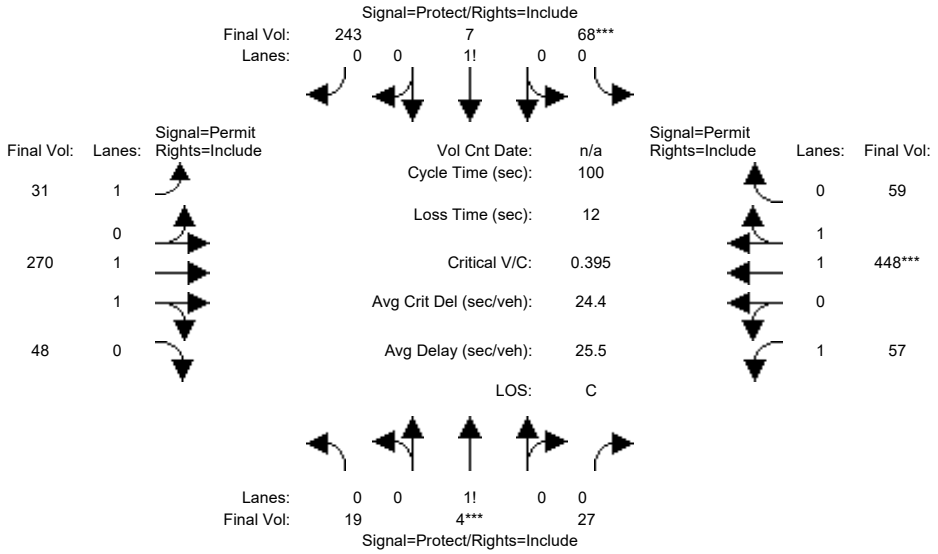
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	19	4	27	68	7	243	31	270	48	57	448	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	27	68	7	243	31	270	48	57	448	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	4	27	68	7	243	31	270	48	57	448	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	4	27	68	7	243	31	270	48	57	448	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	27	68	7	243	31	270	48	57	448	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	4	27	68	7	243	31	270	48	57	448	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.08	0.54	0.21	0.02	0.77	1.00	1.69	0.31	1.00	1.76	0.24
Final Sat.:	665	140	945	374	39	1337	1750	3141	558	1750	3269	431
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.18	0.18	0.18	0.02	0.09	0.09	0.03	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	19.3	10.0	10.0	44.5	35.1	35.1	33.5	33.5	33.5	33.5	33.5	33.5
Volume/Cap:	0.15	0.29	0.29	0.41	0.52	0.52	0.05	0.26	0.26	0.10	0.41	0.41
Uniform Del:	33.5	41.7	41.7	18.8	25.7	25.7	22.5	24.2	24.2	22.8	25.6	25.6
IncremntDel:	0.2	0.9	0.9	0.4	0.8	0.8	0.0	0.1	0.1	0.1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.7	42.6	42.6	19.2	26.5	26.5	22.5	24.3	24.3	22.9	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	42.6	42.6	19.2	26.5	26.5	22.5	24.3	24.3	22.9	25.8	25.8
LOS by Move:	C-	D	D	B-	C	C	C+	C	C	C+	C	C
HCM2k95thQ:	3	4	4	14	16	16	1	7	7	3	11	11

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

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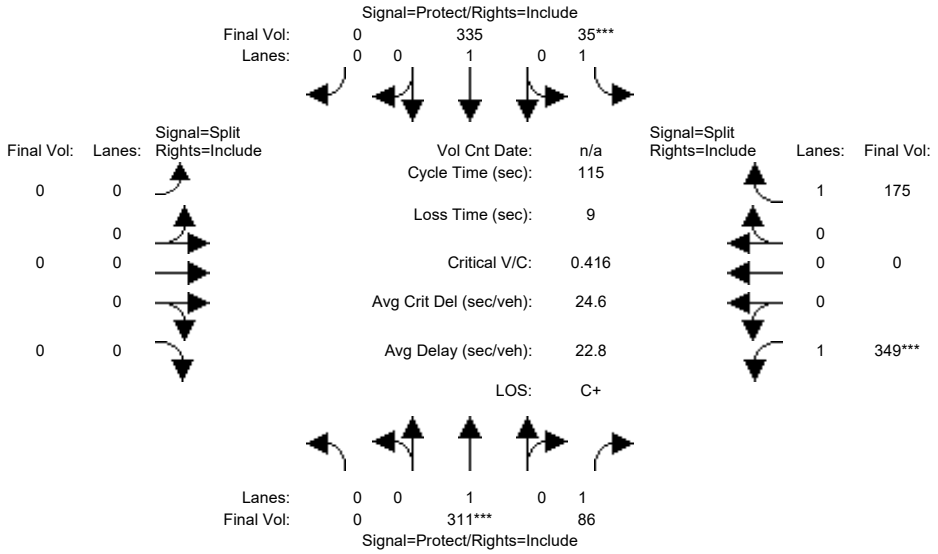
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	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	311	86	35	335	0	0	0	0	349	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	86	35	335	0	0	0	0	349	0	175
Added Vol:	0	0	0	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	311	86	35	335	0	0	0	0	349	0	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	311	86	35	335	0	0	0	0	349	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	311	86	35	335	0	0	0	0	349	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	311	86	35	335	0	0	0	0	349	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.16	0.05	0.02	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	44.6	44.6	7.0	51.6	0.0	0.0	0.0	0.0	54.4	0.0	54.4
Volume/Cap:	0.00	0.42	0.13	0.33	0.39	0.00	0.00	0.00	0.00	0.42	0.00	0.21
Delay/Veh:	0.0	26.1	22.7	53.6	21.5	0.0	0.0	0.0	0.0	20.3	0.0	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.1	22.7	53.6	21.5	0.0	0.0	0.0	0.0	20.3	0.0	17.9
LOS by Move:	A	C	C+	D-	C+	A	A	A	A	C+	A	B
HCM2k95thQ:	0	15	4	3	15	0	0	0	0	16	0	8

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

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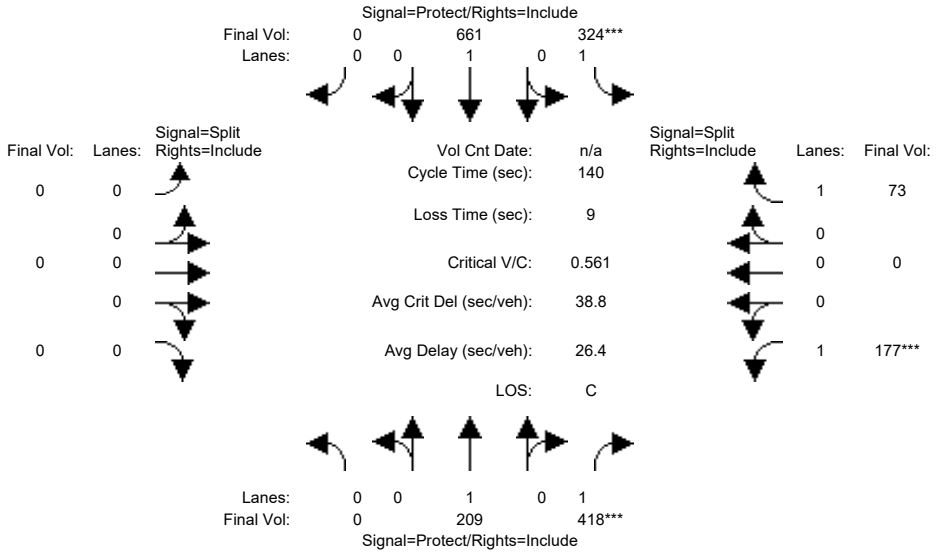
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	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	209	418	324	661	0	0	0	0	177	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	209	418	324	661	0	0	0	0	177	0	73
Added Vol:	0	0	0	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	209	418	324	661	0	0	0	0	177	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	209	418	324	661	0	0	0	0	177	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	209	418	324	661	0	0	0	0	177	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	209	418	324	661	0	0	0	0	177	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.24	0.19	0.35	0.00	0.00	0.00	0.00	0.10	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	59.6	59.6	46.2	106	0.0	0.0	0.0	0.0	25.2	0.0	25.2
Volume/Cap:	0.00	0.26	0.56	0.56	0.46	0.00	0.00	0.00	0.00	0.56	0.00	0.23
Uniform Del:	0.0	25.9	30.3	38.6	6.4	0.0	0.0	0.0	0.0	52.3	0.0	49.1
IncremntDel:	0.0	0.2	1.0	1.3	0.2	0.0	0.0	0.0	0.0	2.3	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	26.1	31.3	39.8	6.7	0.0	0.0	0.0	0.0	54.6	0.0	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.1	31.3	39.8	6.7	0.0	0.0	0.0	0.0	54.6	0.0	49.5
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	11	25	22	19	0	0	0	0	15	0	6

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

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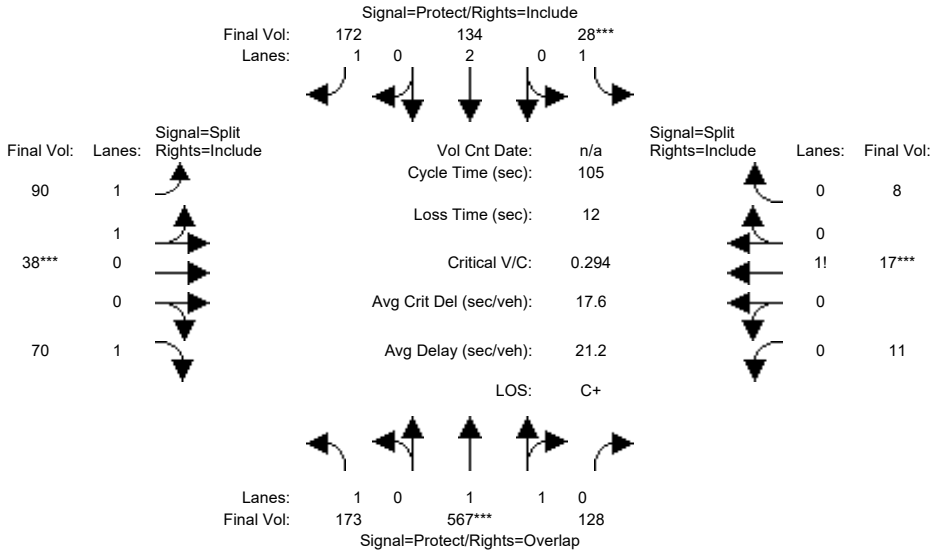
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	567	128	28	134	172	90	38	70	11	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	567	128	28	134	172	90	38	70	11	17	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	567	128	28	134	172	90	38	70	11	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	567	128	28	134	172	90	38	70	11	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	567	128	28	134	172	90	38	70	11	17	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	567	128	28	134	172	90	38	70	11	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.41	0.59	1.00	0.31	0.47	0.22
Final Sat.:	1750	3018	681	1750	3800	1750	2496	1054	1750	535	826	389
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.02	0.04	0.10	0.04	0.04	0.04	0.02	0.02	0.02
Crit Moves:		****		****				****			****	
Green Time:	34.9	62.7	72.7	7.0	34.7	34.7	13.3	13.3	13.3	10.0	10.0	10.0
Volume/Cap:	0.30	0.31	0.27	0.24	0.11	0.30	0.28	0.28	0.31	0.22	0.22	0.22
Delay/Veh:	26.2	10.6	6.2	47.5	24.4	26.4	41.9	41.9	42.5	44.5	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:	26.2	10.6	6.2	47.5	24.4	26.4	41.9	41.9	42.5	44.5	44.5	44.5
LOS by Move:	C	B+	A	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	11	8	2	3	8	4	4	4	3	3	3

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

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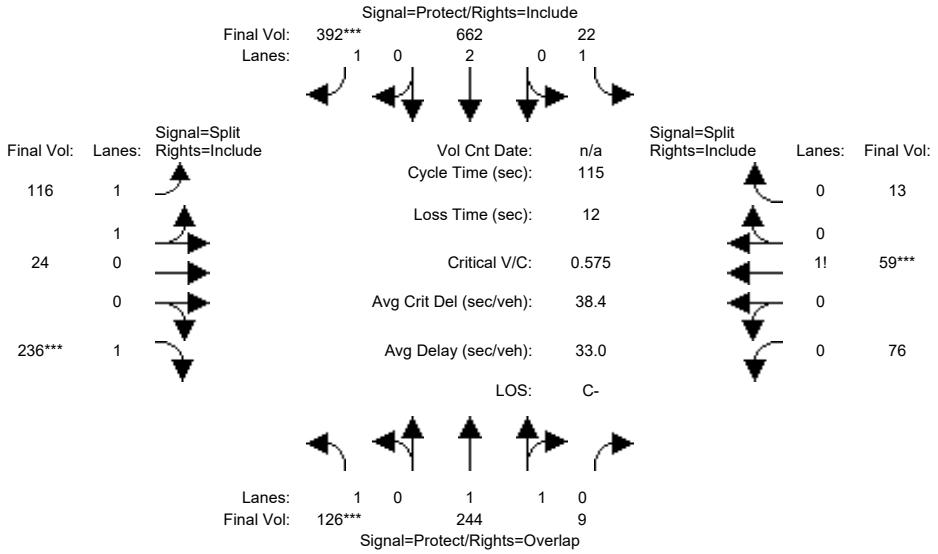
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	244	9	22	662	392	116	24	236	76	59	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	244	9	22	662	392	116	24	236	76	59	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	244	9	22	662	392	116	24	236	76	59	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	244	9	22	662	392	116	24	236	76	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	244	9	22	662	392	116	24	236	76	59	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	244	9	22	662	392	116	24	236	76	59	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.66	0.34	1.00	0.51	0.40	0.09
Final Sat.:	1750	3568	132	1750	3800	1750	2941	609	1750	899	698	154
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.01	0.17	0.22	0.04	0.04	0.13	0.08	0.08	0.08
Crit Moves:	****					****			****		****	
Green Time:	14.4	34.8	51.7	24.4	44.8	44.8	26.9	26.9	26.9	16.9	16.9	16.9
Volume/Cap:	0.58	0.23	0.15	0.06	0.45	0.58	0.17	0.17	0.58	0.58	0.58	0.58
Uniform Del:	47.4	30.0	18.7	36.2	26.0	27.6	35.1	35.1	39.0	45.7	45.7	45.7
IncremntDel:	3.7	0.1	0.0	0.1	0.2	1.2	0.1	0.1	2.0	3.2	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:	51.2	30.1	18.7	36.2	26.2	28.9	35.2	35.2	41.0	48.9	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	30.1	18.7	36.2	26.2	28.9	35.2	35.2	41.0	48.9	48.9	48.9
LOS by Move:	D-	C	B-	D+	C	C	D+	D+	D	D	D	D
HCM2k95thQ:	9	6	5	1	16	21	4	4	15	12	12	12

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

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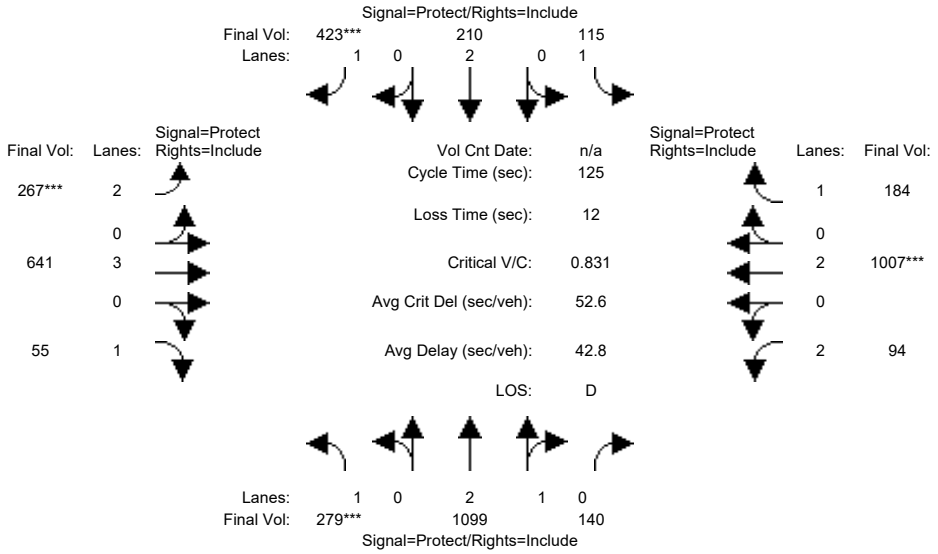
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	1099	140	115	210	423	267	641	55	94	1007	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:	279	1099	140	115	210	423	267	641	55	94	1007	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1099	140	115	210	423	267	641	55	94	1007	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:	279	1099	140	115	210	423	267	641	55	94	1007	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1099	140	115	210	423	267	641	55	94	1007	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:	279	1099	140	115	210	423	267	641	55	94	1007	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4966	633	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.22	0.07	0.06	0.24	0.08	0.11	0.03	0.03	0.27	0.11
Crit Moves:	****					****	****				****	
Green Time:	24.0	46.5	46.5	13.8	36.4	36.4	12.8	35.1	35.1	17.5	39.9	39.9
Volume/Cap:	0.83	0.59	0.59	0.59	0.19	0.83	0.83	0.40	0.11	0.21	0.83	0.33
Delay/Veh:	64.4	32.1	32.1	57.8	33.3	52.5	71.5	36.6	33.5	47.9	44.4	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	32.1	32.1	57.8	33.3	52.5	71.5	36.6	33.5	47.9	44.4	32.7
LOS by Move:	E	C-	C-	E+	C-	D-	E	D+	C-	D	D	C-
HCM2k95thQ:	24	24	24	9	6	30	16	13	3	4	31	11

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

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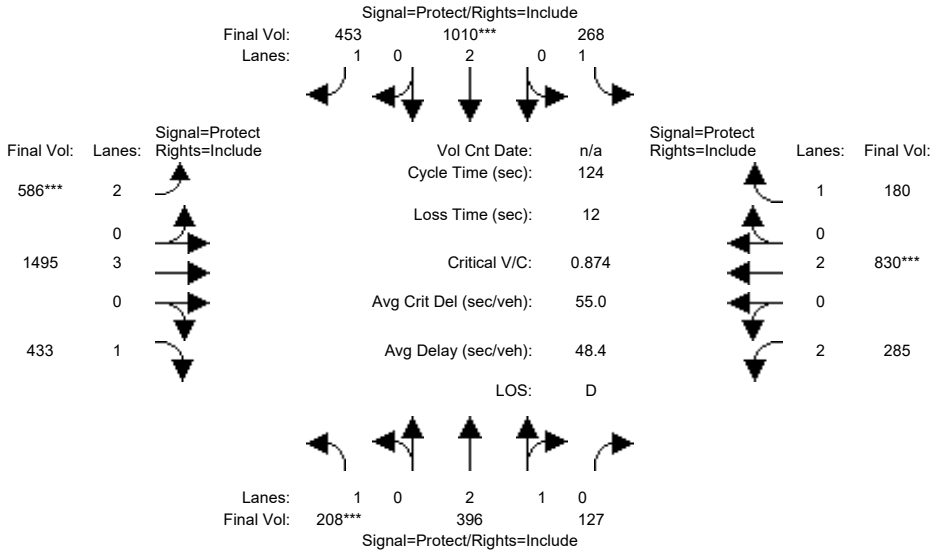
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	396	127	268	1010	453	586	1495	433	285	830	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	396	127	268	1010	453	586	1495	433	285	830	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	396	127	268	1010	453	586	1495	433	285	830	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	396	127	268	1010	453	586	1495	433	285	830	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	396	127	268	1010	453	586	1495	433	285	830	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	396	127	268	1010	453	586	1495	433	285	830	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.24	0.76	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4238	1359	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.15	0.27	0.26	0.19	0.26	0.25	0.09	0.22	0.10
Crit Moves:	****				****		****				****	
Green Time:	16.9	20.7	20.7	33.9	37.7	37.7	26.4	42.7	42.7	14.7	31.0	31.0
Volume/Cap:	0.87	0.56	0.56	0.56	0.87	0.85	0.87	0.76	0.72	0.76	0.87	0.41
Uniform Del:	52.5	47.5	47.5	38.6	40.9	40.5	47.2	36.1	35.4	52.9	44.6	38.9
IncremntDel:	28.0	0.8	0.8	1.5	7.6	12.4	12.2	1.8	4.2	8.9	9.0	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	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.5	48.2	48.2	40.1	48.5	52.9	59.4	38.0	39.6	61.9	53.6	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	48.2	48.2	40.1	48.5	52.9	59.4	38.0	39.6	61.9	53.6	39.5
LOS by Move:	F	D	D	D	D	D-	E+	D+	D	E	D-	D
HCM2k95thQ:	21	13	13	17	33	32	28	31	29	13	28	11

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

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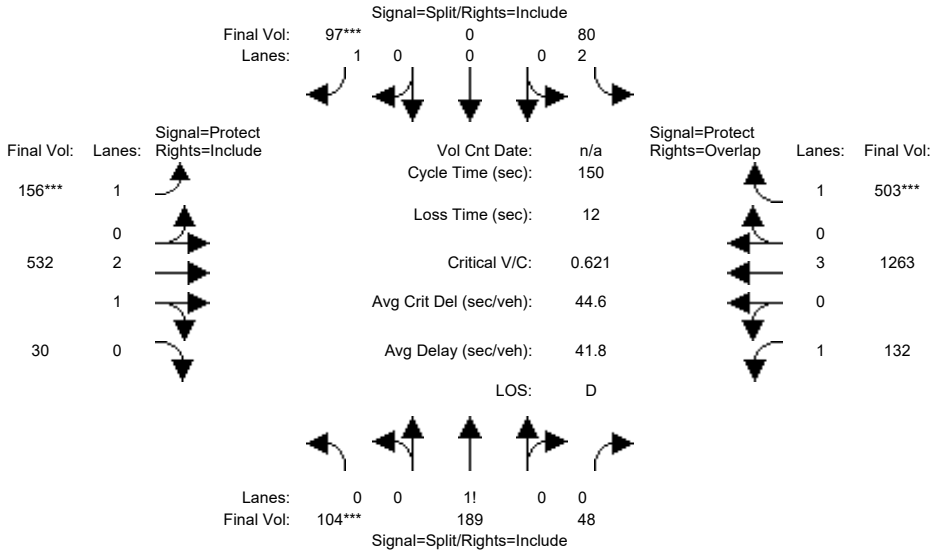
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	189	48	80	0	97	156	532	30	132	1263	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	189	48	80	0	97	156	532	30	132	1263	503
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	189	48	80	0	97	156	532	30	132	1263	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	189	48	80	0	97	156	532	30	132	1263	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	189	48	80	0	97	156	532	30	132	1263	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	189	48	80	0	97	156	532	30	132	1263	503
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:	0.30	0.56	0.14	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	534	970	246	3150	0	1750	1750	5301	299	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.03	0.00	0.06	0.09	0.10	0.10	0.08	0.22	0.29
Crit Moves:	****					****	****					****
Green Time:	46.3	46.3	46.3	13.4	0.0	13.4	21.2	44.7	44.7	33.6	57.2	70.6
Volume/Cap:	0.63	0.63	0.63	0.28	0.00	0.62	0.63	0.34	0.34	0.34	0.58	0.61
Delay/Veh:	47.0	47.0	47.0	64.4	0.0	73.4	66.0	41.2	41.2	49.3	37.3	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	47.0	47.0	64.4	0.0	73.4	66.0	41.2	41.2	49.3	37.3	30.9
LOS by Move:	D	D	D	E	A	E	E	D	D	D	D+	C
HCM2k95thQ:	26	26	26	4	0	9	14	12	12	10	25	30

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

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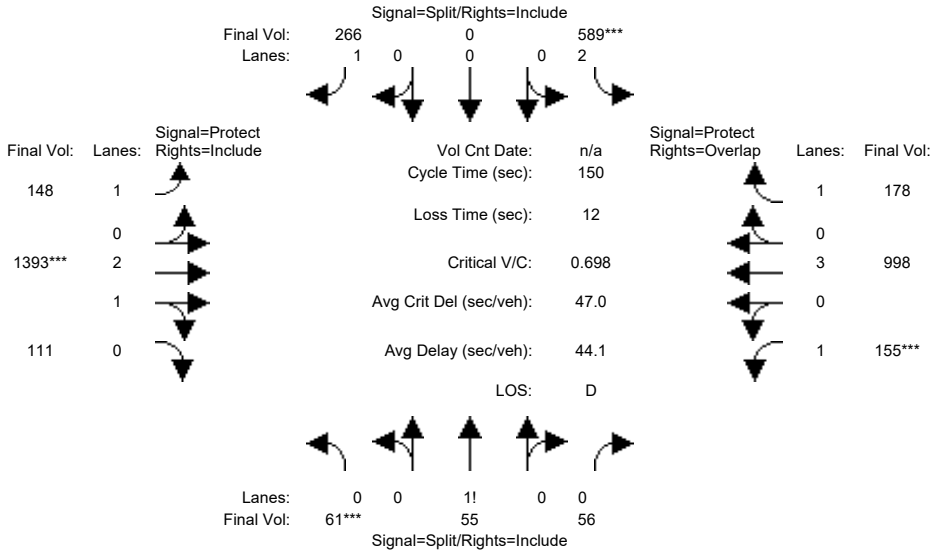
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	55	56	589	0	266	148	1393	111	155	998	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	55	56	589	0	266	148	1393	111	155	998	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	55	56	589	0	266	148	1393	111	155	998	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	55	56	589	0	266	148	1393	111	155	998	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	55	56	589	0	266	148	1393	111	155	998	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	55	56	589	0	266	148	1393	111	155	998	178
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	0.99	0.95	0.92	1.00	0.92
Lanes:	0.35	0.32	0.33	2.00	0.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	621	560	570	3150	0	1750	1750	5186	413	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.19	0.00	0.15	0.08	0.27	0.27	0.09	0.18	0.10
Crit Moves:	****			****				****		****		
Green Time:	21.1	21.1	21.1	40.2	0.0	40.2	25.0	57.7	57.7	19.0	51.7	91.9
Volume/Cap:	0.70	0.70	0.70	0.70	0.00	0.57	0.51	0.70	0.70	0.70	0.51	0.17
Uniform Del:	61.4	61.4	61.4	49.5	0.0	47.4	56.9	38.8	38.8	62.7	39.0	12.5
IncremntDel:	8.5	8.5	8.5	2.6	0.0	1.6	1.5	1.0	1.0	9.4	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:	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:	70.0	70.0	70.0	52.1	0.0	49.1	58.4	39.9	39.9	72.2	39.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	70.0	70.0	52.1	0.0	49.1	58.4	39.9	39.9	72.2	39.2	12.6
LOS by Move:	E	E	E	D-	A	D	E+	D	D	E	D	B
HCM2k95thQ:	17	17	17	26	0	20	12	32	32	14	21	7

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

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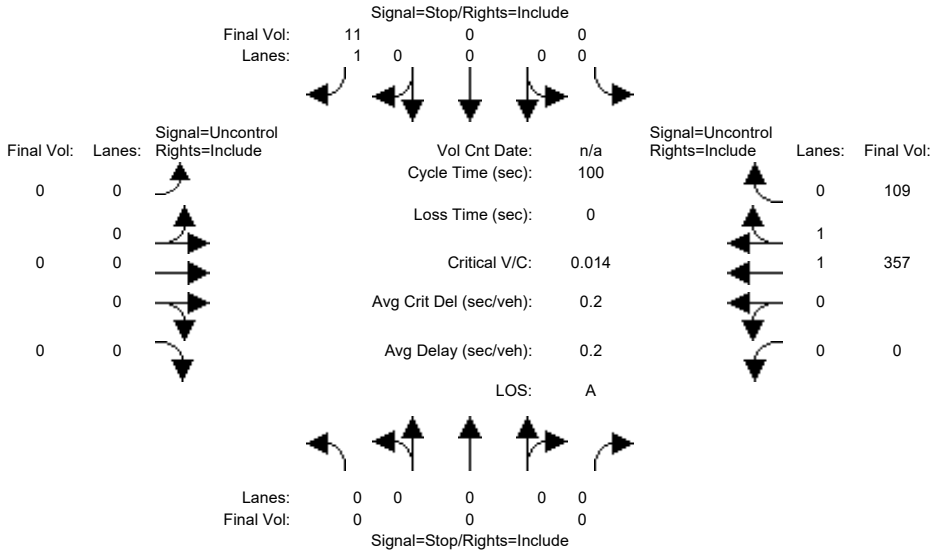
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	11	0	0	0	0	357	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	0	0	0	0	11	0	0	0	0	357	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	0	0	0	0	11	0	0	0	0	357	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	0	0	0	0	11	0	0	0	0	357	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	0	0	0	0	357	109
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
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			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 0 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	11	0	0	0	0	357	109
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		

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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=477]
FAIL - Total volume less than 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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 0 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	11	0	0	0	0	357	109

Major Street Volume: 466
Minor Approach Volume: 11
Minor Approach Volume Threshold: 548

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.

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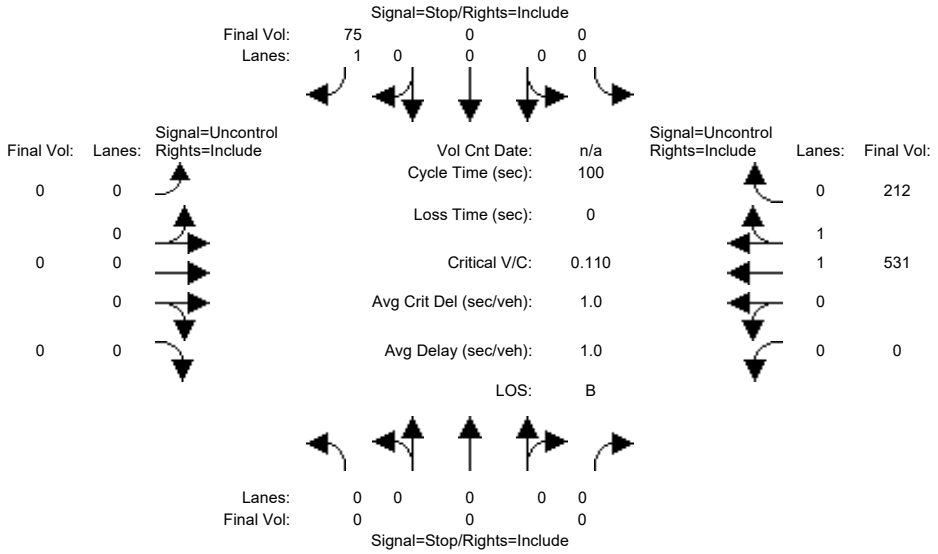
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	75	0	0	0	0	531	212
Growth Adj:	1.00	1.00	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	75	0	0	0	0	531	212
Added Vol:	0	0	0	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	75	0	0	0	0	531	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	75	0	0	0	0	531	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	75	0	0	0	0	531	212
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	372	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	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			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	75	0	0	0	0	531	212
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		

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=75]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=818]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	75	0	0	0	0	531	212

Major Street Volume: 743
Minor Approach Volume: 75
Minor Approach Volume Threshold: 387

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.

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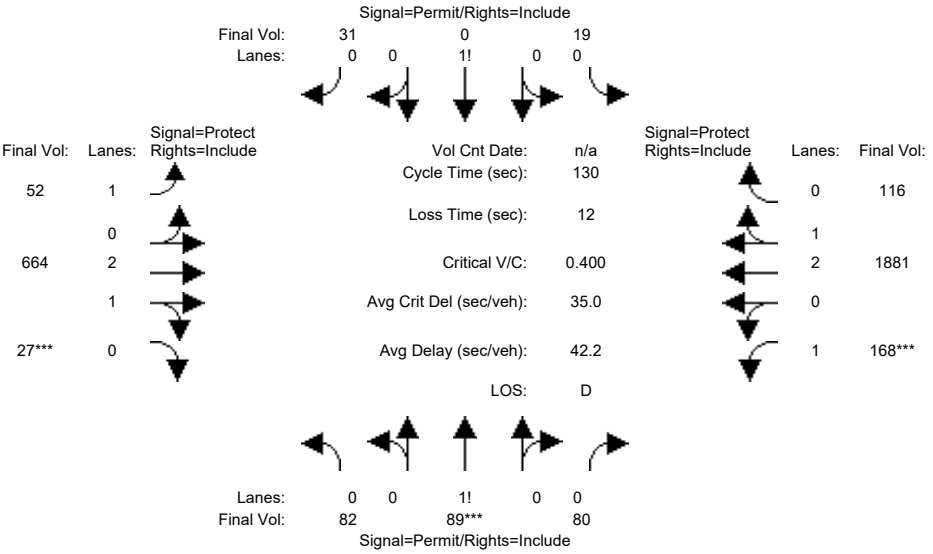
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	89	80	19	0	31	52	664	27	168	1881	116
Growth Adj:	1.00	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	89	80	19	0	31	52	664	27	168	1881	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	89	80	19	0	31	52	664	27	168	1881	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:	82	89	80	19	0	31	52	664	27	168	1881	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	89	80	19	0	31	52	664	27	168	1881	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:	82	89	80	19	0	31	52	664	27	168	1881	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.33	0.35	0.32	0.38	0.00	0.62	1.00	2.88	0.12	1.00	2.82	0.18
Final Sat.:	572	621	558	665	0	1085	1750	5381	219	1750	5274	325
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.03	0.00	0.03	0.03	0.12	0.12	0.10	0.36	0.36
Crit Moves:		****							****	****		
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	21.2	42.0	42.0	29.0	49.8	49.8
Volume/Cap:	0.40	0.40	0.40	0.08	0.00	0.08	0.18	0.38	0.38	0.43	0.93	0.93
Delay/Veh:	31.3	31.3	31.3	27.3	0.0	27.3	47.2	34.1	34.1	44.2	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	27.3	0.0	27.3	47.2	34.1	34.1	44.2	46.4	46.4
LOS by Move:	C	C	C	C	A	C	D	C-	C-	D	D	D
HCM2k95thQ:	15	15	15	3	0	3	4	13	13	11	40	40

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

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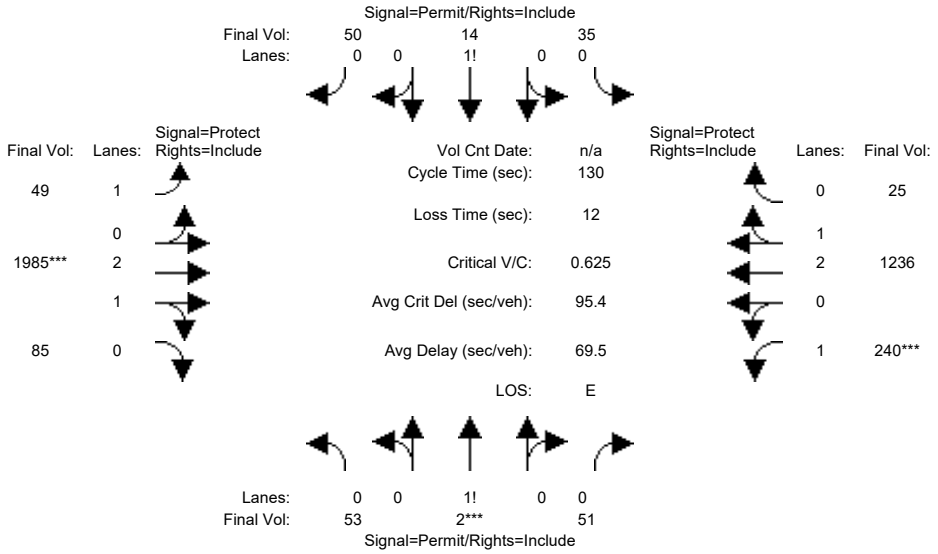
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.02	0.48	0.35	0.14	0.51	1.00	2.87	0.13	1.00	2.94	0.06
Final Sat.:	875	33	842	619	247	884	1750	5370	230	1750	5489	111
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.03	0.37	0.37	0.14	0.23	0.23
Crit Moves:		****						****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.17	0.17	0.17	0.16	0.16	0.16	0.31	1.12	1.12	0.59	0.48	0.48
Uniform Del:	29.6	29.6	29.6	29.5	29.5	29.5	55.4	43.5	43.5	44.6	23.4	23.4
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	1.1	60.9	60.9	2.4	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:	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:	29.7	29.7	29.7	29.6	29.6	29.6	56.6	104	104.4	47.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	29.6	29.6	29.6	56.6	104	104.4	47.0	23.5	23.5
LOS by Move:	C	C	C	C	C	C	E+	F	F	D	C	C
HCM2k95thQ:	6	6	6	6	6	6	4	59	59	16	20	20

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

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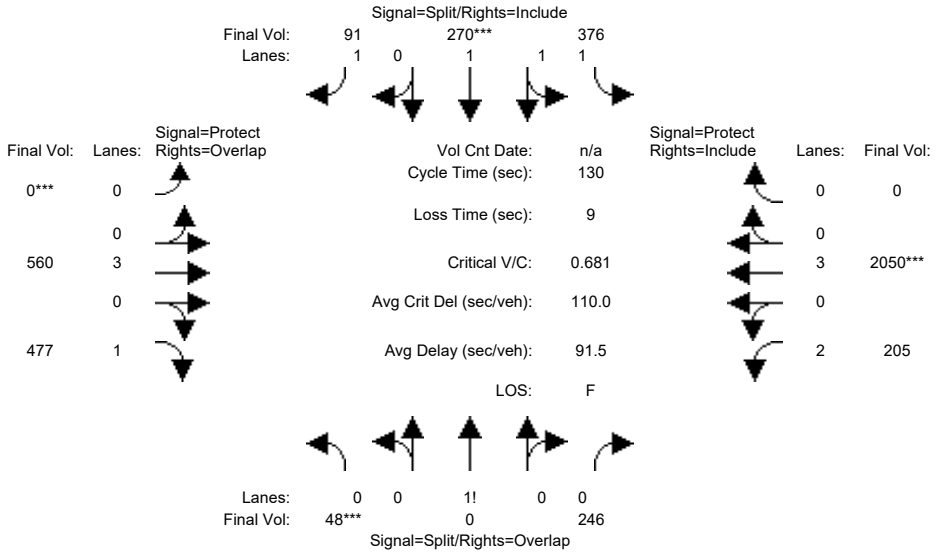
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	91	0	560	477	205	2050	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:	48	0	246	376	270	91	0	560	477	205	2050	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	91	0	560	477	205	2050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	91	0	560	477	205	2050	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	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.05	0.00	0.10	0.27	0.07	0.36	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.16	0.00	0.54	0.55	0.50	1.16	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	43.0	0.0	66.5	31.5	72.6	139	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	43.0	0.0	66.5	31.5	72.6	139	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C	E	F	A
HCM2k95thQ:	25	0	20	17	17	7	0	17	32	13	77	0

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

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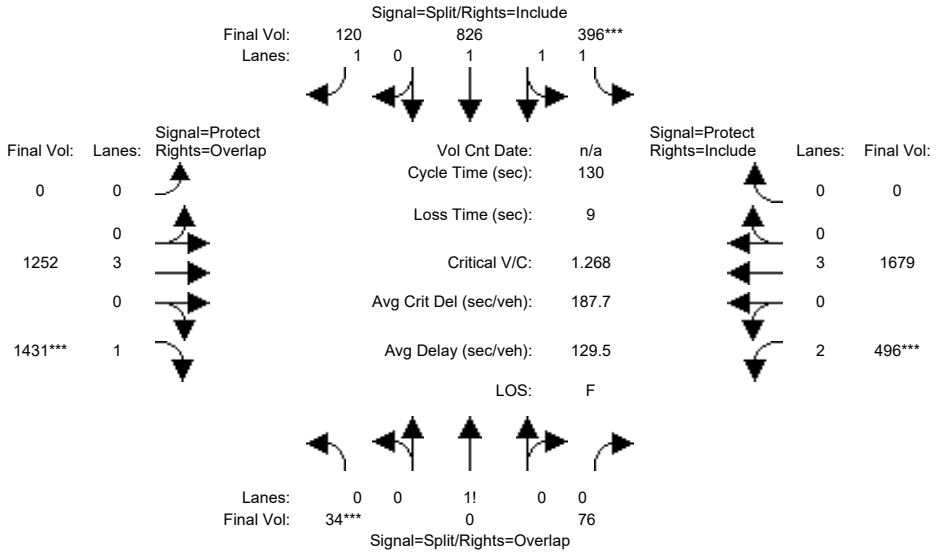
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	120	0	1252	1431	496	1679	0
Growth Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	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:	34	0	76	396	826	120	0	1252	1431	496	1679	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	120	0	1252	1431	496	1679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	120	0	1252	1431	496	1679	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.22	0.82	0.16	0.29	0.00
Crit Moves:	****			****					****	****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.24	0.00	1.02	1.65	0.96	0.77	0.00
Uniform Del:	47.2	0.0	28.2	56.2	55.6	46.7	0.0	67.0	43.0	71.0	46.6	0.0
IncremntDel:	0.2	0.0	0.1	2.8	2.1	0.2	0.0	29.4	295.5	30.0	1.8	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:	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:	47.4	0.0	28.2	59.1	57.7	47.0	0.0	96.4	338.5	101.0	48.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.0	0.0	96.4	338.5	101.0	48.4	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D	A
HCM2k95thQ:	9	0	7	37	35	10	0	37	225	33	43	0

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

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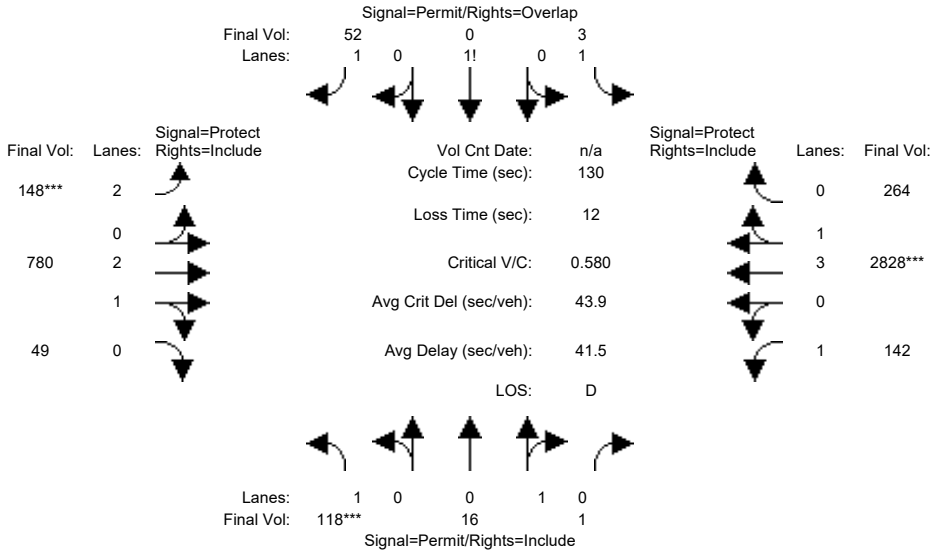
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	16	1	3	0	52	148	780	49	142	2828	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	16	1	3	0	52	148	780	49	142	2828	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	16	1	3	0	52	148	780	49	142	2828	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	16	1	3	0	52	148	780	49	142	2828	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	16	1	3	0	52	148	780	49	142	2828	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	16	1	3	0	52	148	780	49	142	2828	264
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.94	0.06	1.06	0.00	1.94	2.00	2.82	0.18	1.00	3.64	0.36
Final Sat.:	1750	1694	106	1848	0	3499	3150	5269	331	1750	6859	640
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.00	0.00	0.01	0.05	0.15	0.15	0.08	0.41	0.41
Crit Moves:	****						****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	62.0	15.0	45.3	45.3	25.7	56.0	56.0
Volume/Cap:	0.19	0.03	0.03	0.00	0.00	0.03	0.41	0.43	0.43	0.41	0.96	0.96
Delay/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.1	32.6	32.6	46.3	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.1	32.6	32.6	46.3	44.0	44.0
LOS by Move:	C	C	C	C	A	B-	D-	C-	C-	D	D	D
HCM2k95thQ:	7	1	1	0	0	1	7	16	16	10	52	52

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

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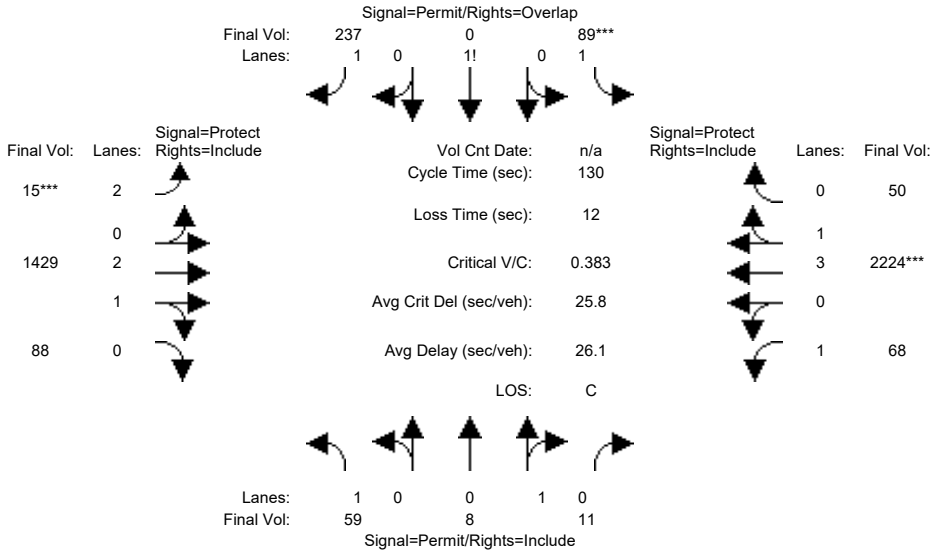
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	11	89	0	237	15	1429	88	68	2224	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:	59	8	11	89	0	237	15	1429	88	68	2224	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:	59	8	11	89	0	237	15	1429	88	68	2224	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:	59	8	11	89	0	237	15	1429	88	68	2224	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	11	89	0	237	15	1429	88	68	2224	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	11	89	0	237	15	1429	88	68	2224	50
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.28	0.00	1.72	2.00	2.82	0.18	1.00	3.91	0.09
Final Sat.:	1750	758	1042	2238	0	3098	3150	5275	325	1750	7335	165
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.00	0.08	0.00	0.27	0.27	0.04	0.30	0.30
Crit Moves:				****			****				****	
Green Time:	45.0	45.0	45.0	45.0	0.0	55.0	10.0	60.3	60.3	12.7	63.0	63.0
Volume/Cap:	0.10	0.03	0.03	0.11	0.00	0.18	0.06	0.58	0.58	0.40	0.63	0.63
Uniform Del:	28.8	28.1	28.1	28.9	0.0	23.4	55.6	25.6	25.6	55.1	24.8	24.8
IncremntDel:	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3	1.5	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	55.8	26.0	26.0	56.6	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	55.8	26.0	26.0	56.6	25.1	25.1
LOS by Move:	C	C	C	C	A	C	E+	C	C	E+	C	C
HCM2k95thQ:	3	1	1	4	0	7	1	26	26	5	28	28

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

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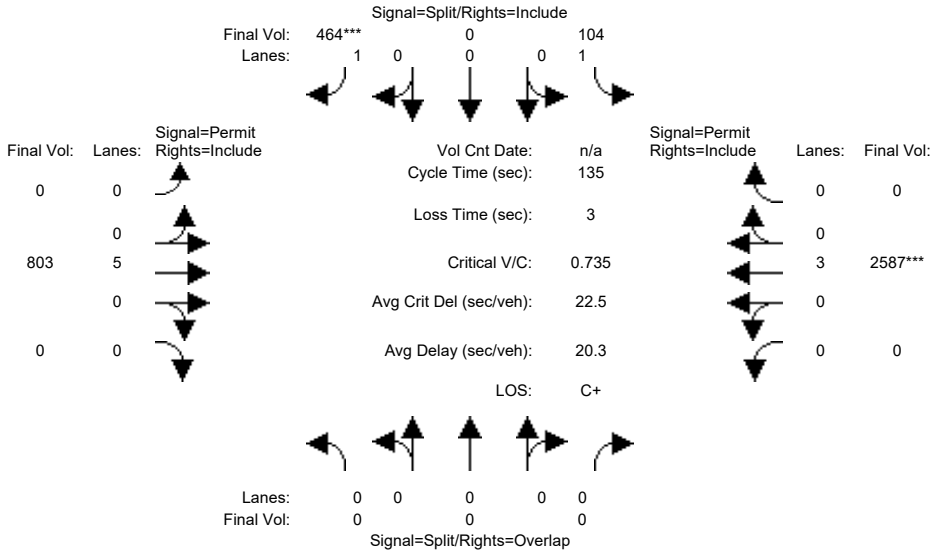
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp						Stevens Creek Blvd					
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	104	0	464	0	803	0	0	2587	0
Growth Adj:	1.00	1.00	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	104	0	464	0	803	0	0	2587	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	0	464	0	803	0	0	2587	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	104	0	464	0	803	0	0	2587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	464	0	803	0	0	2587	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	104	0	464	0	803	0	0	2587	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.27	0.00	0.08	0.00	0.00	0.45	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	48.7	0.0	48.7	0.0	83.3	0.0	0.0	83.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.74	0.00	0.14	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	42.1	0.0	10.8	0.0	0.0	18.9	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	29.5	0.0	42.1	0.0	10.8	0.0	0.0	18.9	0.0
LOS by Move:	A	A	A	C	A	D	A	B+	A	A	B-	A
HCM2k95thQ:	0	0	0	6	0	32	0	5	0	0	41	0

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

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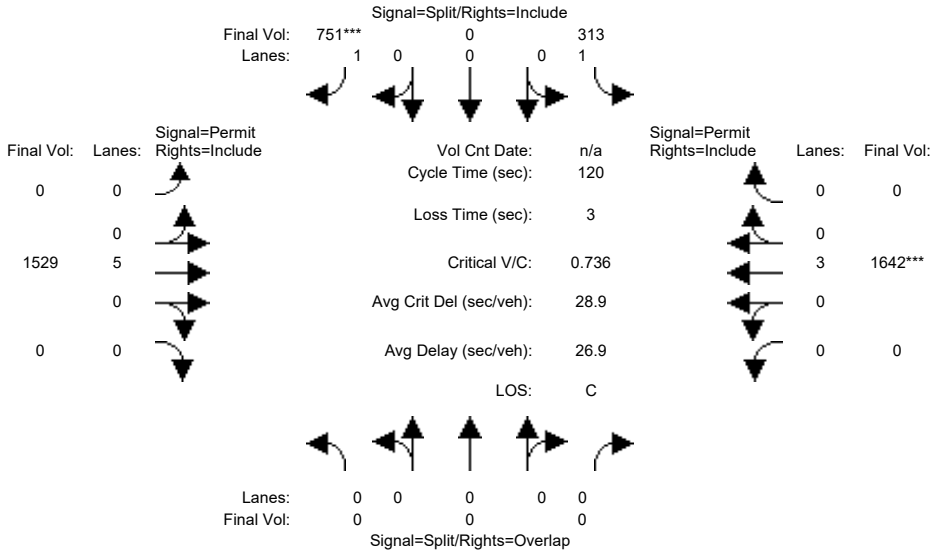
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp				Stevens Creek Blvd			
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		313 0 751		0 1529 0		0 1642 0	
Growth Adj:	1.00 1.00 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		313 0 751		0 1529 0		0 1642 0	
Added Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
PasserByVol:	0 0 0		0 0 0		0 0 0		0 0 0	
Initial Fut:	0 0 0		313 0 751		0 1529 0		0 1642 0	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 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		313 0 751		0 1529 0		0 1642 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 0 0		313 0 751		0 1529 0		0 1642 0	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 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		313 0 751		0 1529 0		0 1642 0	
Saturation Flow Module:								
Sat/Lane:	1900 1900 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		0.18 0.00 0.43		0.00 0.16 0.00		0.00 0.29 0.00	
Crit Moves:				****				****
Green Time:	0.0 0.0 0.0		70.0 0.0 70.0		0.0 47.0 0.0		0.0 47.0 0.0	
Volume/Cap:	0.00 0.00 0.00		0.31 0.00 0.74		0.00 0.41 0.00		0.00 0.74 0.00	
Uniform Del:	0.0 0.0 0.0		12.7 0.0 18.2		0.0 26.5 0.0		0.0 31.2 0.0	
IncremntDel:	0.0 0.0 0.0		0.2 0.0 2.8		0.0 0.1 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		12.9 0.0 21.1		0.0 26.5 0.0		0.0 32.5 0.0	
User DelAdj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
AdjDel/Veh:	0.0 0.0 0.0		12.9 0.0 21.1		0.0 26.5 0.0		0.0 32.5 0.0	
LOS by Move:	A A A		B A C+		A C A		A C- A	
HCM2k95thQ:	0 0 0		12 0 38		0 15 0		0 30 0	

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

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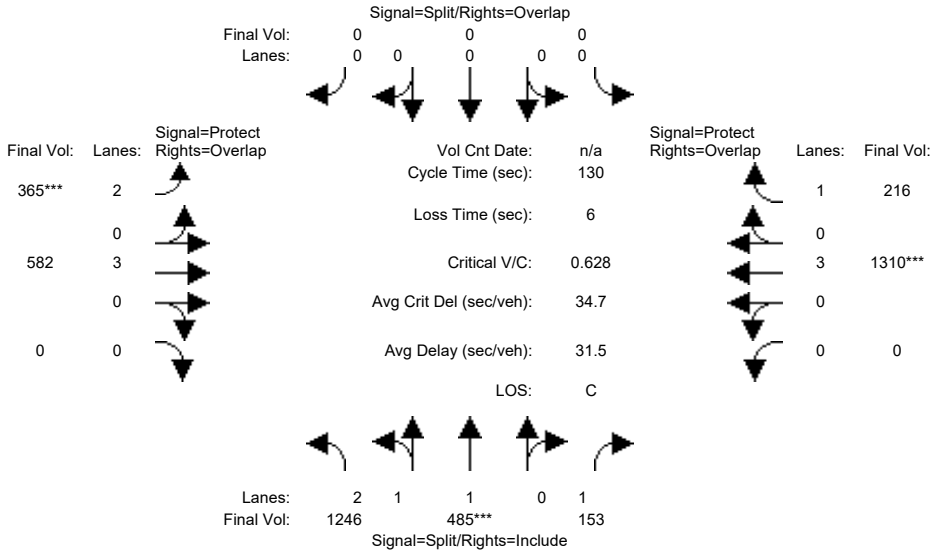
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
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:	1246	485	153	0	0	0	365	582	0	0	1310	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1246	485	153	0	0	0	365	582	0	0	1310	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1246	485	153	0	0	0	365	582	0	0	1310	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1246	485	153	0	0	0	365	582	0	0	1310	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1246	485	153	0	0	0	365	582	0	0	1310	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1246	485	153	0	0	0	365	582	0	0	1310	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.99	1.01	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4912	1912	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.09	0.00	0.00	0.00	0.12	0.10	0.00	0.00	0.23	0.12
Crit Moves:		****					****				****	
Green Time:	52.5	52.5	52.5	0.0	0.0	0.0	24.0	71.5	0.0	0.0	47.5	47.5
Volume/Cap:	0.63	0.63	0.22	0.00	0.00	0.00	0.63	0.19	0.00	0.00	0.63	0.34
Delay/Veh:	31.4	31.4	25.5	0.0	0.0	0.0	51.1	14.7	0.0	0.0	34.6	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	25.5	0.0	0.0	0.0	51.1	14.7	0.0	0.0	34.6	30.1
LOS by Move:	C	C	C	A	A	A	D-	B	A	A	C-	C
HCM2k95thQ:	27	27	8	0	0	0	15	7	0	0	26	13

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

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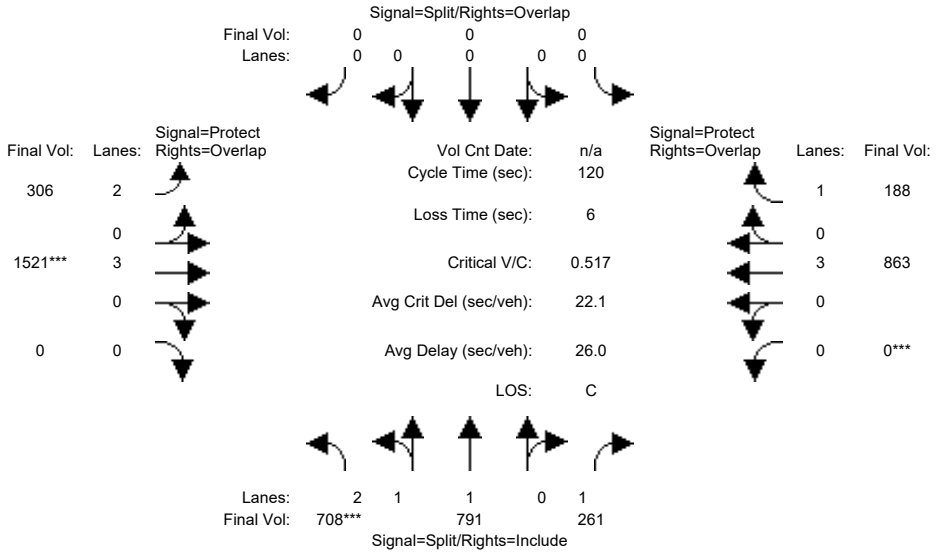
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	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:	708	791	261	0	0	0	306	1521	0	0	863	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	791	261	0	0	0	306	1521	0	0	863	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	791	261	0	0	0	306	1521	0	0	863	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	791	261	0	0	0	306	1521	0	0	863	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	791	261	0	0	0	306	1521	0	0	863	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	708	791	261	0	0	0	306	1521	0	0	863	188
Saturation 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	3800	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.15	0.00	0.00	0.00	0.10	0.27	0.00	0.00	0.15	0.11
Crit Moves:	****							****		****		
Green Time:	52.1	52.1	52.1	0.0	0.0	0.0	24.2	61.9	0.0	0.0	37.7	37.7
Volume/Cap:	0.52	0.48	0.34	0.00	0.00	0.00	0.48	0.52	0.00	0.00	0.48	0.34
Uniform Del:	24.8	24.2	22.6	0.0	0.0	0.0	42.4	19.2	0.0	0.0	33.3	31.6
IncremntDel:	0.2	0.1	0.3	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	24.9	24.4	22.8	0.0	0.0	0.0	42.9	19.4	0.0	0.0	33.5	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.4	22.8	0.0	0.0	0.0	42.9	19.4	0.0	0.0	33.5	32.0
LOS by Move:	C	C	C+	A	A	A	D	B-	A	A	C-	C
HCM2k95thQ:	21	19	13	0	0	0	11	22	0	0	16	11

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

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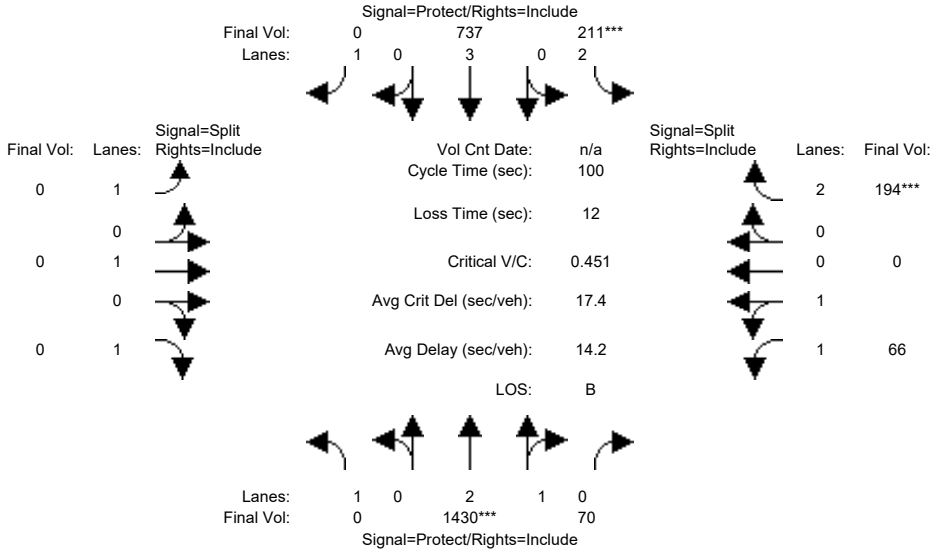
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1430	52	169	737	0	0	0	0	63	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	52	169	737	0	0	0	0	63	0	188
Added Vol:	0	0	18	42	0	0	0	0	0	3	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1430	70	211	737	0	0	0	0	66	0	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1430	70	211	737	0	0	0	0	66	0	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1430	70	211	737	0	0	0	0	66	0	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1430	70	211	737	0	0	0	0	66	0	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.83
Lanes:	1.00	2.85	0.15	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	2.00
Final Sat.:	1750	5338	261	3150	5700	1750	1750	1900	1750	3550	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.07	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:		****		****								****
Green Time:	0.0	59.5	59.5	14.9	74.3	0.0	0.0	0.0	0.0	13.7	0.0	13.7
Volume/Cap:	0.00	0.45	0.45	0.45	0.17	0.00	0.00	0.00	0.00	0.14	0.00	0.45
Delay/Veh:	0.0	11.3	11.3	39.5	3.8	0.0	0.0	0.0	0.0	38.1	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:	0.0	11.3	11.3	39.5	3.8	0.0	0.0	0.0	0.0	38.1	0.0	40.5
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D+	A	D
HCM2k95thQ:	0	16	16	7	4	0	0	0	0	2	0	7

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

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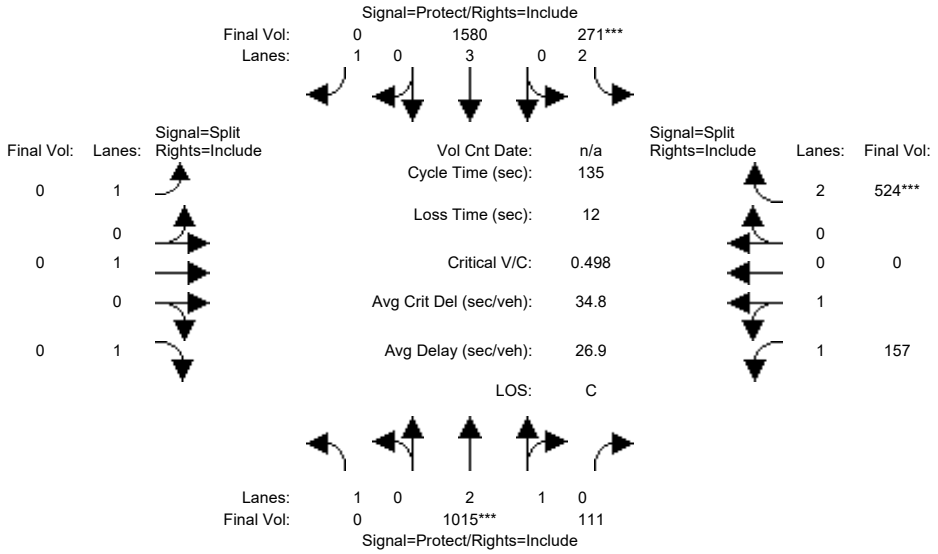
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1015	106	260	1580	0	0	0	0	134	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1015	106	260	1580	0	0	0	0	134	0	478
Added Vol:	0	0	5	11	0	0	0	0	0	23	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1015	111	271	1580	0	0	0	0	157	0	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1015	111	271	1580	0	0	0	0	157	0	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1015	111	271	1580	0	0	0	0	157	0	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1015	111	271	1580	0	0	0	0	157	0	524
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	1.00	0.83
Lanes:	1.00	2.69	0.31	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	2.00
Final Sat.:	1750	5047	552	3150	5700	1750	1750	1900	1750	3550	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.09	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.17
Crit Moves:		****		****								****
Green Time:	0.0	54.5	54.5	23.3	77.9	0.0	0.0	0.0	0.0	45.1	0.0	45.1
Volume/Cap:	0.00	0.50	0.50	0.50	0.48	0.00	0.00	0.00	0.00	0.13	0.00	0.50
Uniform Del:	0.0	30.0	30.0	50.5	16.7	0.0	0.0	0.0	0.0	31.3	0.0	35.9
IncremntDel:	0.0	0.2	0.2	0.7	0.1	0.0	0.0	0.0	0.0	0.1	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	30.2	30.2	51.2	16.8	0.0	0.0	0.0	0.0	31.4	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.2	30.2	51.2	16.8	0.0	0.0	0.0	0.0	31.4	0.0	36.3
LOS by Move:	A	C	C	D-	B	A	A	A	A	C	A	D+
HCM2k95thQ:	0	21	21	12	22	0	0	0	0	5	0	18

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

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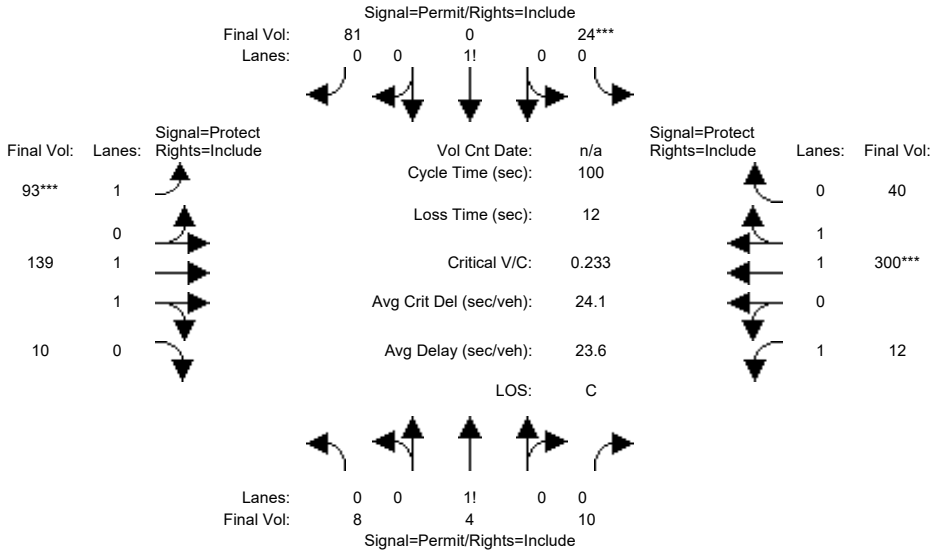
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	20
Added Vol:	0	0	0	11	0	5	61	0	0	0	4	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	10	24	0	81	93	139	10	12	300	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	4	10	24	0	81	93	139	10	12	300	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	10	24	0	81	93	139	10	12	300	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	4	10	24	0	81	93	139	10	12	300	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.36	0.18	0.46	0.23	0.00	0.77	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	636	318	795	400	0	1350	1750	3451	248	1750	3264	435
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.00	0.06	0.05	0.04	0.04	0.01	0.09	0.09
Crit Moves:				****			****				****	
Green Time:	25.8	25.8	25.8	25.8	0.0	25.8	22.8	36.6	36.6	25.6	39.4	39.4
Volume/Cap:	0.05	0.05	0.05	0.23	0.00	0.23	0.23	0.11	0.11	0.03	0.23	0.23
Delay/Veh:	28.0	28.0	28.0	29.6	0.0	29.6	31.8	21.0	21.0	27.9	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	28.0	29.6	0.0	29.6	31.8	21.0	21.0	27.9	20.3	20.3
LOS by Move:	C	C	C	C	A	C	C	C+	C+	C	C+	C+
HCM2k95thQ:	1	1	1	6	0	6	5	3	3	1	7	7

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

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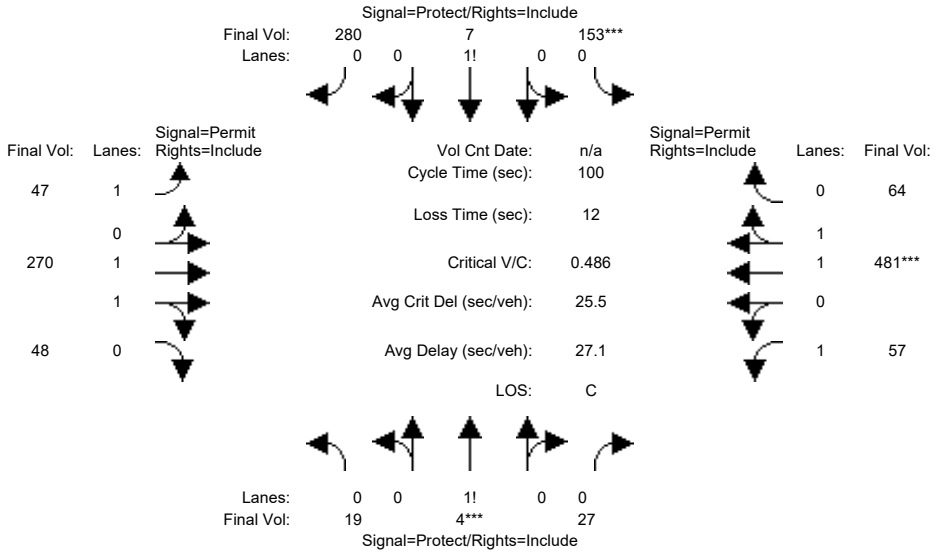
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	19	4	27	68	7	243	31	270	48	57	448	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	27	68	7	243	31	270	48	57	448	59
Added Vol:	0	0	0	85	0	37	16	0	0	0	33	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	4	27	153	7	280	47	270	48	57	481	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:	19	4	27	153	7	280	47	270	48	57	481	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	27	153	7	280	47	270	48	57	481	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:	19	4	27	153	7	280	47	270	48	57	481	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.08	0.54	0.35	0.01	0.64	1.00	1.69	0.31	1.00	1.76	0.24
Final Sat.:	665	140	945	609	28	1114	1750	3141	558	1750	3265	434
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.25	0.25	0.25	0.03	0.09	0.09	0.03	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	16.8	10.0	10.0	49.2	42.3	42.3	28.8	28.8	28.8	28.8	28.8	28.8
Volume/Cap:	0.17	0.29	0.29	0.51	0.59	0.59	0.09	0.30	0.30	0.11	0.51	0.51
Uniform Del:	35.6	41.7	41.7	17.2	22.2	22.2	26.0	27.7	27.7	26.2	29.7	29.7
IncremntDel:	0.3	0.9	0.9	0.5	1.3	1.3	0.1	0.2	0.2	0.1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.9	42.6	42.6	17.8	23.5	23.5	26.1	27.9	27.9	26.3	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	42.6	42.6	17.8	23.5	23.5	26.1	27.9	27.9	26.3	30.1	30.1
LOS by Move:	D+	D	D	B	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	4	4	19	21	21	2	7	7	3	13	13

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

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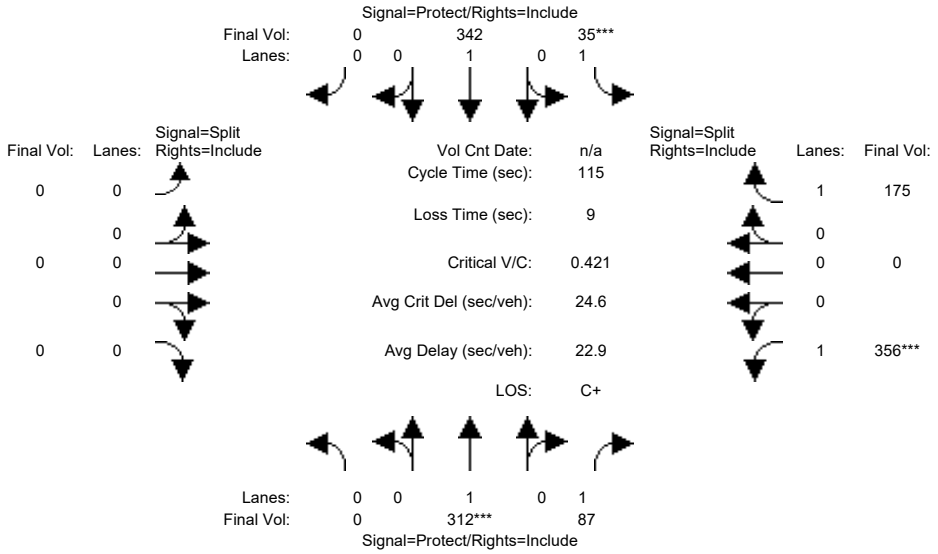
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	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	311	86	35	335	0	0	0	0	349	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	86	35	335	0	0	0	0	349	0	175
Added Vol:	0	1	1	0	7	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	312	87	35	342	0	0	0	0	356	0	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	312	87	35	342	0	0	0	0	356	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	312	87	35	342	0	0	0	0	356	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	312	87	35	342	0	0	0	0	356	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.16	0.05	0.02	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	44.2	44.2	7.0	51.2	0.0	0.0	0.0	0.0	54.8	0.0	54.8
Volume/Cap:	0.00	0.43	0.13	0.33	0.40	0.00	0.00	0.00	0.00	0.43	0.00	0.21
Delay/Veh:	0.0	26.5	23.0	53.6	21.9	0.0	0.0	0.0	0.0	20.1	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.5	23.0	53.6	21.9	0.0	0.0	0.0	0.0	20.1	0.0	17.6
LOS by Move:	A	C	C	D-	C+	A	A	A	A	C+	A	B
HCM2k95thQ:	0	15	4	3	15	0	0	0	0	17	0	8

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

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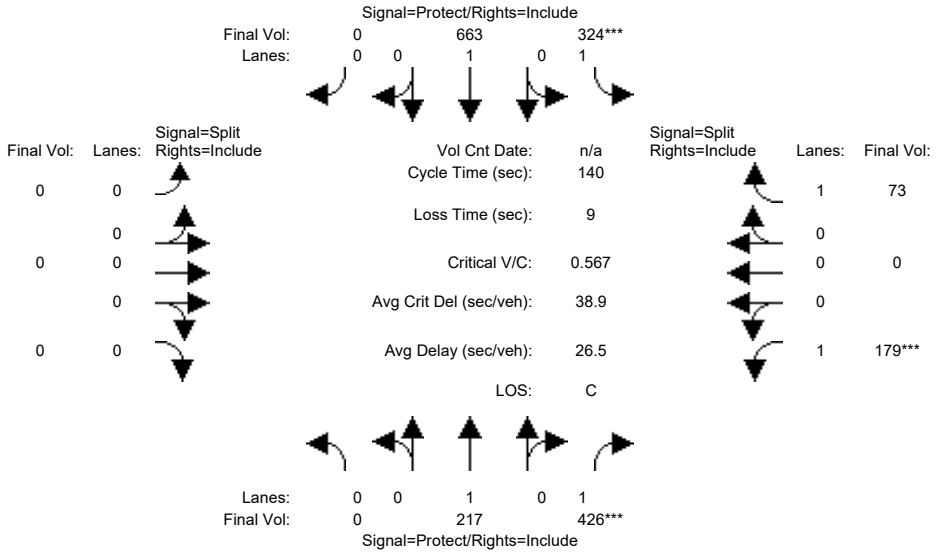
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	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	209	418	324	661	0	0	0	0	177	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	209	418	324	661	0	0	0	0	177	0	73
Added Vol:	0	8	8	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	217	426	324	663	0	0	0	0	179	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	217	426	324	663	0	0	0	0	179	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	426	324	663	0	0	0	0	179	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	217	426	324	663	0	0	0	0	179	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.24	0.19	0.35	0.00	0.00	0.00	0.00	0.10	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	60.1	60.1	45.7	106	0.0	0.0	0.0	0.0	25.2	0.0	25.2
Volume/Cap:	0.00	0.27	0.57	0.57	0.46	0.00	0.00	0.00	0.00	0.57	0.00	0.23
Uniform Del:	0.0	25.8	30.2	39.0	6.4	0.0	0.0	0.0	0.0	52.4	0.0	49.1
IncremntDel:	0.0	0.2	1.0	1.3	0.2	0.0	0.0	0.0	0.0	2.4	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	25.9	31.2	40.3	6.7	0.0	0.0	0.0	0.0	54.8	0.0	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.9	31.2	40.3	6.7	0.0	0.0	0.0	0.0	54.8	0.0	49.5
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	11	26	23	19	0	0	0	0	15	0	6

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

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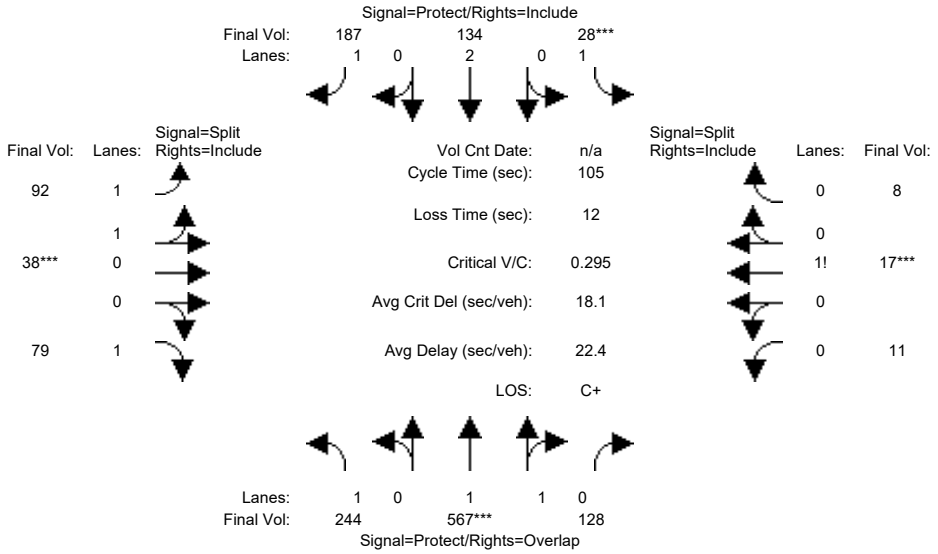
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	567	128	28	134	172	90	38	70	11	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	567	128	28	134	172	90	38	70	11	17	8
Added Vol:	71	0	0	0	0	15	2	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	567	128	28	134	187	92	38	79	11	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	567	128	28	134	187	92	38	79	11	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	567	128	28	134	187	92	38	79	11	17	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	567	128	28	134	187	92	38	79	11	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.42	0.58	1.00	0.31	0.47	0.22
Final Sat.:	1750	3018	681	1750	3800	1750	2512	1038	1750	535	826	389
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.02	0.04	0.11	0.04	0.04	0.05	0.02	0.02	0.02
Crit Moves:		****		****				****			****	
Green Time:	38.7	61.3	71.3	7.0	29.6	29.6	14.7	14.7	14.7	10.0	10.0	10.0
Volume/Cap:	0.38	0.32	0.28	0.24	0.12	0.38	0.26	0.26	0.32	0.22	0.22	0.22
Delay/Veh:	24.7	11.3	6.7	47.5	28.1	30.8	40.6	40.6	41.4	44.5	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:	24.7	11.3	6.7	47.5	28.1	30.8	40.6	40.6	41.4	44.5	44.5	44.5
LOS by Move:	C	B+	A	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	11	9	2	3	10	4	4	5	3	3	3

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

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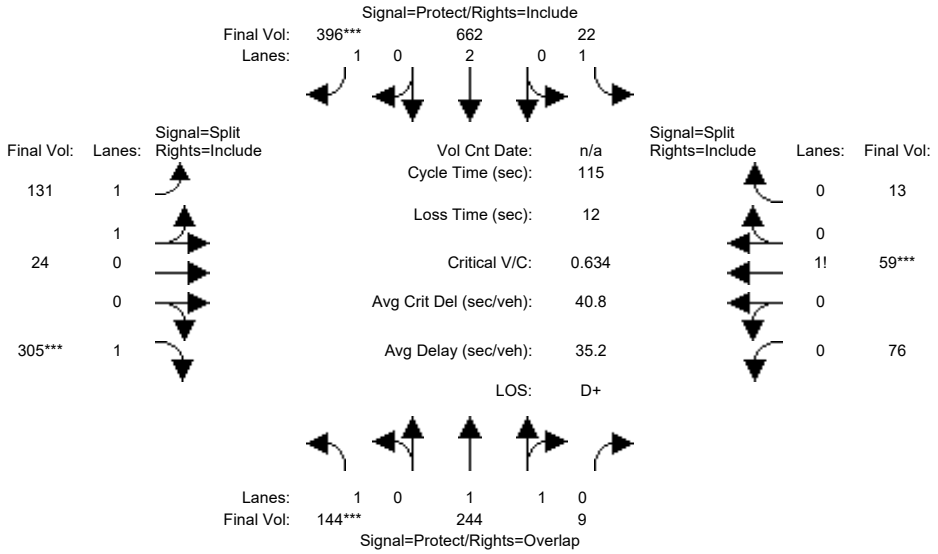
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	244	9	22	662	392	116	24	236	76	59	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	244	9	22	662	392	116	24	236	76	59	13
Added Vol:	18	0	0	0	0	4	15	0	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	244	9	22	662	396	131	24	305	76	59	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	244	9	22	662	396	131	24	305	76	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	244	9	22	662	396	131	24	305	76	59	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	244	9	22	662	396	131	24	305	76	59	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.69	0.31	1.00	0.51	0.40	0.09
Final Sat.:	1750	3568	132	1750	3800	1750	3000	550	1750	899	698	154
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.17	0.23	0.04	0.04	0.17	0.08	0.08	0.08
Crit Moves:	****					****			****		****	
Green Time:	14.9	32.9	48.3	23.1	41.1	41.1	31.6	31.6	31.6	15.4	15.4	15.4
Volume/Cap:	0.63	0.24	0.16	0.06	0.49	0.63	0.16	0.16	0.63	0.63	0.63	0.63
Uniform Del:	47.4	31.4	20.8	37.2	28.8	30.7	31.6	31.6	36.6	47.2	47.2	47.2
IncremntDel:	5.7	0.1	0.0	0.1	0.3	2.1	0.1	0.1	2.8	5.6	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:	53.2	31.5	20.8	37.3	29.1	32.8	31.7	31.7	39.3	52.7	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	31.5	20.8	37.3	29.1	32.8	31.7	31.7	39.3	52.7	52.7	52.7
LOS by Move:	D-	C	C+	D+	C	C-	C	C	D	D-	D-	D-
HCM2k95thQ:	10	7	5	1	16	22	4	4	19	12	12	12

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

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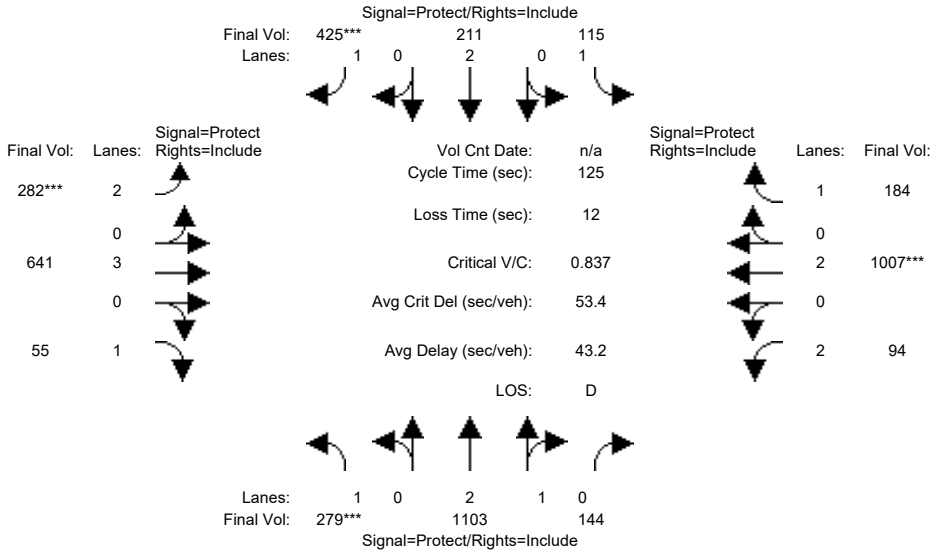
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	1099	140	115	210	423	267	641	55	94	1007	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:	279	1099	140	115	210	423	267	641	55	94	1007	184
Added Vol:	0	4	4	0	1	2	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1103	144	115	211	425	282	641	55	94	1007	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:	279	1103	144	115	211	425	282	641	55	94	1007	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1103	144	115	211	425	282	641	55	94	1007	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:	279	1103	144	115	211	425	282	641	55	94	1007	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.64	0.36	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4952	647	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.22	0.07	0.06	0.24	0.09	0.11	0.03	0.03	0.27	0.11
Crit Moves:	****					****	****				****	
Green Time:	23.8	46.4	46.4	13.7	36.3	36.3	13.4	35.3	35.3	17.6	39.6	39.6
Volume/Cap:	0.84	0.60	0.60	0.60	0.19	0.84	0.84	0.40	0.11	0.21	0.84	0.33
Delay/Veh:	65.5	32.3	32.3	58.3	33.4	53.2	71.3	36.4	33.3	47.8	45.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	32.3	32.3	58.3	33.4	53.2	71.3	36.4	33.3	47.8	45.0	33.0
LOS by Move:	E	C-	C-	E+	C-	D-	E	D+	C-	D	D	C-
HCM2k95thQ:	24	24	24	9	6	30	16	13	3	4	32	11

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

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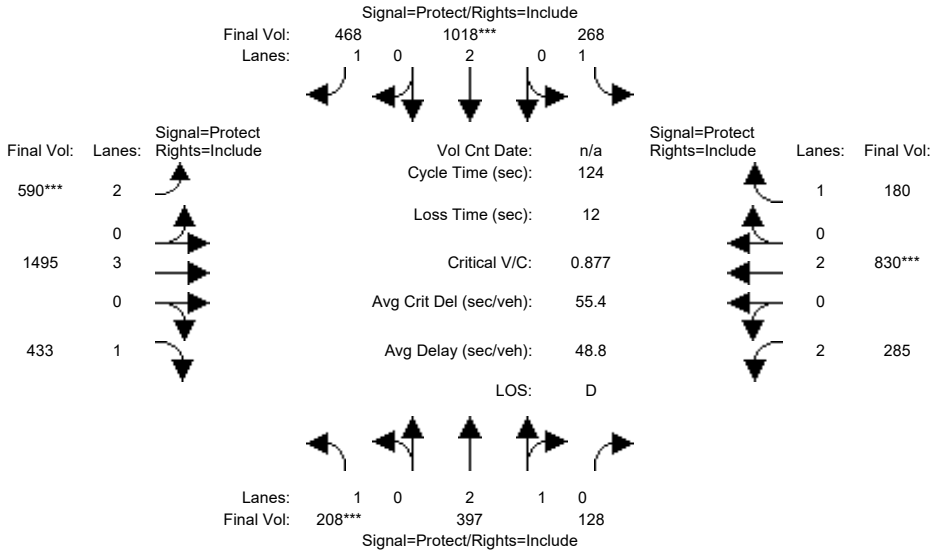
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	396	127	268	1010	453	586	1495	433	285	830	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	396	127	268	1010	453	586	1495	433	285	830	180
Added Vol:	0	1	1	0	8	15	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	397	128	268	1018	468	590	1495	433	285	830	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	397	128	268	1018	468	590	1495	433	285	830	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	397	128	268	1018	468	590	1495	433	285	830	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	397	128	268	1018	468	590	1495	433	285	830	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.24	0.76	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4233	1365	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.15	0.27	0.27	0.19	0.26	0.25	0.09	0.22	0.10
Crit Moves:	****				****		****				****	
Green Time:	16.8	20.8	20.8	33.9	37.9	37.9	26.5	42.6	42.6	14.7	30.9	30.9
Volume/Cap:	0.88	0.56	0.56	0.56	0.88	0.88	0.88	0.76	0.72	0.76	0.88	0.41
Uniform Del:	52.6	47.4	47.4	38.7	40.9	40.8	47.2	36.2	35.5	53.0	44.7	39.0
IncremntDel:	28.7	0.8	0.8	1.5	7.8	15.0	12.5	1.8	4.2	9.0	9.4	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:	81.3	48.2	48.2	40.2	48.7	55.9	59.7	38.0	39.7	61.9	54.1	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	48.2	48.2	40.2	48.7	55.9	59.7	38.0	39.7	61.9	54.1	39.6
LOS by Move:	F	D	D	D	D	E+	E+	D+	D	E	D-	D
HCM2k95thQ:	21	13	13	17	33	33	28	31	29	13	28	11

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

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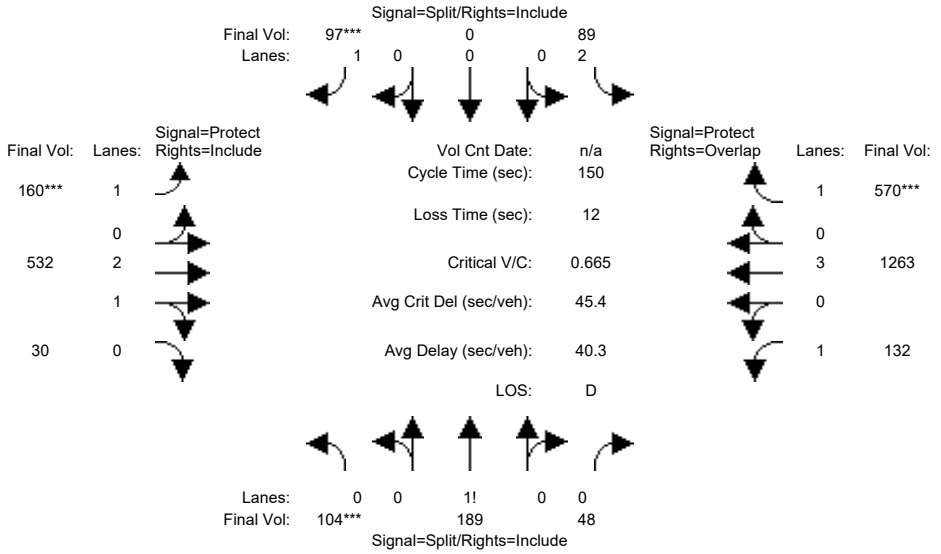
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	189	48	80	0	97	156	532	30	132	1263	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	189	48	80	0	97	156	532	30	132	1263	503
Added Vol:	0	0	0	9	0	0	4	0	0	0	0	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	189	48	89	0	97	160	532	30	132	1263	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	189	48	89	0	97	160	532	30	132	1263	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	189	48	89	0	97	160	532	30	132	1263	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	189	48	89	0	97	160	532	30	132	1263	570
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:	0.30	0.56	0.14	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	534	970	246	3150	0	1750	1750	5301	299	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.03	0.00	0.06	0.09	0.10	0.10	0.08	0.22	0.33
Crit Moves:	****					****	****					****
Green Time:	43.3	43.3	43.3	12.5	0.0	12.5	20.3	47.0	47.0	35.3	61.9	74.4
Volume/Cap:	0.68	0.68	0.68	0.34	0.00	0.67	0.68	0.32	0.32	0.32	0.54	0.66
Delay/Veh:	50.8	50.8	50.8	65.6	0.0	77.8	69.3	39.4	39.4	47.9	33.4	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	50.8	50.8	65.6	0.0	77.8	69.3	39.4	39.4	47.9	33.4	30.1
LOS by Move:	D	D	D	E	A	E-	E	D	D	D	C-	C
HCM2k95thQ:	27	27	27	5	0	9	14	12	12	10	24	33

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

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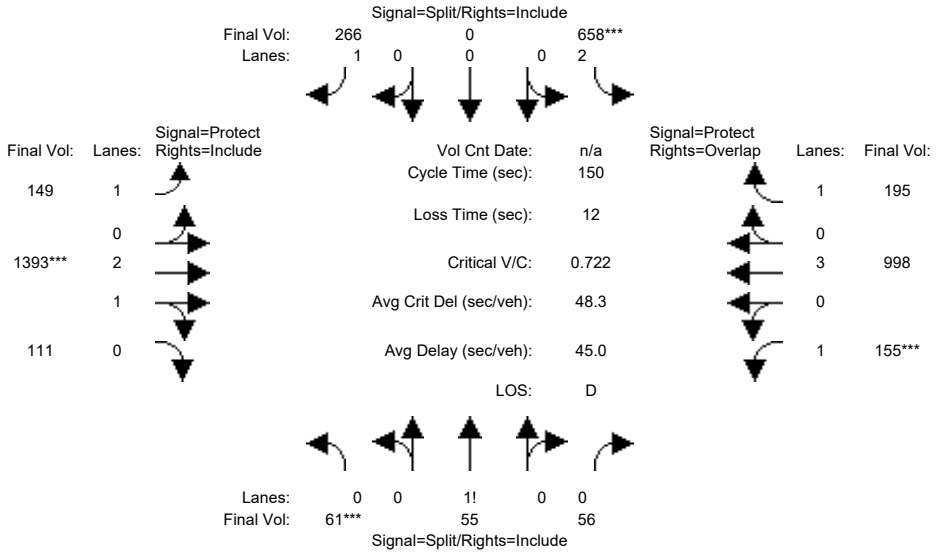
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	55	56	589	0	266	148	1393	111	155	998	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	55	56	589	0	266	148	1393	111	155	998	178
Added Vol:	0	0	0	69	0	0	1	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	55	56	658	0	266	149	1393	111	155	998	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	55	56	658	0	266	149	1393	111	155	998	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	55	56	658	0	266	149	1393	111	155	998	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	55	56	658	0	266	149	1393	111	155	998	195
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	0.99	0.95	0.92	1.00	0.92
Lanes:	0.35	0.32	0.33	2.00	0.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	621	560	570	3150	0	1750	1750	5186	413	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.00	0.15	0.09	0.27	0.27	0.09	0.18	0.11
Crit Moves:	****			****				****		****		
Green Time:	20.4	20.4	20.4	43.4	0.0	43.4	24.3	55.8	55.8	18.4	49.9	93.3
Volume/Cap:	0.72	0.72	0.72	0.72	0.00	0.53	0.53	0.72	0.72	0.72	0.53	0.18
Uniform Del:	62.1	62.1	62.1	47.9	0.0	44.7	57.6	40.4	40.4	63.3	40.5	12.1
IncremntDel:	10.4	10.4	10.4	2.9	0.0	1.0	1.8	1.3	1.3	11.4	0.3	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.4	72.4	72.4	50.8	0.0	45.7	59.4	41.7	41.7	74.7	40.7	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	72.4	72.4	50.8	0.0	45.7	59.4	41.7	41.7	74.7	40.7	12.1
LOS by Move:	E	E	E	D	A	D	E+	D	D	E	D	B
HCM2k95thQ:	18	18	18	28	0	20	12	33	33	14	22	8

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

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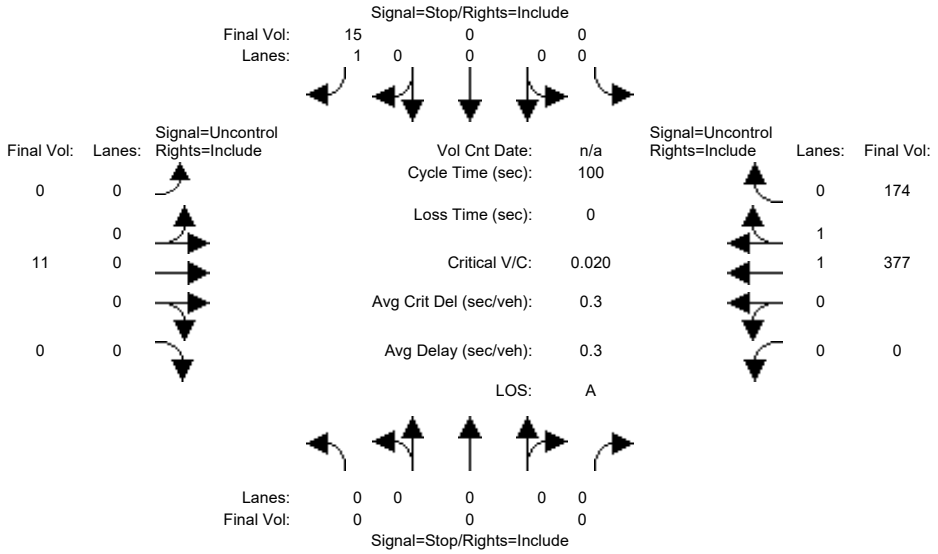
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	11	0	0	0	0	357	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	0	0	0	0	11	0	0	0	0	357	109
Added Vol:	0	0	0	0	0	4	0	11	0	0	20	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	15	0	11	0	0	377	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	0	11	0	0	377	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	15	0	11	0	0	377	174
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	276	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	768	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	768	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
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			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	15	0	11	0	0	377	174
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		

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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=577]
FAIL - Total volume less than 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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	15	0	11	0	0	377	174

Major Street Volume: 562
Minor Approach Volume: 15
Minor Approach Volume Threshold: 483

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.

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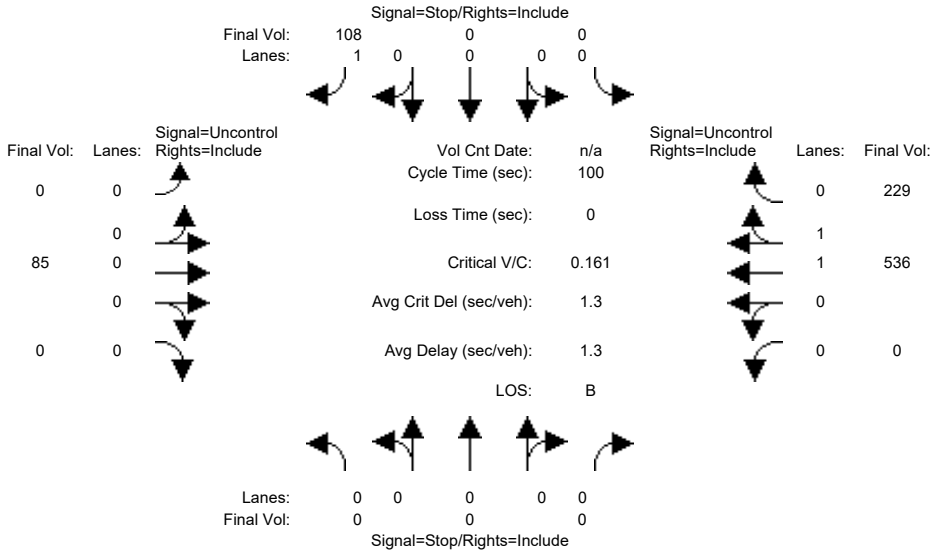
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	75	0	0	0	0	531	212
Growth Adj:	1.00	1.00	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	75	0	0	0	0	531	212
Added Vol:	0	0	0	0	0	33	0	85	0	0	5	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	108	0	85	0	0	536	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	108	0	85	0	0	536	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	108	0	85	0	0	536	229
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	669	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	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	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			11.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	108	0	85	0	0	536	229
ApproachDel:	xxxxxx			11.4			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=108]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=958]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	108	0	85	0	0	536	229

Major Street Volume: 850
Minor Approach Volume: 108
Minor Approach Volume Threshold: 341

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.

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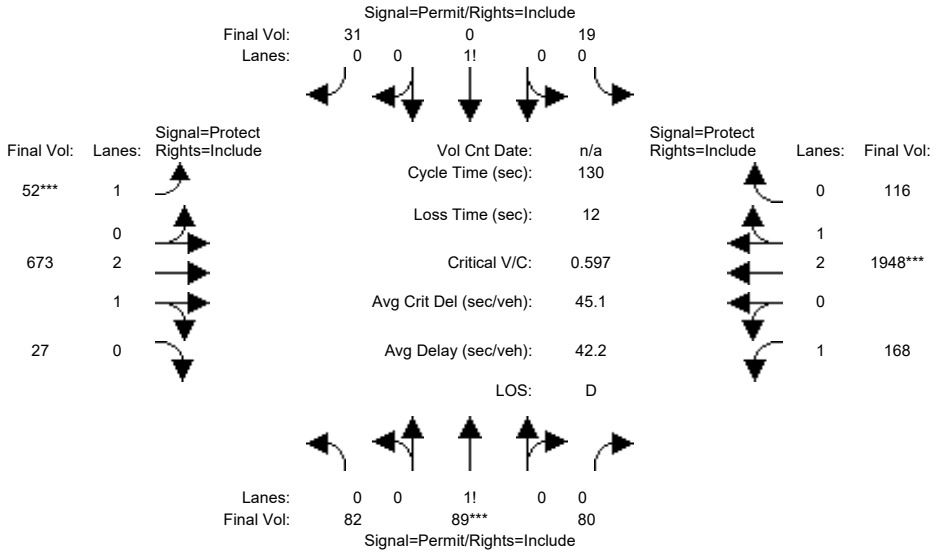
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	89	80	19	0	31	52	664	27	168	1881	116
Growth Adj:	1.00	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	89	80	19	0	31	52	664	27	168	1881	116
Added Vol:	0	0	0	0	0	0	0	9	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	89	80	19	0	31	52	673	27	168	1948	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:	82	89	80	19	0	31	52	673	27	168	1948	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	89	80	19	0	31	52	673	27	168	1948	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:	82	89	80	19	0	31	52	673	27	168	1948	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.33	0.35	0.32	0.38	0.00	0.62	1.00	2.88	0.12	1.00	2.83	0.17
Final Sat.:	572	621	558	665	0	1085	1750	5384	216	1750	5285	315
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.03	0.00	0.03	0.03	0.13	0.13	0.10	0.37	0.37
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.40	0.40	0.40	0.08	0.00	0.08	0.19	0.37	0.37	0.47	0.94	0.94
Delay/Veh:	31.3	31.3	31.3	27.3	0.0	27.3	48.3	32.2	32.2	46.6	46.7	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	27.3	0.0	27.3	48.3	32.2	32.2	46.6	46.7	46.7
LOS by Move:	C	C	C	C	A	C	D	C-	C-	D	D	D
HCM2k95thQ:	15	15	15	3	0	3	4	13	13	11	42	42

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

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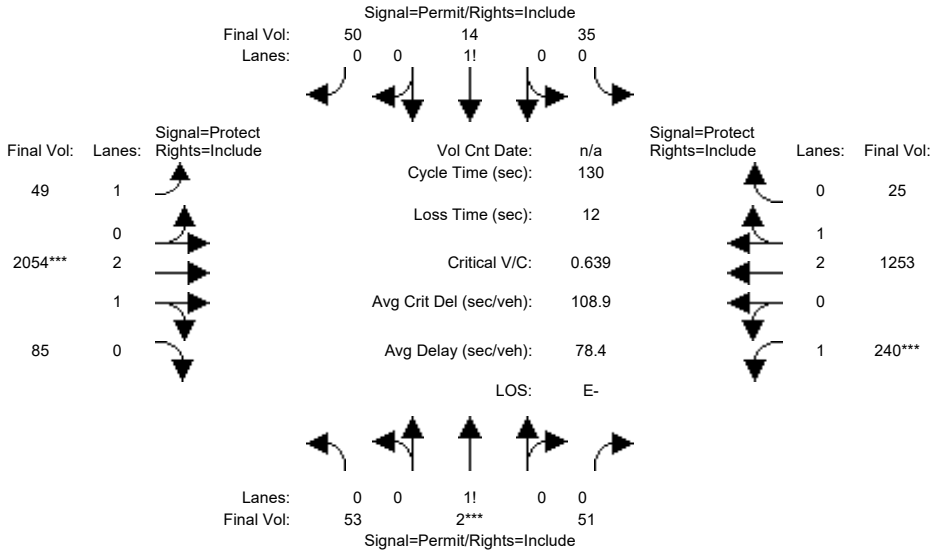
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Added Vol:	0	0	0	0	0	0	0	69	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	2	51	35	14	50	49	2054	85	240	1253	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:	53	2	51	35	14	50	49	2054	85	240	1253	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2	51	35	14	50	49	2054	85	240	1253	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:	53	2	51	35	14	50	49	2054	85	240	1253	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.02	0.48	0.35	0.14	0.51	1.00	2.88	0.12	1.00	2.94	0.06
Final Sat.:	875	33	842	619	247	884	1750	5377	223	1750	5490	110
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.03	0.38	0.38	0.14	0.23	0.23
Crit Moves:		****						****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.17	0.17	0.17	0.16	0.16	0.16	0.31	1.15	1.15	0.59	0.48	0.48
Uniform Del:	29.6	29.6	29.6	29.5	29.5	29.5	55.4	43.5	43.5	44.6	23.5	23.5
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	1.1	76.3	76.3	2.4	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:	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:	29.7	29.7	29.7	29.6	29.6	29.6	56.6	120	119.8	47.0	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	29.6	29.6	29.6	56.6	120	119.8	47.0	23.6	23.6
LOS by Move:	C	C	C	C	C	C	E+	F	F	D	C	C
HCM2k95thQ:	6	6	6	6	6	6	4	64	64	16	20	20

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

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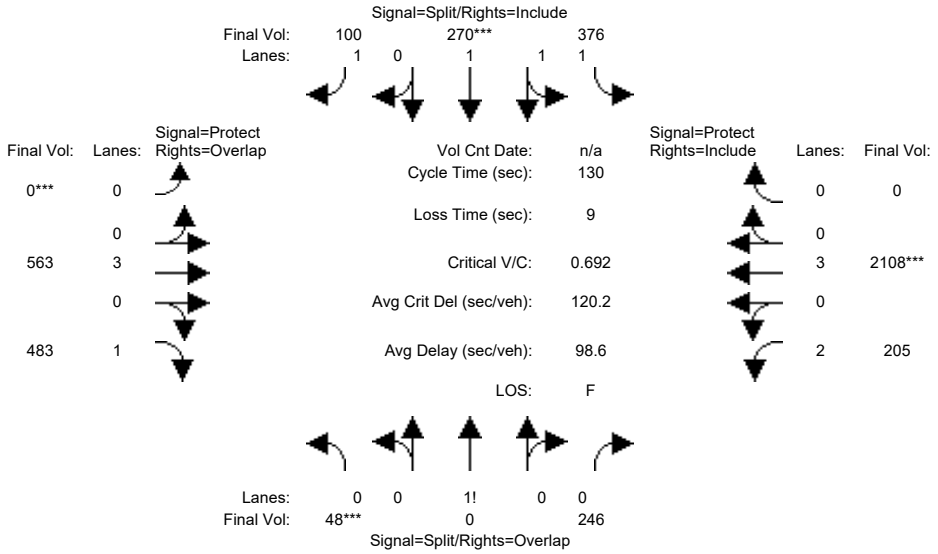
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	91	0	560	477	205	2050	0
Added Vol:	0	0	0	0	0	9	0	3	6	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	246	376	270	100	0	563	483	205	2108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	100	0	563	483	205	2108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	100	0	563	483	205	2108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	100	0	563	483	205	2108	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	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.06	0.00	0.10	0.28	0.07	0.37	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.18	0.00	0.55	0.56	0.50	1.19	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	43.3	0.0	66.5	31.7	72.6	153	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	43.3	0.0	66.5	31.7	72.6	153	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C	E	F	A
HCM2k95thQ:	25	0	20	17	17	8	0	17	33	13	82	0

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

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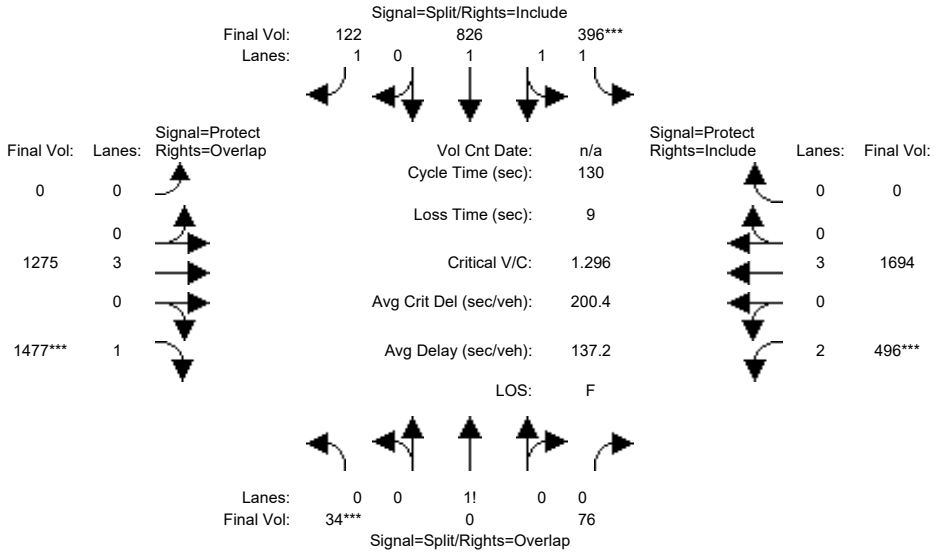
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	120	0	1252	1431	496	1679	0
Growth Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	0
Added Vol:	0	0	0	0	0	2	0	23	46	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	76	396	826	122	0	1275	1477	496	1694	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	122	0	1275	1477	496	1694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	122	0	1275	1477	496	1694	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	122	0	1275	1477	496	1694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.22	0.84	0.16	0.30	0.00
Crit Moves:	****			****					****	****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.24	0.00	1.03	1.70	0.96	0.78	0.00
Uniform Del:	47.2	0.0	28.2	56.2	55.6	46.8	0.0	67.0	43.0	71.0	46.7	0.0
IncremntDel:	0.2	0.0	0.1	2.8	2.1	0.3	0.0	34.7	319.0	30.0	1.9	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:	47.4	0.0	28.2	59.1	57.7	47.0	0.0	102	362.0	101.0	48.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.0	0.0	102	362.0	101.0	48.7	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D	A
HCM2k95thQ:	9	0	7	37	35	10	0	38	238	33	44	0

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

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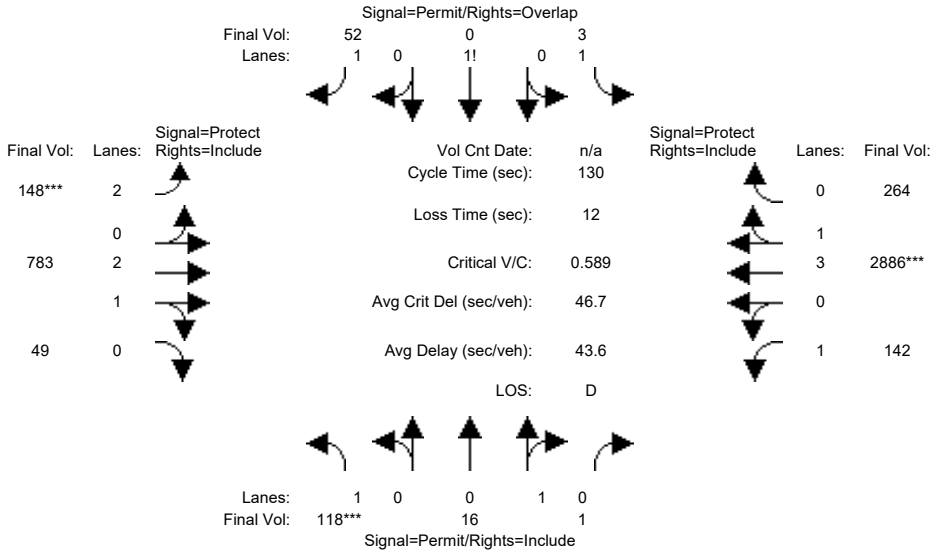
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	16	1	3	0	52	148	780	49	142	2828	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	16	1	3	0	52	148	780	49	142	2828	264
Added Vol:	0	0	0	0	0	0	0	3	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	16	1	3	0	52	148	783	49	142	2886	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	16	1	3	0	52	148	783	49	142	2886	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	16	1	3	0	52	148	783	49	142	2886	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	16	1	3	0	52	148	783	49	142	2886	264
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.94	0.06	1.06	0.00	1.94	2.00	2.82	0.18	1.00	3.65	0.35
Final Sat.:	1750	1694	106	1848	0	3499	3150	5270	330	1750	6870	628
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.00	0.00	0.01	0.05	0.15	0.15	0.08	0.42	0.42
Crit Moves:	****						****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	62.0	15.0	45.3	45.3	25.7	56.0	56.0
Volume/Cap:	0.19	0.03	0.03	0.00	0.00	0.03	0.41	0.43	0.43	0.41	0.98	0.98
Delay/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.1	32.6	32.6	46.3	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.1	32.6	32.6	46.3	47.0	47.0
LOS by Move:	C	C	C	C	A	B-	D-	C-	C-	D	D	D
HCM2k95thQ:	7	1	1	0	0	1	7	16	16	10	54	54

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

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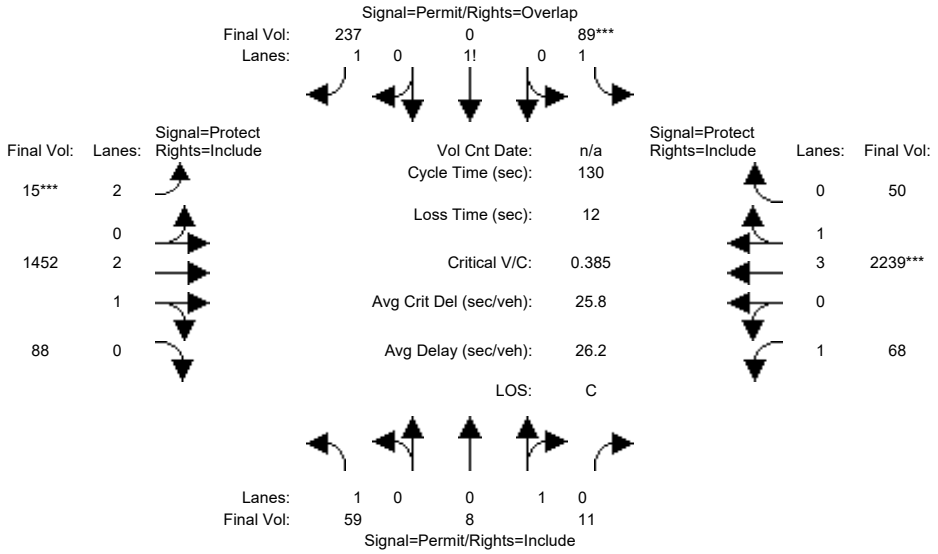
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	11	89	0	237	15	1429	88	68	2224	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:	59	8	11	89	0	237	15	1429	88	68	2224	50
Added Vol:	0	0	0	0	0	0	0	23	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	8	11	89	0	237	15	1452	88	68	2239	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:	59	8	11	89	0	237	15	1452	88	68	2239	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	11	89	0	237	15	1452	88	68	2239	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	11	89	0	237	15	1452	88	68	2239	50
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.28	0.00	1.72	2.00	2.82	0.18	1.00	3.91	0.09
Final Sat.:	1750	758	1042	2238	0	3098	3150	5280	320	1750	7336	164
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.00	0.08	0.00	0.28	0.28	0.04	0.31	0.31
Crit Moves:				****			****				****	
Green Time:	45.0	45.0	45.0	45.0	0.0	55.0	10.0	60.3	60.3	12.7	63.0	63.0
Volume/Cap:	0.10	0.03	0.03	0.11	0.00	0.18	0.06	0.59	0.59	0.40	0.63	0.63
Uniform Del:	28.8	28.1	28.1	28.9	0.0	23.4	55.6	25.8	25.8	55.1	24.8	24.8
IncremntDel:	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.4	1.5	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:	28.8	28.1	28.1	29.0	0.0	23.5	55.8	26.1	26.1	56.6	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	55.8	26.1	26.1	56.6	25.2	25.2
LOS by Move:	C	C	C	C	A	C	E+	C	C	E+	C	C
HCM2k95thQ:	3	1	1	4	0	7	1	27	27	5	28	28

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

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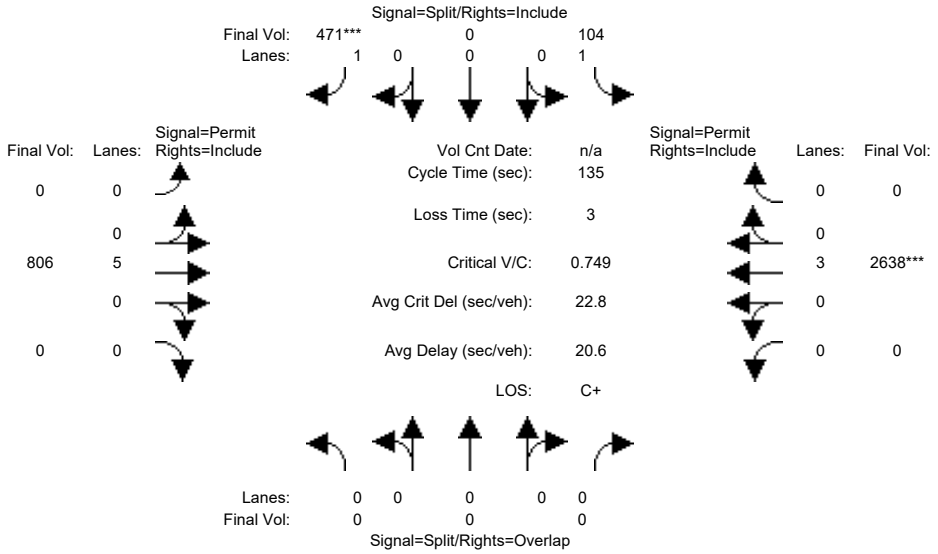
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp						Stevens Creek Blvd					
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	104	0	464	0	803	0	0	2587	0
Growth Adj:	1.00	1.00	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	104	0	464	0	803	0	0	2587	0
Added Vol:	0	0	0	0	0	7	0	3	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	0	471	0	806	0	0	2638	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	104	0	471	0	806	0	0	2638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	471	0	806	0	0	2638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	104	0	471	0	806	0	0	2638	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.27	0.00	0.08	0.00	0.00	0.46	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	48.5	0.0	48.5	0.0	83.5	0.0	0.0	83.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.75	0.00	0.14	0.00	0.00	0.75	0.00
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	42.8	0.0	10.8	0.0	0.0	19.2	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	29.6	0.0	42.8	0.0	10.8	0.0	0.0	19.2	0.0
LOS by Move:	A	A	A	C	A	D	A	B+	A	A	B-	A
HCM2k95thQ:	0	0	0	6	0	33	0	5	0	0	42	0

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

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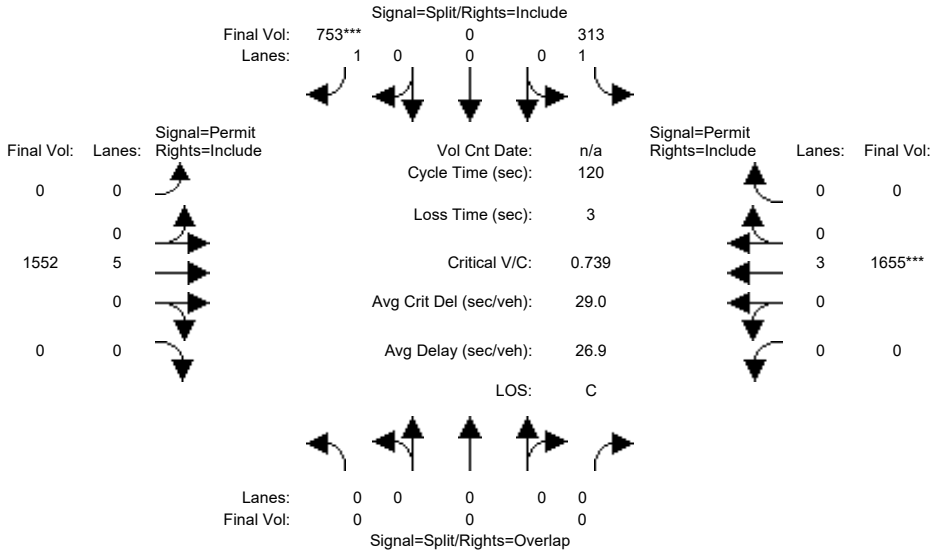
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp						Stevens Creek Blvd					
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	313	0	751	0	1529	0	0	1642	0
Growth Adj:	1.00	1.00	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	313	0	751	0	1529	0	0	1642	0
Added Vol:	0	0	0	0	0	2	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	313	0	753	0	1552	0	0	1655	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	313	0	753	0	1552	0	0	1655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	753	0	1552	0	0	1655	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	313	0	753	0	1552	0	0	1655	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.18	0.00	0.43	0.00	0.16	0.00	0.00	0.29	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	69.9	0.0	69.9	0.0	47.1	0.0	0.0	47.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.74	0.00	0.42	0.00	0.00	0.74	0.00
Uniform Del:	0.0	0.0	0.0	12.8	0.0	18.4	0.0	26.4	0.0	0.0	31.2	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	2.9	0.0	0.1	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	12.9	0.0	21.3	0.0	26.5	0.0	0.0	32.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	21.3	0.0	26.5	0.0	0.0	32.5	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C-	A
HCM2k95thQ:	0	0	0	12	0	38	0	15	0	0	30	0

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

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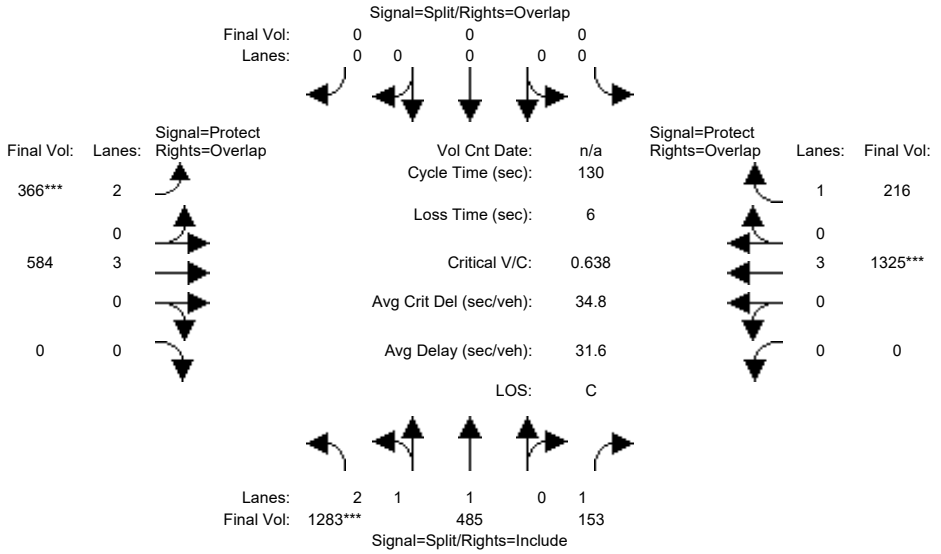
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
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:	1246	485	153	0	0	0	365	582	0	0	1310	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1246	485	153	0	0	0	365	582	0	0	1310	216
Added Vol:	37	0	0	0	0	0	1	2	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1283	485	153	0	0	0	366	584	0	0	1325	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1283	485	153	0	0	0	366	584	0	0	1325	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1283	485	153	0	0	0	366	584	0	0	1325	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1283	485	153	0	0	0	366	584	0	0	1325	216
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.:	4935	1891	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.09	0.00	0.00	0.00	0.12	0.10	0.00	0.00	0.23	0.12
Crit Moves:	****						****				****	
Green Time:	53.0	53.0	53.0	0.0	0.0	0.0	23.7	71.0	0.0	0.0	47.4	47.4
Volume/Cap:	0.64	0.63	0.21	0.00	0.00	0.00	0.64	0.19	0.00	0.00	0.64	0.34
Delay/Veh:	31.3	31.2	25.2	0.0	0.0	0.0	51.6	14.9	0.0	0.0	34.9	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:	31.3	31.2	25.2	0.0	0.0	0.0	51.6	14.9	0.0	0.0	34.9	30.3
LOS by Move:	C	C	C	A	A	A	D-	B	A	A	C-	C
HCM2k95thQ:	28	27	8	0	0	0	15	7	0	0	26	13

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

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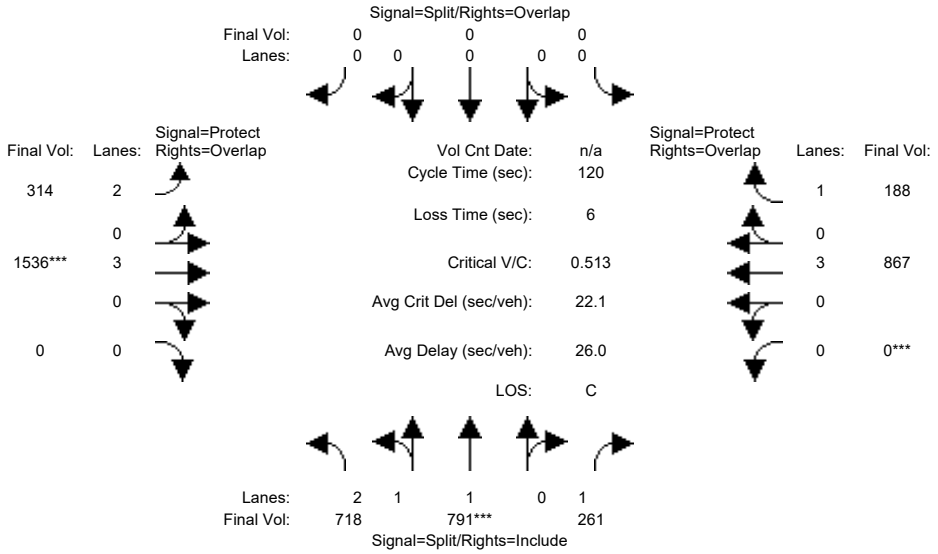
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	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:	708	791	261	0	0	0	306	1521	0	0	863	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	791	261	0	0	0	306	1521	0	0	863	188
Added Vol:	10	0	0	0	0	0	8	15	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	718	791	261	0	0	0	314	1536	0	0	867	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	718	791	261	0	0	0	314	1536	0	0	867	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	718	791	261	0	0	0	314	1536	0	0	867	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	718	791	261	0	0	0	314	1536	0	0	867	188
Saturation 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.09	1.91	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3293	3628	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.15	0.00	0.00	0.00	0.10	0.27	0.00	0.00	0.15	0.11
Crit Moves:		****						****		****		
Green Time:	51.0	51.0	51.0	0.0	0.0	0.0	24.9	63.0	0.0	0.0	38.1	38.1
Volume/Cap:	0.51	0.51	0.35	0.00	0.00	0.00	0.48	0.51	0.00	0.00	0.48	0.34
Uniform Del:	25.4	25.4	23.3	0.0	0.0	0.0	41.8	18.5	0.0	0.0	33.0	31.3
IncremntDel:	0.2	0.2	0.3	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.5	25.5	23.6	0.0	0.0	0.0	42.4	18.7	0.0	0.0	33.2	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:	25.5	25.5	23.6	0.0	0.0	0.0	42.4	18.7	0.0	0.0	33.2	31.7
LOS by Move:	C	C	C	A	A	A	D	B-	A	A	C-	C
HCM2k95thQ:	20	20	13	0	0	0	11	21	0	0	16	11

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

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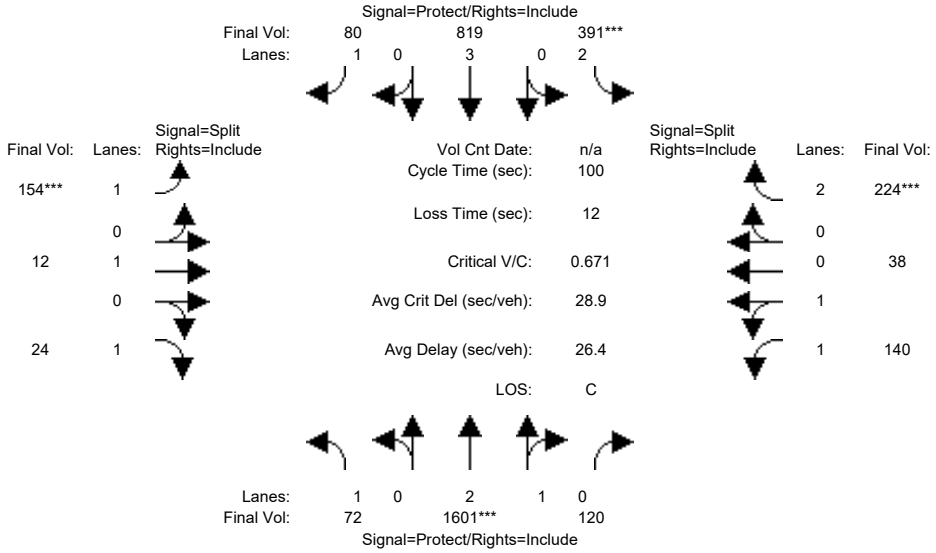
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1430	52	169	737	0	0	0	0	63	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	52	169	737	0	0	0	0	63	0	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	72	171	68	222	82	80	154	12	24	77	38	36
Initial Fut:	72	1601	120	391	819	80	154	12	24	140	38	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1601	120	391	819	80	154	12	24	140	38	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1601	120	391	819	80	154	12	24	140	38	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1601	120	391	819	80	154	12	24	140	38	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.78	0.22	2.00	3.00	1.00	1.00	1.00	1.00	1.58	0.42	2.00
Final Sat.:	1750	5209	390	3150	5700	1750	1750	1900	1750	2792	758	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.12	0.14	0.05	0.09	0.01	0.01	0.05	0.05	0.07
Crit Moves:		****		****			****					****
Green Time:	14.3	45.8	45.8	18.5	50.0	50.0	13.1	13.1	13.1	10.6	10.6	10.6
Volume/Cap:	0.29	0.67	0.67	0.67	0.29	0.09	0.67	0.05	0.10	0.47	0.47	0.67
Delay/Veh:	38.9	21.9	21.9	41.0	14.7	13.2	48.9	38.1	38.5	43.0	43.0	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	21.9	21.9	41.0	14.7	13.2	48.9	38.1	38.5	43.0	43.0	48.3
LOS by Move:	D+	C+	C+	D	B	B	D	D+	D+	D	D	D
HCM2k95thQ:	4	24	24	13	9	3	12	1	2	6	6	8

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

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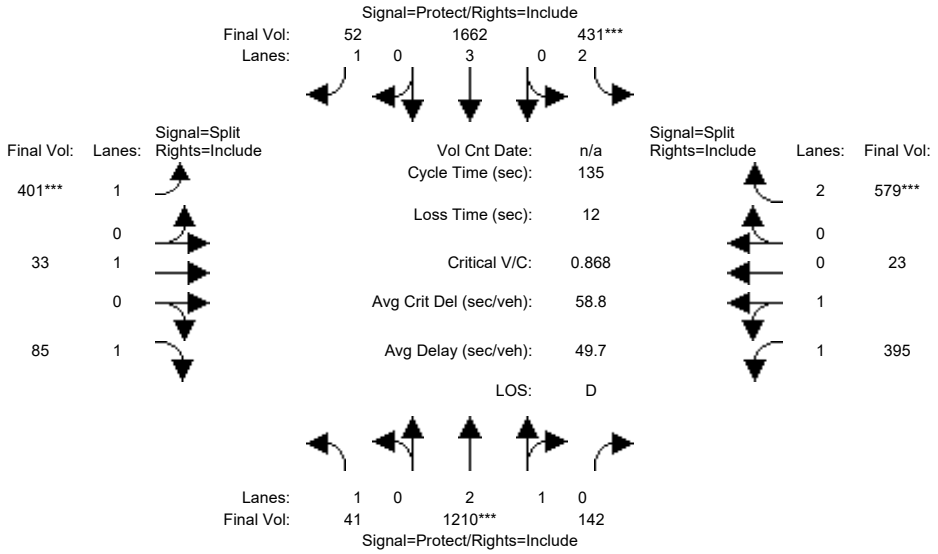
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1015	106	260	1580	0	0	0	0	134	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1015	106	260	1580	0	0	0	0	134	0	478
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	41	195	36	171	82	52	401	33	85	261	23	101
Initial Fut:	41	1210	142	431	1662	52	401	33	85	395	23	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	142	431	1662	52	401	33	85	395	23	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1210	142	431	1662	52	401	33	85	395	23	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1210	142	431	1662	52	401	33	85	395	23	579
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	2.67	0.33	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5011	588	3150	5700	1750	1750	1900	1750	3355	195	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.14	0.29	0.03	0.23	0.02	0.05	0.12	0.12	0.18
Crit Moves:		****		****			****					****
Green Time:	4.4	37.5	37.5	21.3	54.4	54.4	35.6	35.6	35.6	28.6	28.6	28.6
Volume/Cap:	0.72	0.87	0.87	0.87	0.72	0.07	0.87	0.07	0.18	0.56	0.56	0.87
Delay/Veh:	101.4	51.9	51.9	70.6	35.1	24.8	63.4	37.3	38.6	48.5	48.5	63.1
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:	101.4	51.9	51.9	70.6	35.1	24.8	63.4	37.3	38.6	48.5	48.5	63.1
LOS by Move:	F	D-	D-	E	D+	C	E	D+	D+	D	D	E
HCM2k95thQ:	4	31	31	21	33	3	34	2	6	15	15	26

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

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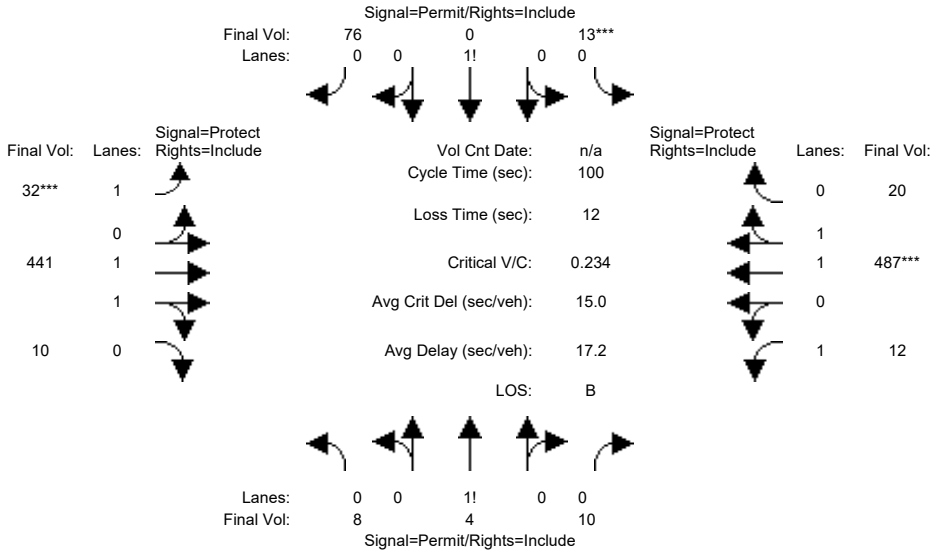
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	302	0	0	191	0
Initial Fut:	8	4	10	13	0	76	32	441	10	12	487	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:	8	4	10	13	0	76	32	441	10	12	487	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	10	13	0	76	32	441	10	12	487	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:	8	4	10	13	0	76	32	441	10	12	487	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.36	0.18	0.46	0.15	0.00	0.85	1.00	1.95	0.05	1.00	1.92	0.08
Final Sat.:	636	318	795	256	0	1494	1750	3618	82	1750	3554	146
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.00	0.05	0.02	0.12	0.12	0.01	0.14	0.14
Crit Moves:				****			****				****	
Green Time:	21.7	21.7	21.7	21.7	0.0	21.7	7.8	42.1	42.1	24.2	58.5	58.5
Volume/Cap:	0.06	0.06	0.06	0.23	0.00	0.23	0.23	0.29	0.29	0.03	0.23	0.23
Delay/Veh:	31.1	31.1	31.1	32.6	0.0	32.6	44.2	19.2	19.2	29.0	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	31.1	32.6	0.0	32.6	44.2	19.2	19.2	29.0	10.0	10.0
LOS by Move:	C	C	C	C-	A	C-	D	B-	B-	C	B+	B+
HCM2k95thQ:	1	1	1	5	0	5	2	9	9	1	7	7

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

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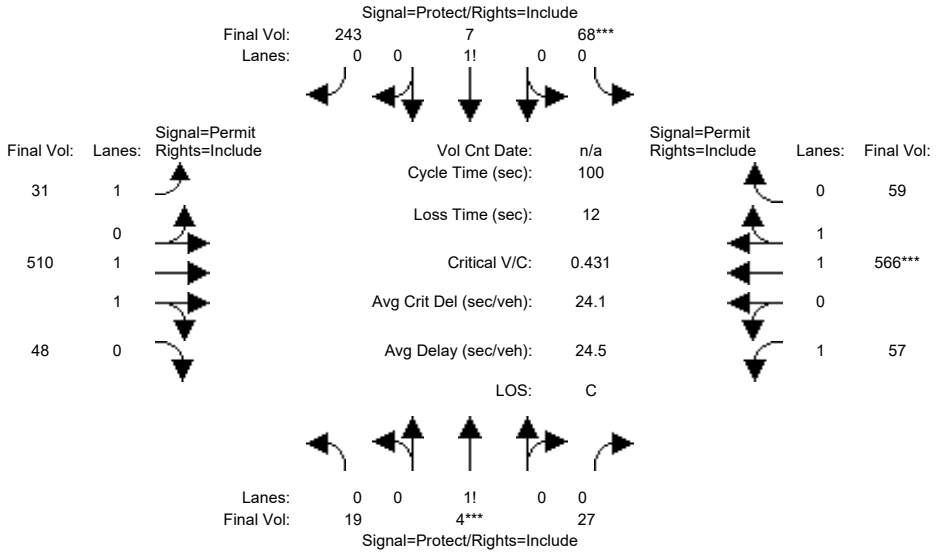
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	19	4	27	68	7	243	31	270	48	57	448	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	27	68	7	243	31	270	48	57	448	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	240	0	0	118	0
Initial Fut:	19	4	27	68	7	243	31	510	48	57	566	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	4	27	68	7	243	31	510	48	57	566	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	27	68	7	243	31	510	48	57	566	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	4	27	68	7	243	31	510	48	57	566	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.08	0.54	0.21	0.02	0.77	1.00	1.82	0.18	1.00	1.81	0.19
Final Sat.:	665	140	945	374	39	1337	1750	3381	318	1750	3350	349
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.18	0.18	0.18	0.02	0.15	0.15	0.03	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	17.9	10.0	10.0	40.4	32.5	32.5	37.6	37.6	37.6	37.6	37.6	37.6
Volume/Cap:	0.16	0.29	0.29	0.45	0.56	0.56	0.05	0.40	0.40	0.09	0.45	0.45
Delay/Veh:	34.9	42.6	42.6	22.1	29.1	29.1	19.9	23.1	23.1	20.2	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	42.6	42.6	22.1	29.1	29.1	19.9	23.1	23.1	20.2	23.7	23.7
LOS by Move:	C-	D	D	C+	C	C	B-	C	C	C+	C	C
HCM2k95thQ:	3	4	4	15	17	17	1	12	12	2	13	13

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

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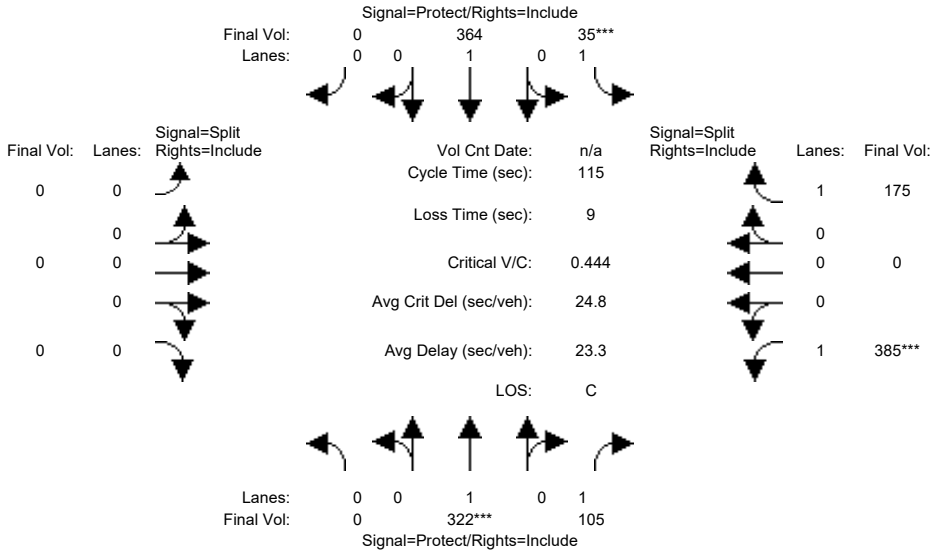
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	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	311	86	35	335	0	0	0	0	349	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	86	35	335	0	0	0	0	349	0	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	11	19	0	29	0	0	0	0	36	0	0
Initial Fut:	0	322	105	35	364	0	0	0	0	385	0	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	322	105	35	364	0	0	0	0	385	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	322	105	35	364	0	0	0	0	385	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	322	105	35	364	0	0	0	0	385	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.17	0.06	0.02	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	43.1	43.1	7.0	50.1	0.0	0.0	0.0	0.0	55.9	0.0	55.9
Volume/Cap:	0.00	0.45	0.16	0.33	0.44	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Delay/Veh:	0.0	27.5	24.0	53.6	23.0	0.0	0.0	0.0	0.0	19.8	0.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.5	24.0	53.6	23.0	0.0	0.0	0.0	0.0	19.8	0.0	17.0
LOS by Move:	A	C	C	D-	C	A	A	A	A	B-	A	B
HCM2k95thQ:	0	15	5	3	17	0	0	0	0	18	0	7

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

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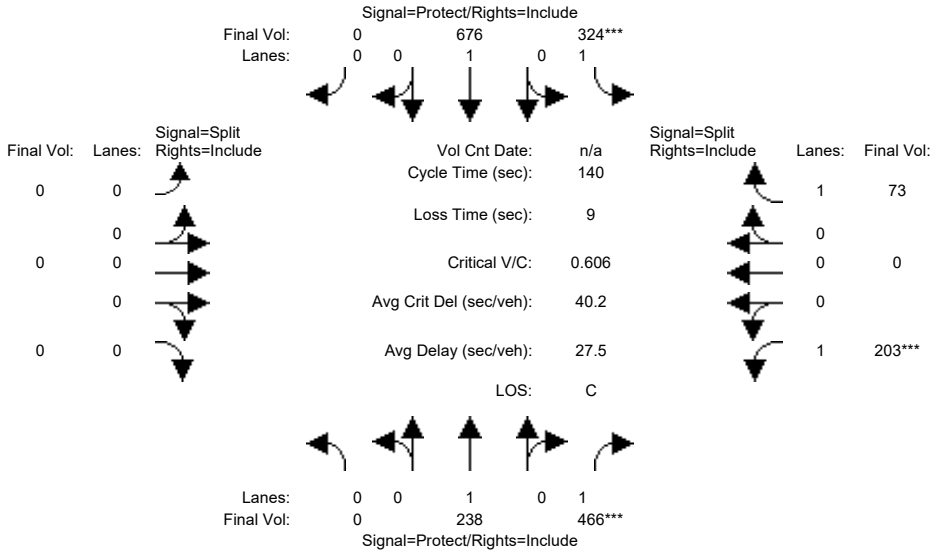
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	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	209	418	324	661	0	0	0	0	177	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	209	418	324	661	0	0	0	0	177	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	29	48	0	15	0	0	0	0	26	0	0
Initial Fut:	0	238	466	324	676	0	0	0	0	203	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	238	466	324	676	0	0	0	0	203	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	238	466	324	676	0	0	0	0	203	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	238	466	324	676	0	0	0	0	203	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.13	0.27	0.19	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	61.5	61.5	42.7	104	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.29	0.61	0.61	0.48	0.00	0.00	0.00	0.00	0.61	0.00	0.22
Delay/Veh:	0.0	25.4	31.4	43.5	7.4	0.0	0.0	0.0	0.0	55.0	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	31.4	43.5	7.4	0.0	0.0	0.0	0.0	55.0	0.0	48.1
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	12	28	23	21	0	0	0	0	17	0	6

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

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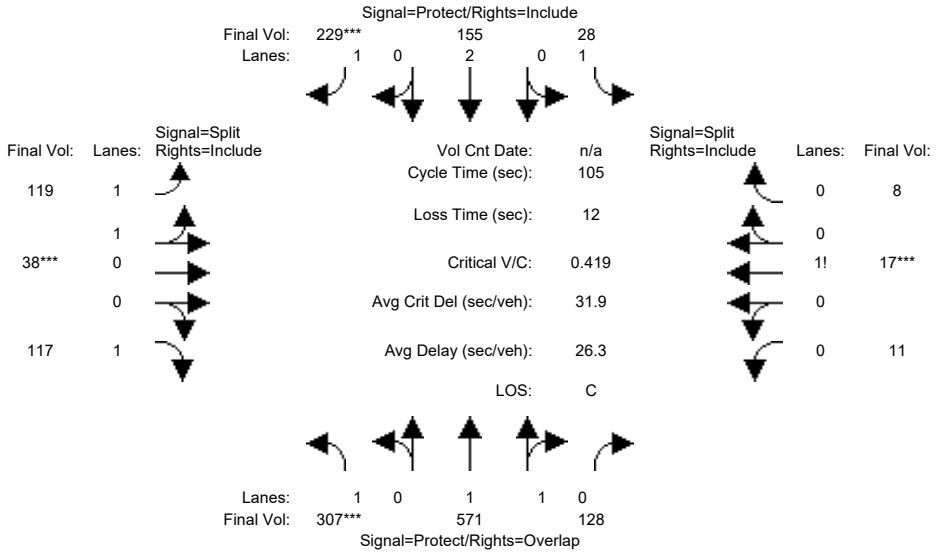
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	567	128	28	134	172	90	38	70	11	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	567	128	28	134	172	90	38	70	11	17	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	134	4	0	0	21	57	29	0	47	0	0	0
Initial Fut:	307	571	128	28	155	229	119	38	117	11	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	571	128	28	155	229	119	38	117	11	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	571	128	28	155	229	119	38	117	11	17	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	571	128	28	155	229	119	38	117	11	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.52	0.48	1.00	0.31	0.47	0.22
Final Sat.:	1750	3022	677	1750	3800	1750	2691	859	1750	535	826	389
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.19	0.02	0.04	0.13	0.04	0.04	0.07	0.02	0.02	0.02
Crit Moves:	****					****		****			****	
Green Time:	39.0	50.4	60.4	17.8	29.1	29.1	14.9	14.9	14.9	10.0	10.0	10.0
Volume/Cap:	0.47	0.39	0.33	0.09	0.15	0.47	0.31	0.31	0.47	0.22	0.22	0.22
Delay/Veh:	25.7	17.7	11.8	37.0	28.7	32.3	40.8	40.8	42.9	44.5	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:	25.7	17.7	11.8	37.0	28.7	32.3	40.8	40.8	42.9	44.5	44.5	44.5
LOS by Move:	C	B	B+	D+	C	C-	D	D	D	D	D	D
HCM2k95thQ:	15	13	11	2	4	12	5	5	7	3	3	3

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

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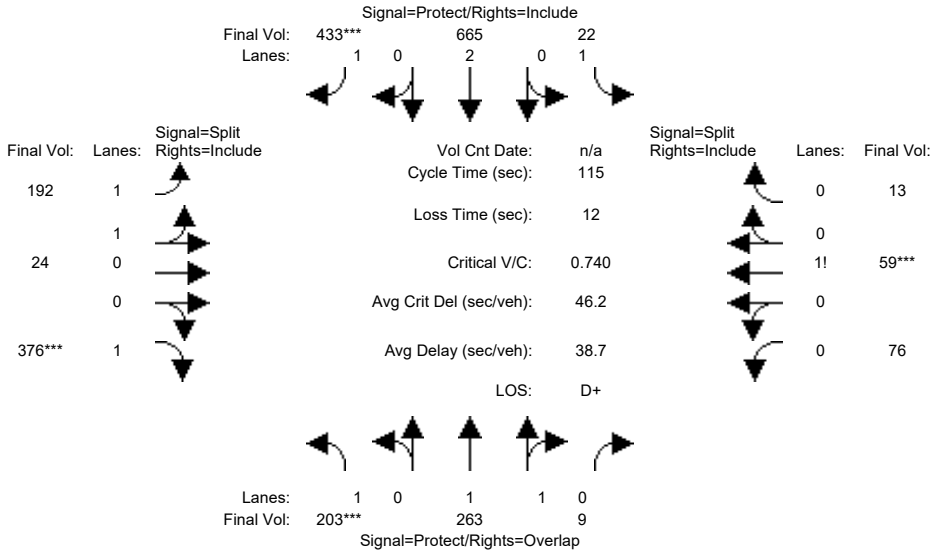
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	244	9	22	662	392	116	24	236	76	59	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	244	9	22	662	392	116	24	236	76	59	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	77	19	0	0	3	41	76	0	140	0	0	0
Initial Fut:	203	263	9	22	665	433	192	24	376	76	59	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	263	9	22	665	433	192	24	376	76	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	263	9	22	665	433	192	24	376	76	59	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	263	9	22	665	433	192	24	376	76	59	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.78	0.22	1.00	0.51	0.40	0.09
Final Sat.:	1750	3577	122	1750	3800	1750	3155	394	1750	899	698	154
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.01	0.17	0.25	0.06	0.06	0.21	0.08	0.08	0.08
Crit Moves:	****					****			****		****	
Green Time:	18.0	33.2	46.4	23.3	38.4	38.4	33.4	33.4	33.4	13.1	13.1	13.1
Volume/Cap:	0.74	0.25	0.18	0.06	0.52	0.74	0.21	0.21	0.74	0.74	0.74	0.74
Delay/Veh:	56.5	31.5	22.2	37.1	31.3	38.9	30.9	30.9	42.6	63.0	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	31.5	22.2	37.1	31.3	38.9	30.9	30.9	42.6	63.0	63.0	63.0
LOS by Move:	E+	C	C+	D+	C	D+	C	C	D	E	E	E
HCM2k95thQ:	14	7	6	1	17	26	6	6	24	14	14	14

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

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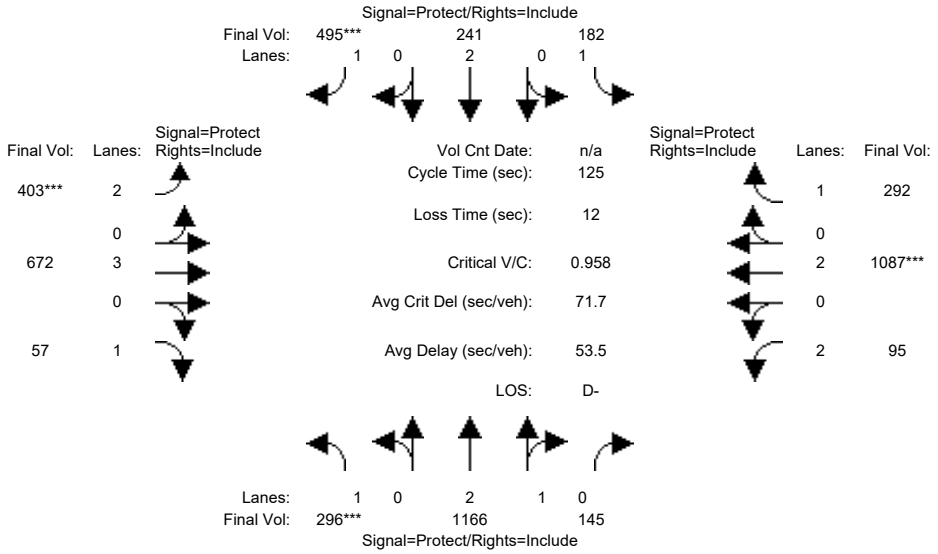
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	1099	140	115	210	423	267	641	55	94	1007	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:	279	1099	140	115	210	423	267	641	55	94	1007	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	67	5	67	31	72	136	31	2	1	80	108
Initial Fut:	296	1166	145	182	241	495	403	672	57	95	1087	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:	296	1166	145	182	241	495	403	672	57	95	1087	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1166	145	182	241	495	403	672	57	95	1087	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:	296	1166	145	182	241	495	403	672	57	95	1087	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4980	619	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.23	0.10	0.06	0.28	0.13	0.12	0.03	0.03	0.29	0.17
Crit Moves:	****					****	****				****	
Green Time:	22.1	40.8	40.8	18.1	36.9	36.9	16.7	36.6	36.6	17.4	37.3	37.3
Volume/Cap:	0.96	0.72	0.72	0.72	0.21	0.96	0.96	0.40	0.11	0.22	0.96	0.56
Delay/Veh:	90.9	38.4	38.4	60.4	33.2	72.4	86.9	35.6	32.4	48.0	60.6	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.9	38.4	38.4	60.4	33.2	72.4	86.9	35.6	32.4	48.0	60.6	38.3
LOS by Move:	F	D+	D+	E	C-	E	F	D+	C-	D	E	D+
HCM2k95thQ:	29	28	28	14	7	39	24	13	3	4	38	18

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

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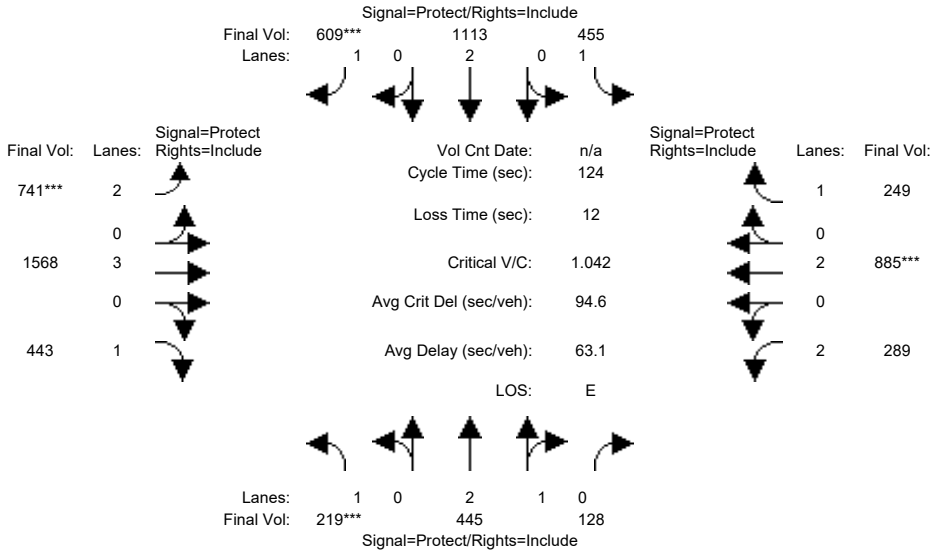
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	396	127	268	1010	453	586	1495	433	285	830	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	396	127	268	1010	453	586	1495	433	285	830	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	49	1	187	103	156	155	73	10	4	55	69
Initial Fut:	219	445	128	455	1113	609	741	1568	443	289	885	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	445	128	455	1113	609	741	1568	443	289	885	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	445	128	455	1113	609	741	1568	443	289	885	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	445	128	455	1113	609	741	1568	443	289	885	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.31	0.69	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4347	1250	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.26	0.29	0.35	0.24	0.28	0.25	0.09	0.23	0.14
Crit Moves:	****					****	****				****	
Green Time:	14.9	15.9	15.9	40.4	41.4	41.4	28.0	41.8	41.8	13.9	27.7	27.7
Volume/Cap:	1.04	0.80	0.80	0.80	0.88	1.04	1.04	0.82	0.75	0.82	1.04	0.64
Delay/Veh:	128.1	58.8	58.8	45.9	46.1	89.9	93.2	40.5	41.9	67.5	90.5	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.1	58.8	58.8	45.9	46.1	89.9	93.2	40.5	41.9	67.5	90.5	47.1
LOS by Move:	F	E+	E+	D	D	F	F	D	D	E	F	D
HCM2k95thQ:	25	17	17	29	34	49	40	34	30	13	36	17

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

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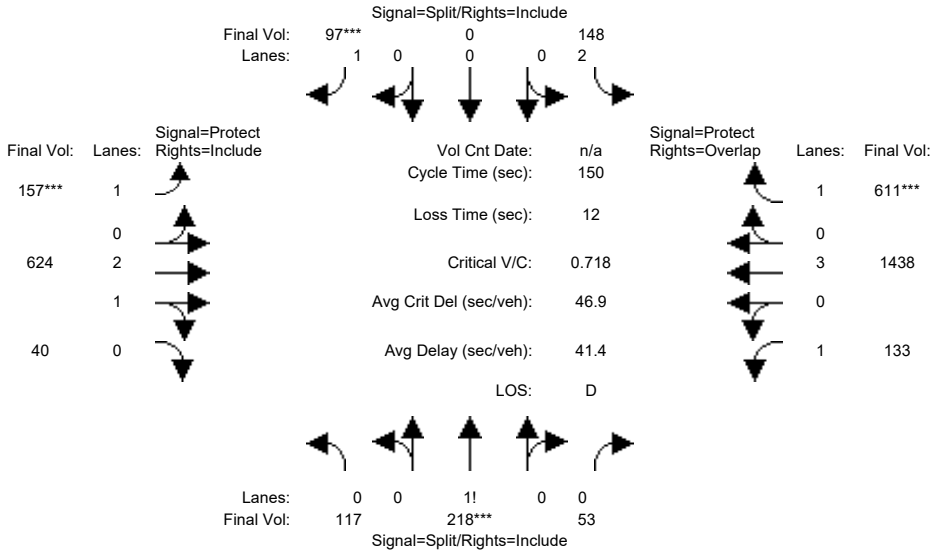
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	189	48	80	0	97	156	532	30	132	1263	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	189	48	80	0	97	156	532	30	132	1263	503
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	29	5	68	0	0	1	92	10	1	175	108
Initial Fut:	117	218	53	148	0	97	157	624	40	133	1438	611
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	218	53	148	0	97	157	624	40	133	1438	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	218	53	148	0	97	157	624	40	133	1438	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	218	53	148	0	97	157	624	40	133	1438	611
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:	0.30	0.56	0.14	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	528	983	239	3150	0	1750	1750	5262	337	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.00	0.06	0.09	0.12	0.12	0.08	0.25	0.35
Crit Moves:		****				****	****					****
Green Time:	46.3	46.3	46.3	11.6	0.0	11.6	18.7	49.9	49.9	32.0	63.1	74.7
Volume/Cap:	0.72	0.72	0.72	0.61	0.00	0.72	0.72	0.36	0.36	0.36	0.60	0.70
Delay/Veh:	50.7	50.7	50.7	71.4	0.0	84.5	74.0	38.0	38.0	50.8	34.1	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:	50.7	50.7	50.7	71.4	0.0	84.5	74.0	38.0	38.0	50.8	34.1	31.6
LOS by Move:	D	D	D	E	A	F	E	D+	D+	D	C-	C
HCM2k95thQ:	31	31	31	8	0	10	15	14	14	10	27	36

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

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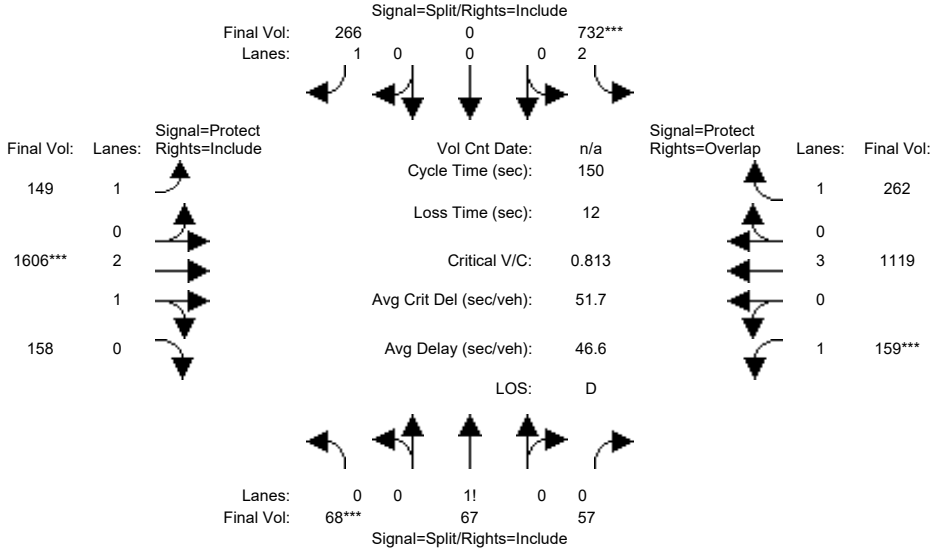
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	55	56	589	0	266	148	1393	111	155	998	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	55	56	589	0	266	148	1393	111	155	998	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	12	1	143	0	0	1	213	47	4	121	84
Initial Fut:	68	67	57	732	0	266	149	1606	158	159	1119	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	67	57	732	0	266	149	1606	158	159	1119	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	67	57	732	0	266	149	1606	158	159	1119	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	67	57	732	0	266	149	1606	158	159	1119	262
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	0.99	0.95	0.92	1.00	0.92
Lanes:	0.35	0.35	0.30	2.00	0.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	620	611	520	3150	0	1750	1750	5098	502	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.23	0.00	0.15	0.09	0.32	0.32	0.09	0.20	0.15
Crit Moves:	****			****				****		****		
Green Time:	20.2	20.2	20.2	42.9	0.0	42.9	22.7	58.1	58.1	16.8	52.2	95.1
Volume/Cap:	0.81	0.81	0.81	0.81	0.00	0.53	0.56	0.81	0.81	0.81	0.56	0.24
Delay/Veh:	82.0	82.0	82.0	55.5	0.0	46.2	61.9	43.5	43.5	87.3	40.0	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	82.0	82.0	55.5	0.0	46.2	61.9	43.5	43.5	87.3	40.0	11.9
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B+
HCM2k95thQ:	21	21	21	33	0	20	13	39	39	15	24	10

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

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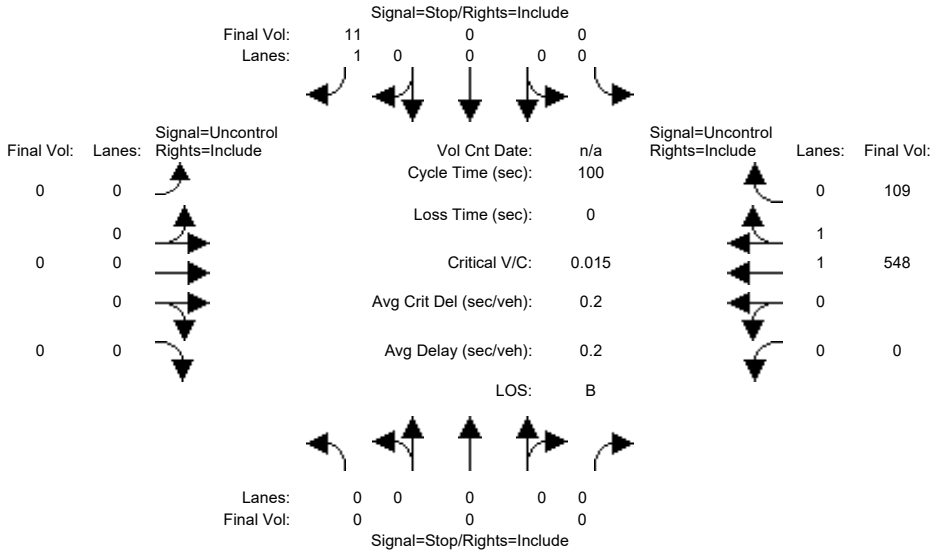
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	11	0	0	0	0	357	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	0	0	0	0	11	0	0	0	0	357	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	191	0
Initial Fut:	0	0	0	0	0	11	0	0	0	0	548	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	0	0	0	0	11	0	0	0	0	548	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	0	0	0	0	548	109
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	329	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	718	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	718	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1	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			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	11	0	0	0	0	548	109
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		

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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=668]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	11	0	0	0	0	548	109

Major Street Volume: 657
Minor Approach Volume: 11
Minor Approach Volume Threshold: 430

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.

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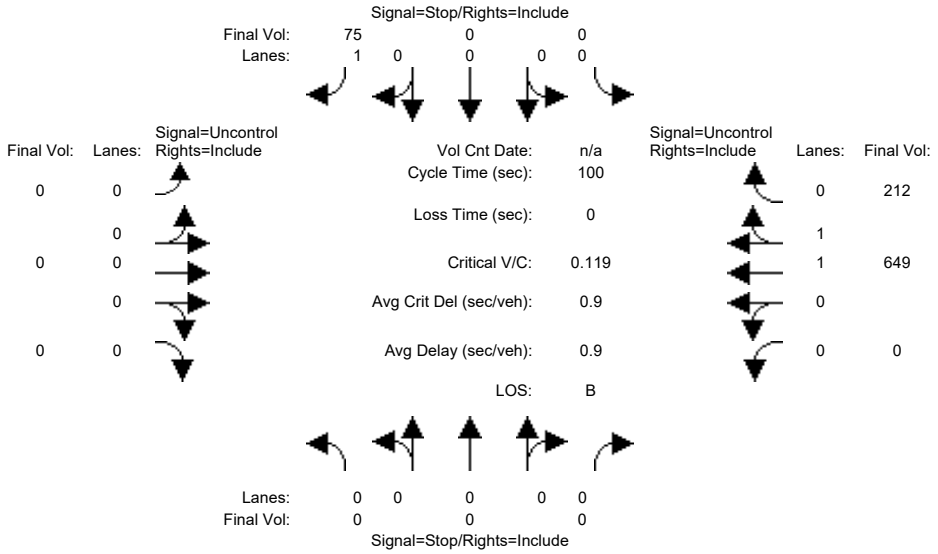
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	75	0	0	0	0	531	212
Growth Adj:	1.00	1.00	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	75	0	0	0	0	531	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	118	0
Initial Fut:	0	0	0	0	0	75	0	0	0	0	649	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	75	0	0	0	0	649	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	75	0	0	0	0	649	212
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	431	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	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			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	75	0	0	0	0	649	212
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		

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=75]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=936]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	75	0	0	0	0	649	212

Major Street Volume: 861
Minor Approach Volume: 75
Minor Approach Volume Threshold: 336

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.

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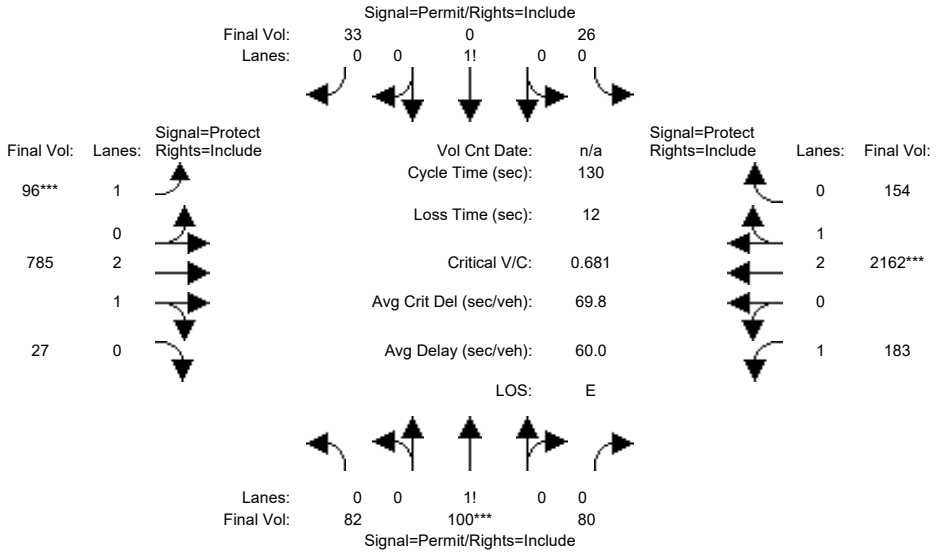
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	89	80	19	0	31	52	664	27	168	1881	116
Growth Adj:	1.00	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	89	80	19	0	31	52	664	27	168	1881	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	11	0	7	0	2	44	121	0	15	281	38
Initial Fut:	82	100	80	26	0	33	96	785	27	183	2162	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	100	80	26	0	33	96	785	27	183	2162	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	100	80	26	0	33	96	785	27	183	2162	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	100	80	26	0	33	96	785	27	183	2162	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.31	0.38	0.31	0.44	0.00	0.56	1.00	2.90	0.10	1.00	2.79	0.21
Final Sat.:	548	668	534	771	0	979	1750	5414	186	1750	5227	372
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.00	0.03	0.05	0.15	0.15	0.10	0.41	0.41
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.41	0.41	0.41	0.09	0.00	0.09	0.36	0.42	0.42	0.51	1.05	1.05
Delay/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.0	33.0	47.3	74.9	74.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.0	33.0	47.3	74.9	74.9
LOS by Move:	C	C	C	C	A	C	D	C-	C-	D	E	E
HCM2k95thQ:	16	16	16	3	0	3	7	15	15	12	55	55

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

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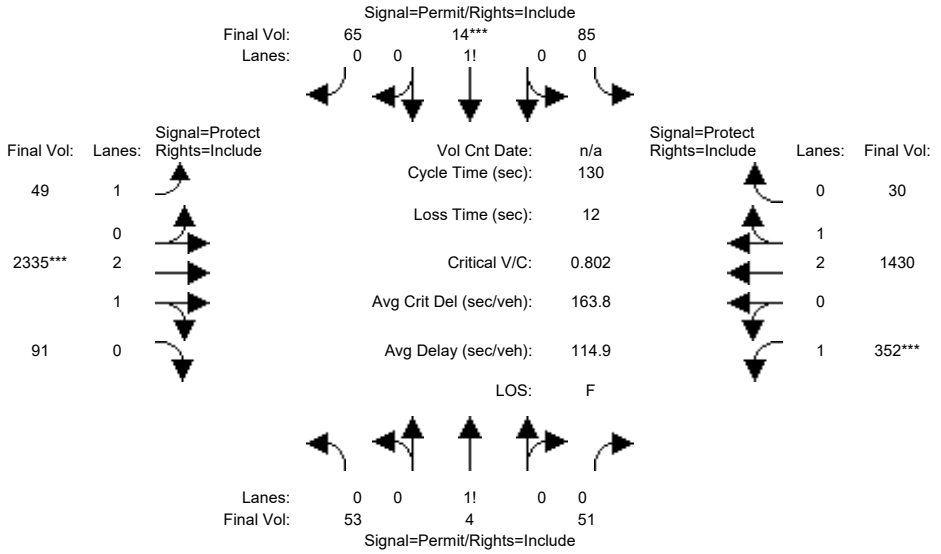
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	50	0	15	0	350	6	112	194	5
Initial Fut:	53	4	51	85	14	65	49	2335	91	352	1430	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:	53	4	51	85	14	65	49	2335	91	352	1430	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	51	85	14	65	49	2335	91	352	1430	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:	53	4	51	85	14	65	49	2335	91	352	1430	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.04	0.47	0.52	0.08	0.40	1.00	2.88	0.12	1.00	2.94	0.06
Final Sat.:	859	65	826	907	149	694	1750	5390	210	1750	5485	115
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.43	0.43	0.20	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.18	0.18	0.18	0.27	0.27	0.27	0.31	1.31	1.31	0.87	0.55	0.55
Delay/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	56.6	187	186.9	66.4	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	56.6	187	186.9	66.4	24.8	24.8
LOS by Move:	C	C	C	C	C	C	E+	F	F	E	C	C
HCM2k95thQ:	6	6	6	10	10	10	4	85	85	26	24	24

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

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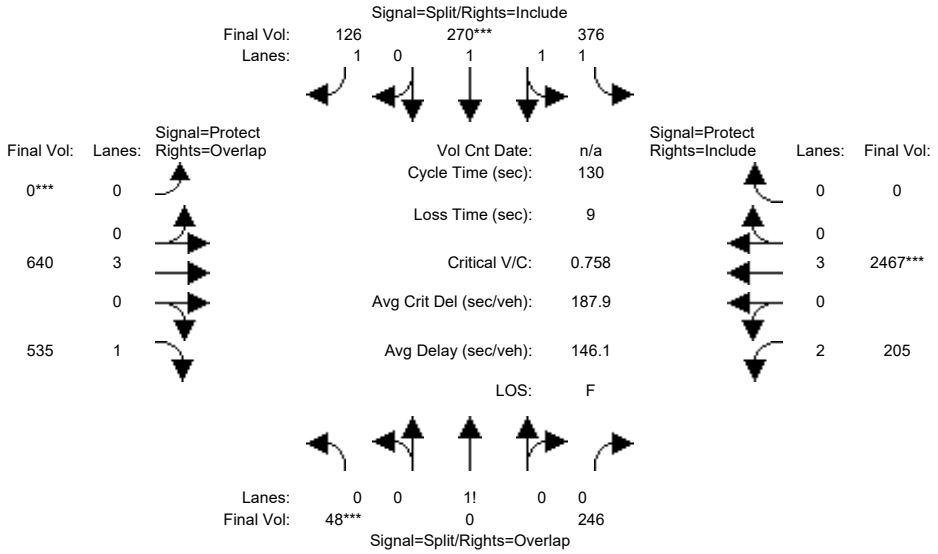
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	91	0	560	477	205	2050	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	35	0	80	58	0	417	0
Initial Fut:	48	0	246	376	270	126	0	640	535	205	2467	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	126	0	640	535	205	2467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	126	0	640	535	205	2467	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	126	0	640	535	205	2467	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	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.07	0.00	0.11	0.31	0.07	0.43	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.22	0.00	0.62	0.61	0.50	1.39	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	44.0	0.0	68.1	33.6	72.6	241	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	44.0	0.0	68.1	33.6	72.6	241	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C-	E	F	A
HCM2k95thQ:	25	0	20	17	17	10	0	19	37	13	110	0

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

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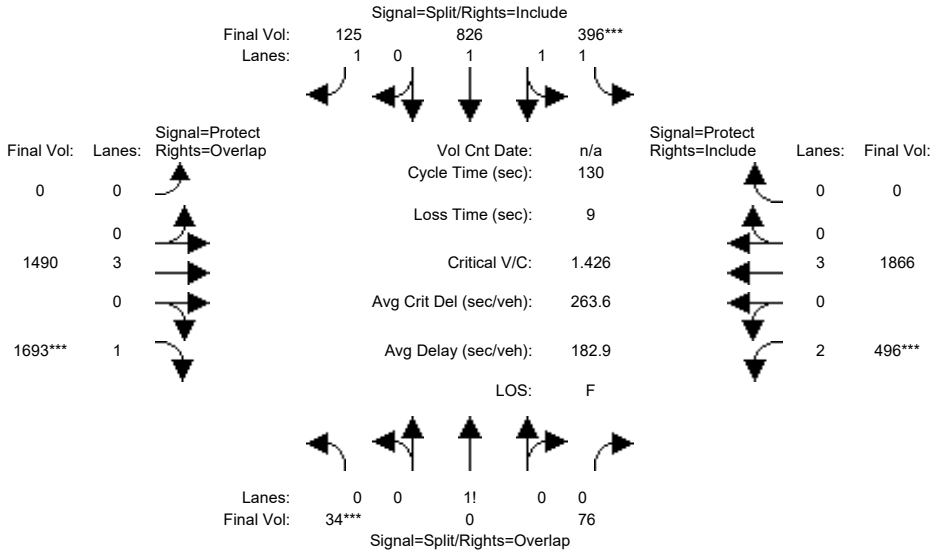
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	120	0	1252	1431	496	1679	0
Growth Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	5	0	238	262	0	187	0
Initial Fut:	34	0	76	396	826	125	0	1490	1693	496	1866	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	125	0	1490	1693	496	1866	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	125	0	1490	1693	496	1866	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	125	0	1490	1693	496	1866	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.26	0.97	0.16	0.33	0.00
Crit Moves:	****			****					****	****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.25	0.00	1.21	1.95	0.96	0.86	0.00
Delay/Veh:	47.4	0.0	28.2	59.1	57.7	47.1	0.0	168	473.0	101.0	52.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.1	0.0	168	473.0	101.0	52.6	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D-	A
HCM2k95thQ:	9	0	7	37	35	10	0	55	299	33	51	0

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

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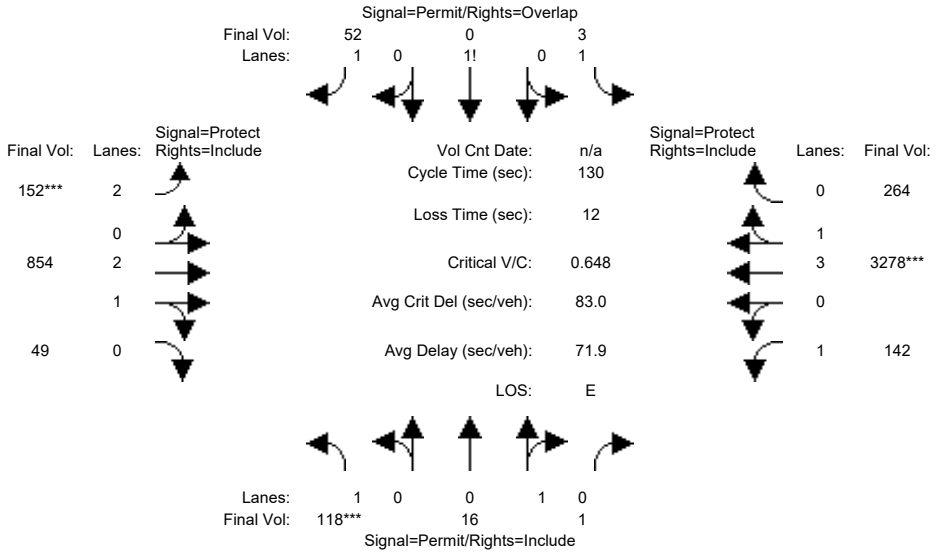
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	16	1	3	0	52	148	780	49	142	2828	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	16	1	3	0	52	148	780	49	142	2828	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	4	74	0	0	450	0
Initial Fut:	118	16	1	3	0	52	152	854	49	142	3278	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	16	1	3	0	52	152	854	49	142	3278	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	16	1	3	0	52	152	854	49	142	3278	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	16	1	3	0	52	152	854	49	142	3278	264
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.94	0.06	1.06	0.00	1.94	2.00	2.83	0.17	1.00	3.69	0.31
Final Sat.:	1750	1694	106	1848	0	3499	3150	5296	304	1750	6940	559
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.00	0.00	0.01	0.05	0.16	0.16	0.08	0.47	0.47
Crit Moves:	****						****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	62.0	15.0	45.3	45.3	25.7	56.0	56.0
Volume/Cap:	0.19	0.03	0.03	0.00	0.00	0.03	0.42	0.46	0.46	0.41	1.10	1.10
Delay/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.1	33.1	46.3	86.0	86.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.1	33.1	46.3	86.0	86.0
LOS by Move:	C	C	C	C	A	B-	D-	C-	C-	D	F	F
HCM2k95thQ:	7	1	1	0	0	1	7	18	18	10	70	70

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

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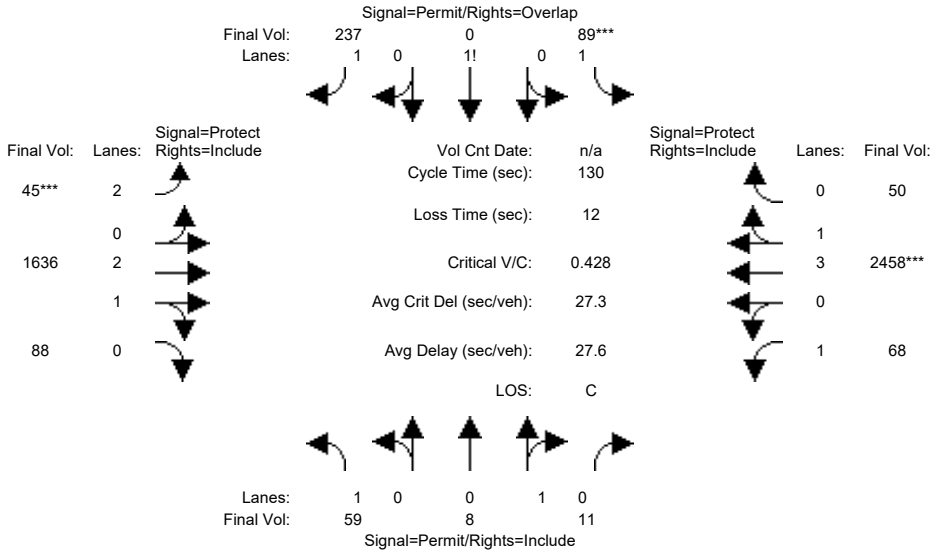
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	11	89	0	237	15	1429	88	68	2224	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:	59	8	11	89	0	237	15	1429	88	68	2224	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	30	207	0	0	234	0
Initial Fut:	59	8	11	89	0	237	45	1636	88	68	2458	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:	59	8	11	89	0	237	45	1636	88	68	2458	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	11	89	0	237	45	1636	88	68	2458	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	11	89	0	237	45	1636	88	68	2458	50
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.28	0.00	1.72	2.00	2.84	0.16	1.00	3.92	0.08
Final Sat.:	1750	758	1042	2238	0	3098	3150	5314	286	1750	7350	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.00	0.08	0.01	0.31	0.31	0.04	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	45.0	45.0	45.0	45.0	0.0	55.0	10.0	60.3	60.3	12.7	63.0	63.0
Volume/Cap:	0.10	0.03	0.03	0.11	0.00	0.18	0.19	0.66	0.66	0.40	0.69	0.69
Delay/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.6	27.6	56.6	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.6	27.6	56.6	26.5	26.5
LOS by Move:	C	C	C	C	A	C	E+	C	C	E+	C	C
HCM2k95thQ:	3	1	1	4	0	7	2	31	31	5	32	32

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

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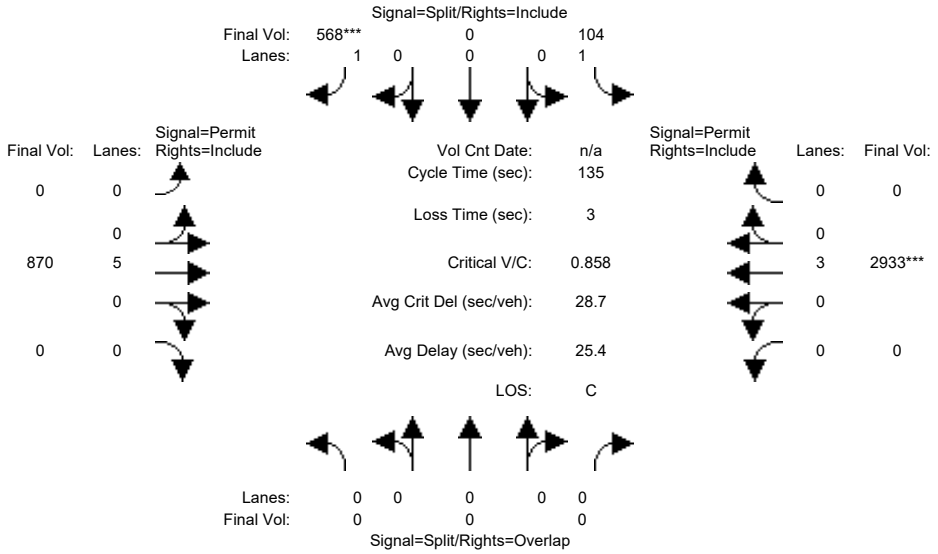
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp				Stevens Creek Blvd			
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		104 0 464		0 803 0		0 2587 0	
Growth Adj:	1.00 1.00 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		104 0 464		0 803 0		0 2587 0	
Added Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
PasserByVol:	0 0 0		0 0 104		0 67 0		0 346 0	
Initial Fut:	0 0 0		104 0 568		0 870 0		0 2933 0	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 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		104 0 568		0 870 0		0 2933 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 0 0		104 0 568		0 870 0		0 2933 0	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 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		104 0 568		0 870 0		0 2933 0	
Saturation Flow Module:								
Sat/Lane:	1900 1900 1900		1900 1900 1900		1900 1900 1900		1900 1900 1900	
Adjustment:	0.92 1.00 0.92		0.92 1.00 0.92		0.92 1.00 0.92		0.92 1.00 0.92	
Lanes:	0.00 0.00 0.00		1.00 0.00 1.00		0.00 5.00 0.00		0.00 3.00 0.00	
Final Sat.:	0 0 0		1750 0 1750		0 9500 0		0 5700 0	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00		0.06 0.00 0.32		0.00 0.09 0.00		0.00 0.51 0.00	
Crit Moves:				****				****
Green Time:	0.0 0.0 0.0		51.1 0.0 51.1		0.0 80.9 0.0		0.0 80.9 0.0	
Volume/Cap:	0.00 0.00 0.00		0.16 0.00 0.86		0.00 0.15 0.00		0.00 0.86 0.00	
Delay/Veh:	0.0 0.0 0.0		27.9 0.0 49.5		0.0 11.9 0.0		0.0 24.7 0.0	
User DelAdj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
AdjDel/Veh:	0.0 0.0 0.0		27.9 0.0 49.5		0.0 11.9 0.0		0.0 24.7 0.0	
LOS by Move:	A A A		C A D		A B+ A		A C A	
HCM2k95thQ:	0 0 0		6 0 42		0 6 0		0 53 0	

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

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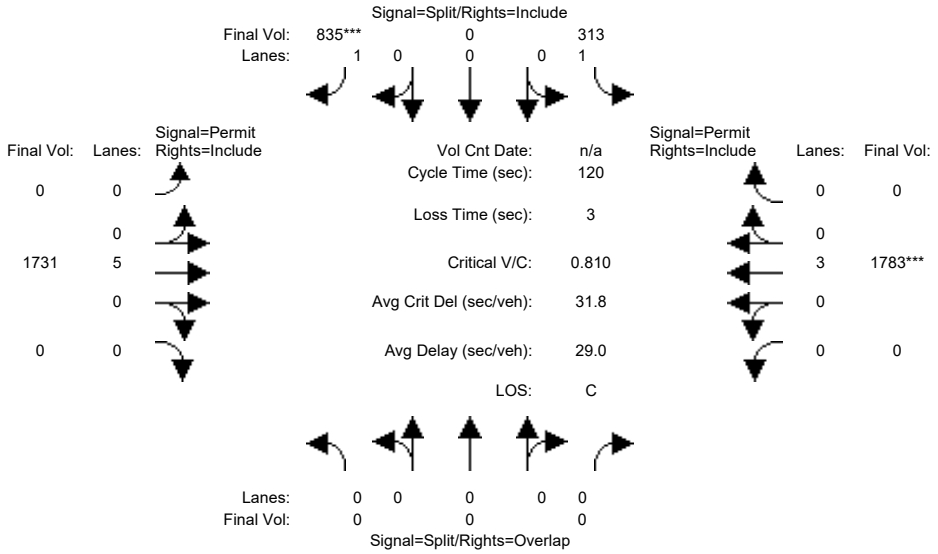
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp						Stevens Creek Blvd					
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	313	0	751	0	1529	0	0	1642	0
Growth Adj:	1.00	1.00	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	313	0	751	0	1529	0	0	1642	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	84	0	202	0	0	141	0
Initial Fut:	0	0	0	313	0	835	0	1731	0	0	1783	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	313	0	835	0	1731	0	0	1783	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	835	0	1731	0	0	1783	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	313	0	835	0	1731	0	0	1783	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.18	0.00	0.48	0.00	0.18	0.00	0.00	0.31	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	70.7	0.0	70.7	0.0	46.3	0.0	0.0	46.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.81	0.00	0.47	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	12.5	0.0	24.3	0.0	27.7	0.0	0.0	35.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.5	0.0	24.3	0.0	27.7	0.0	0.0	35.3	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	D+	A
HCM2k95thQ:	0	0	0	12	0	45	0	17	0	0	34	0

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

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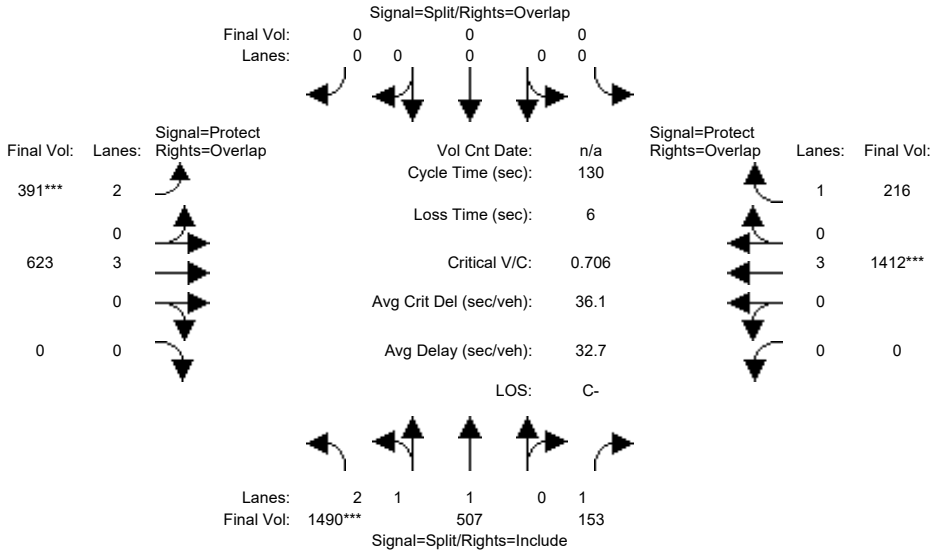
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
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:	1246	485	153	0	0	0	365	582	0	0	1310	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1246	485	153	0	0	0	365	582	0	0	1310	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	244	22	0	0	0	0	26	41	0	0	102	0
Initial Fut:	1490	507	153	0	0	0	391	623	0	0	1412	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1490	507	153	0	0	0	391	623	0	0	1412	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1490	507	153	0	0	0	391	623	0	0	1412	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1490	507	153	0	0	0	391	623	0	0	1412	216
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.:	4948	1898	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.27	0.09	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.25	0.12
Crit Moves:	****						****				****	
Green Time:	55.5	55.5	55.5	0.0	0.0	0.0	22.9	68.5	0.0	0.0	45.6	45.6
Volume/Cap:	0.71	0.63	0.20	0.00	0.00	0.00	0.71	0.21	0.00	0.00	0.71	0.35
Delay/Veh:	31.4	29.5	23.5	0.0	0.0	0.0	54.5	16.4	0.0	0.0	37.6	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:	31.4	29.5	23.5	0.0	0.0	0.0	54.5	16.4	0.0	0.0	37.6	31.6
LOS by Move:	C	C	C	A	A	A	D-	B	A	A	D+	C
HCM2k95thQ:	33	28	8	0	0	0	17	8	0	0	29	13

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

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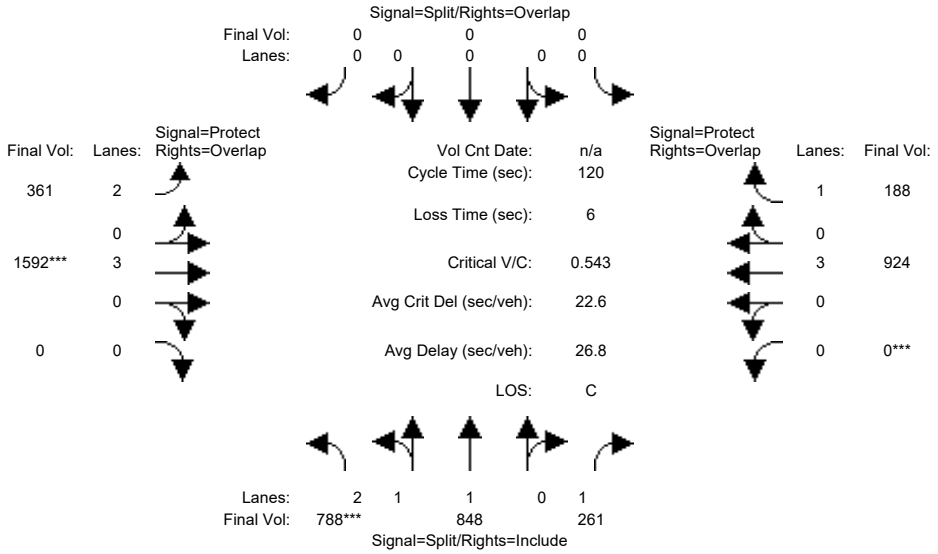
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	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:	708	791	261	0	0	0	306	1521	0	0	863	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	791	261	0	0	0	306	1521	0	0	863	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	80	57	0	0	0	0	55	71	0	0	61	0
Initial Fut:	788	848	261	0	0	0	361	1592	0	0	924	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	788	848	261	0	0	0	361	1592	0	0	924	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	788	848	261	0	0	0	361	1592	0	0	924	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	788	848	261	0	0	0	361	1592	0	0	924	188
Saturation 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.11	1.89	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3330	3583	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.15	0.00	0.00	0.00	0.11	0.28	0.00	0.00	0.16	0.11
Crit Moves:	****							****		****		
Green Time:	52.3	52.3	52.3	0.0	0.0	0.0	25.6	61.7	0.0	0.0	36.2	36.2
Volume/Cap:	0.54	0.54	0.34	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.36
Delay/Veh:	25.2	25.2	22.7	0.0	0.0	0.0	42.8	19.9	0.0	0.0	35.3	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	22.7	0.0	0.0	0.0	42.8	19.9	0.0	0.0	35.3	33.2
LOS by Move:	C	C	C+	A	A	A	D	B-	A	A	D+	C-
HCM2k95thQ:	22	22	13	0	0	0	13	23	0	0	18	11

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

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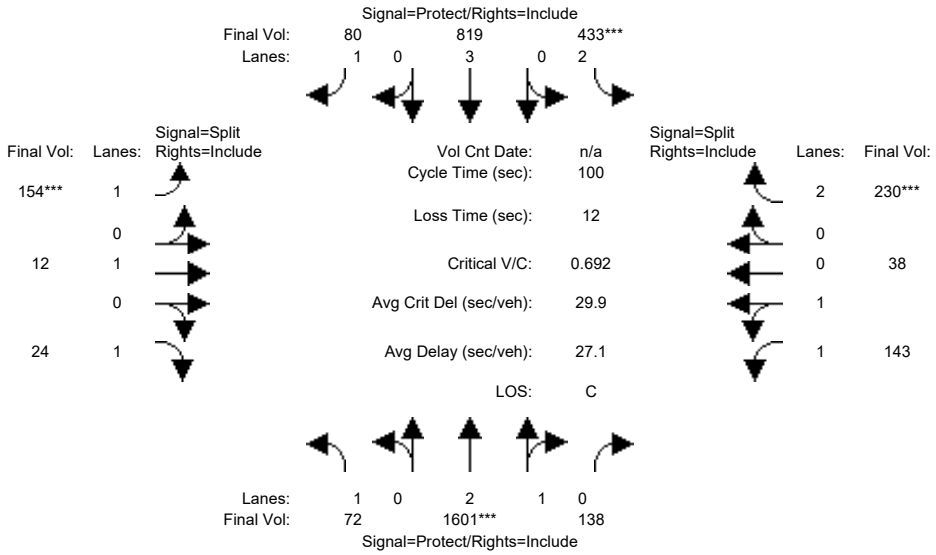
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1430	52	169	737	0	0	0	0	63	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	52	169	737	0	0	0	0	63	0	188
Added Vol:	0	0	18	42	0	0	0	0	0	3	0	6
PasserByVol:	72	171	68	222	82	80	154	12	24	77	38	36
Initial Fut:	72	1601	138	433	819	80	154	12	24	143	38	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1601	138	433	819	80	154	12	24	143	38	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1601	138	433	819	80	154	12	24	143	38	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1601	138	433	819	80	154	12	24	143	38	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.59	0.41	2.00
Final Sat.:	1750	5155	444	3150	5700	1750	1750	1900	1750	2805	745	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.14	0.14	0.05	0.09	0.01	0.01	0.05	0.05	0.07
Crit Moves:		****		****			****					****
Green Time:	14.4	44.9	44.9	19.9	50.3	50.3	12.7	12.7	12.7	10.5	10.5	10.5
Volume/Cap:	0.29	0.69	0.69	0.69	0.29	0.09	0.69	0.05	0.11	0.48	0.48	0.69
Delay/Veh:	38.8	22.9	22.9	40.6	14.5	13.0	50.8	38.4	38.8	43.1	43.1	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	22.9	22.9	40.6	14.5	13.0	50.8	38.4	38.8	43.1	43.1	49.3
LOS by Move:	D+	C+	C+	D	B	B	D	D+	D+	D	D	D
HCM2k95thQ:	4	25	25	14	9	3	12	1	2	6	6	8

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

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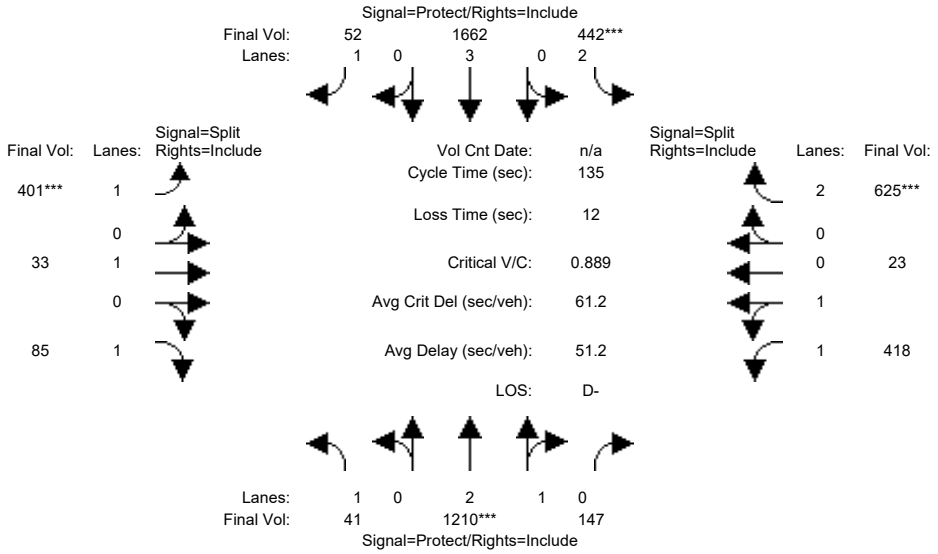
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1015	106	260	1580	0	0	0	0	134	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1015	106	260	1580	0	0	0	0	134	0	478
Added Vol:	0	0	5	11	0	0	0	0	0	23	0	46
PasserByVol:	41	195	36	171	82	52	401	33	85	261	23	101
Initial Fut:	41	1210	147	442	1662	52	401	33	85	418	23	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	147	442	1662	52	401	33	85	418	23	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1210	147	442	1662	52	401	33	85	418	23	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1210	147	442	1662	52	401	33	85	418	23	625
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	2.66	0.34	2.00	3.00	1.00	1.00	1.00	1.00	1.90	0.10	2.00
Final Sat.:	1750	4993	607	3150	5700	1750	1750	1900	1750	3365	185	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.14	0.29	0.03	0.23	0.02	0.05	0.12	0.12	0.20
Crit Moves:		****		****			****					****
Green Time:	4.3	36.8	36.8	21.3	53.8	53.8	34.8	34.8	34.8	30.1	30.1	30.1
Volume/Cap:	0.73	0.89	0.89	0.89	0.73	0.07	0.89	0.07	0.19	0.56	0.56	0.89
Delay/Veh:	103.6	54.0	54.0	73.4	35.7	25.2	67.3	37.9	39.3	47.4	47.4	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.6	54.0	54.0	73.4	35.7	25.2	67.3	37.9	39.3	47.4	47.4	64.2
LOS by Move:	F	D-	D-	E	D+	C	E	D+	D	D	D	E
HCM2k95thQ:	4	32	32	22	33	3	35	2	6	16	16	28

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

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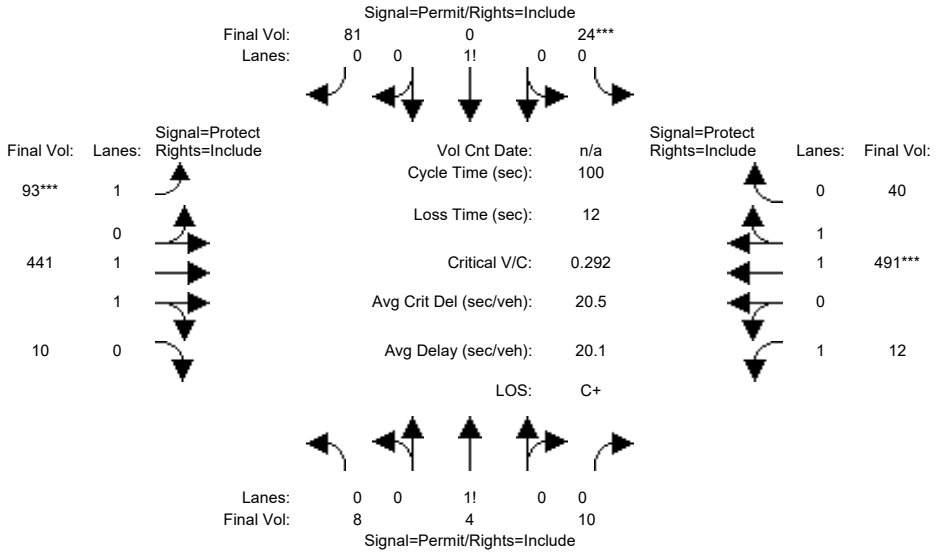
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	8	4	10	13	0	76	32	139	10	12	296	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:	8	4	10	13	0	76	32	139	10	12	296	20
Added Vol:	0	0	0	11	0	5	61	0	0	0	4	20
PasserByVol:	0	0	0	0	0	0	0	302	0	0	191	0
Initial Fut:	8	4	10	24	0	81	93	441	10	12	491	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	4	10	24	0	81	93	441	10	12	491	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	10	24	0	81	93	441	10	12	491	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	4	10	24	0	81	93	441	10	12	491	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.36	0.18	0.46	0.23	0.00	0.77	1.00	1.95	0.05	1.00	1.85	0.15
Final Sat.:	636	318	795	400	0	1350	1750	3618	82	1750	3421	279
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.00	0.06	0.05	0.12	0.12	0.01	0.14	0.14
Crit Moves:				****			****				****	
Green Time:	20.6	20.6	20.6	20.6	0.0	20.6	18.2	42.8	42.8	24.6	49.2	49.2
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.29	0.28	0.28	0.03	0.29	0.29
Delay/Veh:	32.0	32.0	32.0	34.0	0.0	34.0	35.8	18.7	18.7	28.7	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	34.0	0.0	34.0	35.8	18.7	18.7	28.7	15.2	15.2
LOS by Move:	C-	C-	C-	C-	A	C-	D+	B-	B-	C	B	B
HCM2k95thQ:	1	1	1	6	0	6	5	9	9	1	9	9

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

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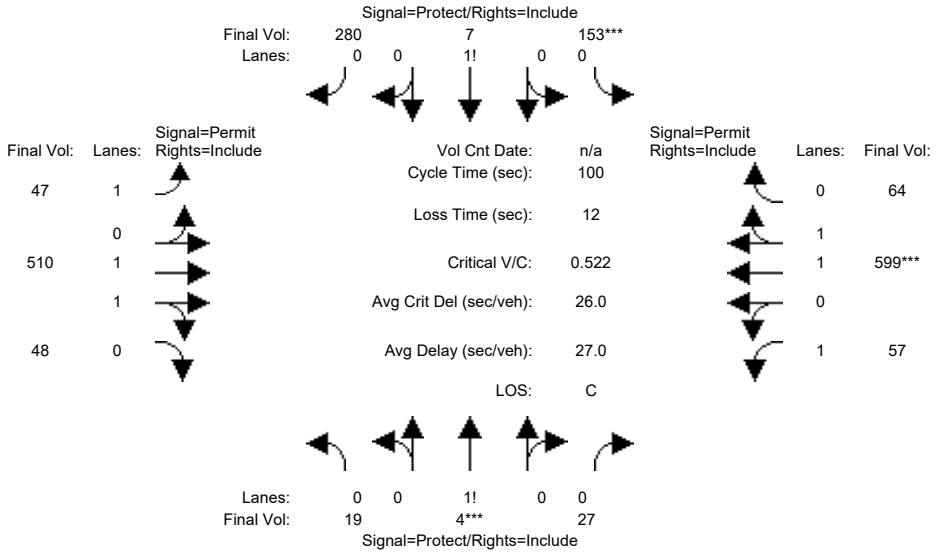
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	19	4	27	68	7	243	31	270	48	57	448	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	27	68	7	243	31	270	48	57	448	59
Added Vol:	0	0	0	85	0	37	16	0	0	0	33	5
PasserByVol:	0	0	0	0	0	0	0	240	0	0	118	0
Initial Fut:	19	4	27	153	7	280	47	510	48	57	599	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:	19	4	27	153	7	280	47	510	48	57	599	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	27	153	7	280	47	510	48	57	599	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:	19	4	27	153	7	280	47	510	48	57	599	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.08	0.54	0.35	0.01	0.64	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	665	140	945	609	28	1114	1750	3381	318	1750	3343	357
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.25	0.25	0.25	0.03	0.15	0.15	0.03	0.18	0.18
Crit Moves:		****		****							****	
Green Time:	15.8	10.0	10.0	45.5	39.7	39.7	32.5	32.5	32.5	32.5	32.5	32.5
Volume/Cap:	0.18	0.29	0.29	0.55	0.63	0.63	0.08	0.46	0.46	0.10	0.55	0.55
Delay/Veh:	36.8	42.6	42.6	20.7	26.2	26.2	23.5	27.1	27.1	23.7	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	42.6	42.6	20.7	26.2	26.2	23.5	27.1	27.1	23.7	28.3	28.3
LOS by Move:	D+	D	D	C+	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	4	4	20	22	22	2	13	13	3	15	15

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

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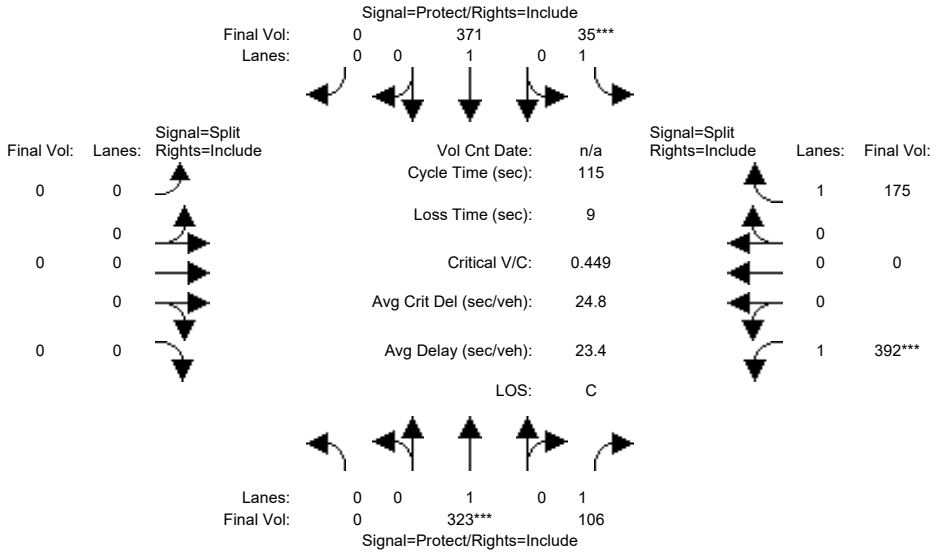
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	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	311	86	35	335	0	0	0	0	349	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	86	35	335	0	0	0	0	349	0	175
Added Vol:	0	1	1	0	7	0	0	0	0	7	0	0
PasserByVol:	0	11	19	0	29	0	0	0	0	36	0	0
Initial Fut:	0	323	106	35	371	0	0	0	0	392	0	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	106	35	371	0	0	0	0	392	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	106	35	371	0	0	0	0	392	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	106	35	371	0	0	0	0	392	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.17	0.06	0.02	0.20	0.00	0.00	0.00	0.00	0.22	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	42.7	42.7	7.0	49.7	0.0	0.0	0.0	0.0	56.3	0.0	56.3
Volume/Cap:	0.00	0.46	0.16	0.33	0.45	0.00	0.00	0.00	0.00	0.46	0.00	0.20
Delay/Veh:	0.0	27.8	24.3	53.6	23.4	0.0	0.0	0.0	0.0	19.7	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	24.3	53.6	23.4	0.0	0.0	0.0	0.0	19.7	0.0	16.8
LOS by Move:	A	C	C	D-	C	A	A	A	A	B-	A	B
HCM2k95thQ:	0	16	5	3	17	0	0	0	0	18	0	7

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

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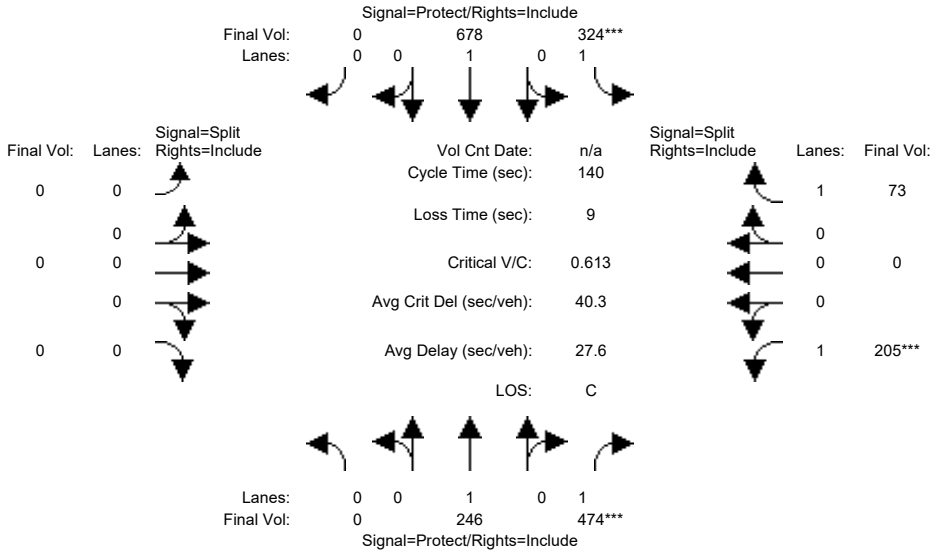
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	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	209	418	324	661	0	0	0	0	177	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	209	418	324	661	0	0	0	0	177	0	73
Added Vol:	0	8	8	0	2	0	0	0	0	2	0	0
PasserByVol:	0	29	48	0	15	0	0	0	0	26	0	0
Initial Fut:	0	246	474	324	678	0	0	0	0	205	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	246	474	324	678	0	0	0	0	205	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	246	474	324	678	0	0	0	0	205	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	246	474	324	678	0	0	0	0	205	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.13	0.27	0.19	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	61.9	61.9	42.3	104	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.29	0.61	0.61	0.48	0.00	0.00	0.00	0.00	0.61	0.00	0.22
Delay/Veh:	0.0	25.2	31.3	43.9	7.4	0.0	0.0	0.0	0.0	55.2	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	31.3	43.9	7.4	0.0	0.0	0.0	0.0	55.2	0.0	48.1
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	D
HCM2k95thQ:	0	12	29	24	21	0	0	0	0	17	0	6

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

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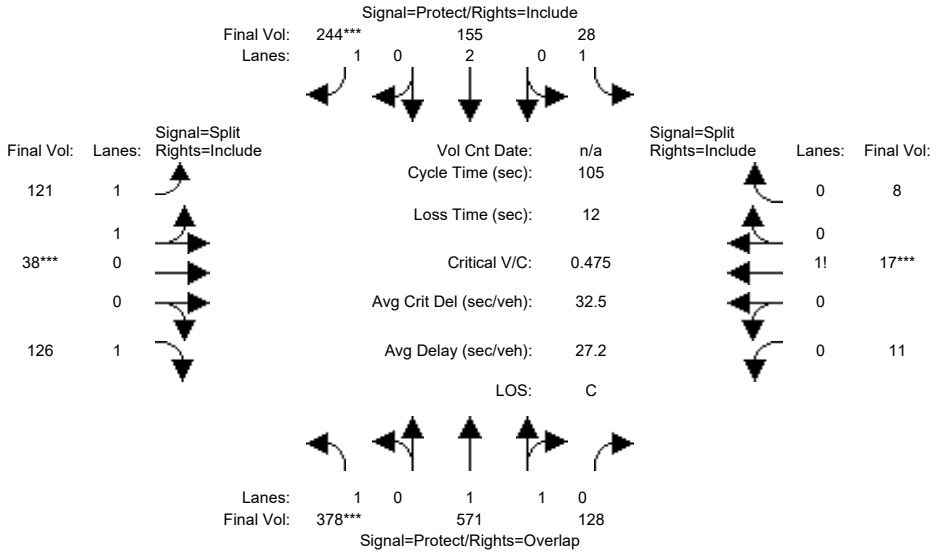
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	567	128	28	134	172	90	38	70	11	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	567	128	28	134	172	90	38	70	11	17	8
Added Vol:	71	0	0	0	0	15	2	0	9	0	0	0
PasserByVol:	134	4	0	0	21	57	29	0	47	0	0	0
Initial Fut:	378	571	128	28	155	244	121	38	126	11	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	571	128	28	155	244	121	38	126	11	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	571	128	28	155	244	121	38	126	11	17	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	571	128	28	155	244	121	38	126	11	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.53	0.47	1.00	0.31	0.47	0.22
Final Sat.:	1750	3022	677	1750	3800	1750	2701	848	1750	535	826	389
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.02	0.04	0.14	0.04	0.04	0.07	0.02	0.02	0.02
Crit Moves:	****					****		****			****	
Green Time:	40.8	49.6	59.6	17.5	26.3	26.3	15.9	15.9	15.9	10.0	10.0	10.0
Volume/Cap:	0.56	0.40	0.33	0.10	0.16	0.56	0.30	0.30	0.48	0.22	0.22	0.22
Delay/Veh:	26.1	18.2	12.2	37.2	30.8	35.8	39.9	39.9	42.1	44.5	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:	26.1	18.2	12.2	37.2	30.8	35.8	39.9	39.9	42.1	44.5	44.5	44.5
LOS by Move:	C	B-	B	D+	C	D+	D	D	D	D	D	D
HCM2k95thQ:	18	13	11	2	4	14	5	5	8	3	3	3

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

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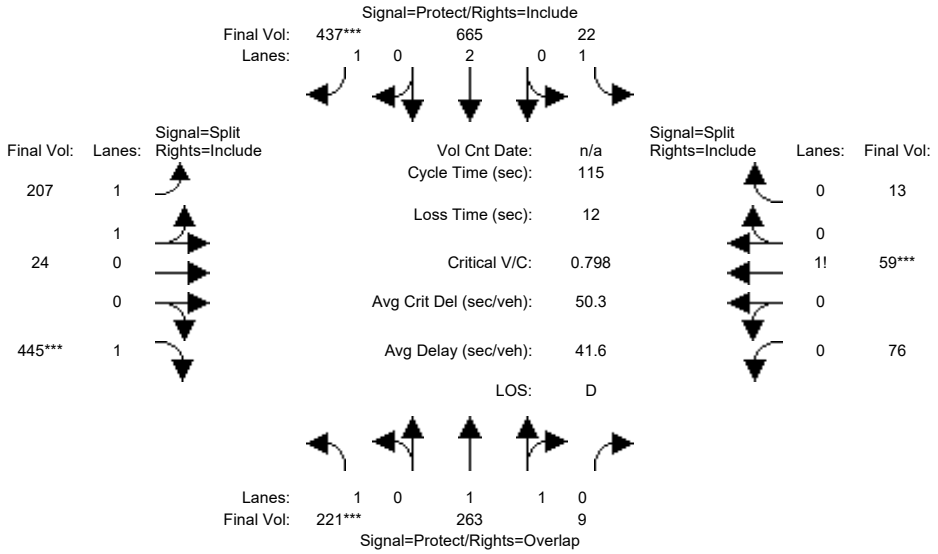
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	244	9	22	662	392	116	24	236	76	59	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	244	9	22	662	392	116	24	236	76	59	13
Added Vol:	18	0	0	0	0	4	15	0	69	0	0	0
PasserByVol:	77	19	0	0	3	41	76	0	140	0	0	0
Initial Fut:	221	263	9	22	665	437	207	24	445	76	59	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	263	9	22	665	437	207	24	445	76	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	263	9	22	665	437	207	24	445	76	59	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	263	9	22	665	437	207	24	445	76	59	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.80	0.20	1.00	0.51	0.40	0.09
Final Sat.:	1750	3577	122	1750	3800	1750	3181	369	1750	899	698	154
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.01	0.17	0.25	0.07	0.07	0.25	0.08	0.08	0.08
Crit Moves:	****					****			****		****	
Green Time:	18.2	31.9	44.1	22.3	36.0	36.0	36.6	36.6	36.6	12.2	12.2	12.2
Volume/Cap:	0.80	0.27	0.19	0.06	0.56	0.80	0.20	0.20	0.80	0.80	0.80	0.80
Delay/Veh:	61.6	32.6	23.7	37.9	33.5	44.3	28.6	28.6	43.8	71.3	71.3	71.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	32.6	23.7	37.9	33.5	44.3	28.6	28.6	43.8	71.3	71.3	71.3
LOS by Move:	E	C-	C	D+	C-	D	C	C	D	E	E	E
HCM2k95thQ:	15	7	6	1	18	27	6	6	28	14	14	14

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

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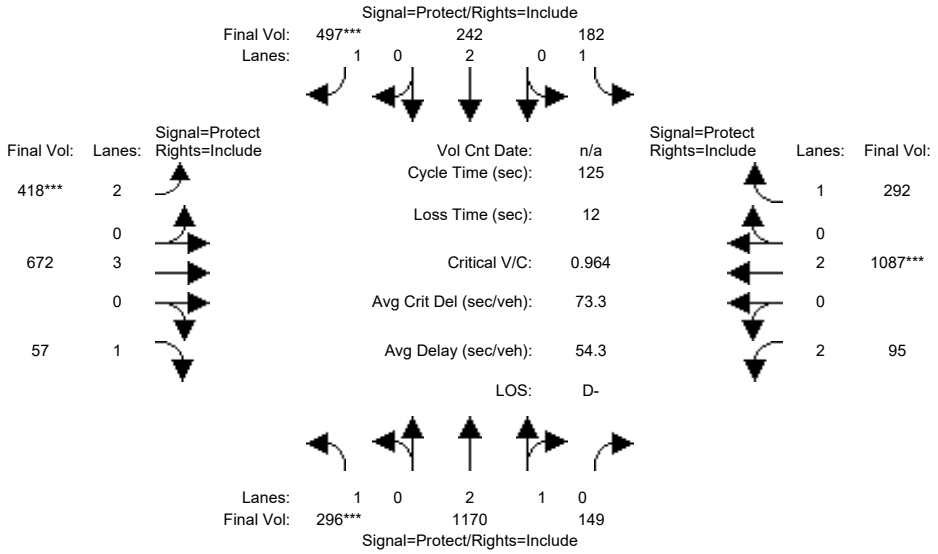
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	1099	140	115	210	423	267	641	55	94	1007	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:	279	1099	140	115	210	423	267	641	55	94	1007	184
Added Vol:	0	4	4	0	1	2	15	0	0	0	0	0
PasserByVol:	17	67	5	67	31	72	136	31	2	1	80	108
Initial Fut:	296	1170	149	182	242	497	418	672	57	95	1087	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:	296	1170	149	182	242	497	418	672	57	95	1087	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1170	149	182	242	497	418	672	57	95	1087	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:	296	1170	149	182	242	497	418	672	57	95	1087	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4967	632	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.10	0.06	0.28	0.13	0.12	0.03	0.03	0.29	0.17
Crit Moves:	****					****	****				****	
Green Time:	21.9	40.7	40.7	18.0	36.8	36.8	17.2	36.8	36.8	17.5	37.1	37.1
Volume/Cap:	0.96	0.72	0.72	0.72	0.22	0.96	0.96	0.40	0.11	0.22	0.96	0.56
Delay/Veh:	92.8	38.6	38.6	61.0	33.3	74.1	87.6	35.4	32.3	47.9	62.1	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:	92.8	38.6	38.6	61.0	33.3	74.1	87.6	35.4	32.3	47.9	62.1	38.5
LOS by Move:	F	D+	D+	E	C-	E	F	D+	C-	D	E	D+
HCM2k95thQ:	29	28	28	14	7	39	24	13	3	4	39	18

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

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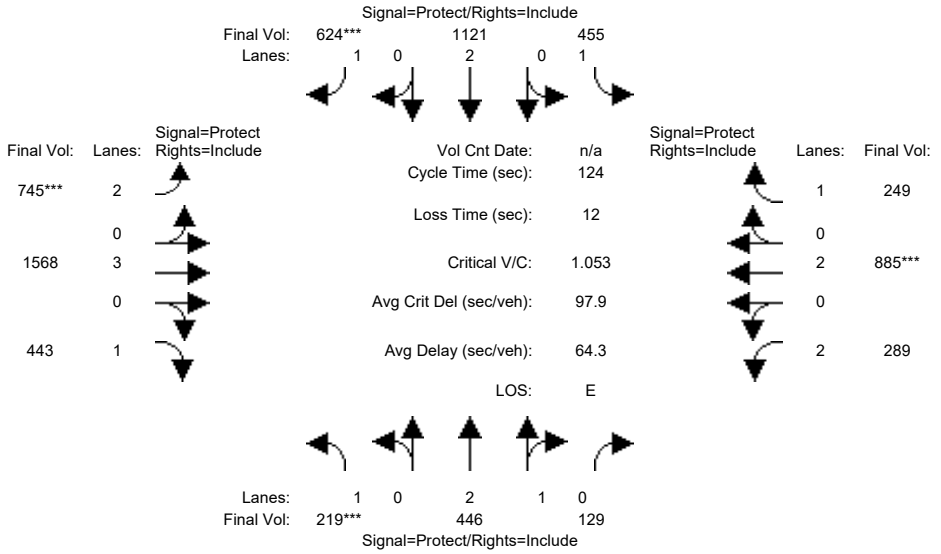
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	396	127	268	1010	453	586	1495	433	285	830	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	396	127	268	1010	453	586	1495	433	285	830	180
Added Vol:	0	1	1	0	8	15	4	0	0	0	0	0
PasserByVol:	11	49	1	187	103	156	155	73	10	4	55	69
Initial Fut:	219	446	129	455	1121	624	745	1568	443	289	885	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	446	129	455	1121	624	745	1568	443	289	885	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	446	129	455	1121	624	745	1568	443	289	885	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	446	129	455	1121	624	745	1568	443	289	885	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.30	0.70	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4342	1256	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.26	0.30	0.36	0.24	0.28	0.25	0.09	0.23	0.14
Crit Moves:	****					****	****				****	
Green Time:	14.7	16.1	16.1	40.7	42.0	42.0	27.9	41.5	41.5	13.8	27.4	27.4
Volume/Cap:	1.05	0.79	0.79	0.79	0.87	1.05	1.05	0.82	0.76	0.82	1.05	0.64
Delay/Veh:	131.7	58.3	58.3	45.3	45.2	92.7	96.7	40.9	42.5	68.3	94.2	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.7	58.3	58.3	45.3	45.2	92.7	96.7	40.9	42.5	68.3	94.2	47.5
LOS by Move:	F	E+	E+	D	D	F	F	D	D	E	F	D
HCM2k95thQ:	26	17	17	29	34	51	41	34	30	13	36	17

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

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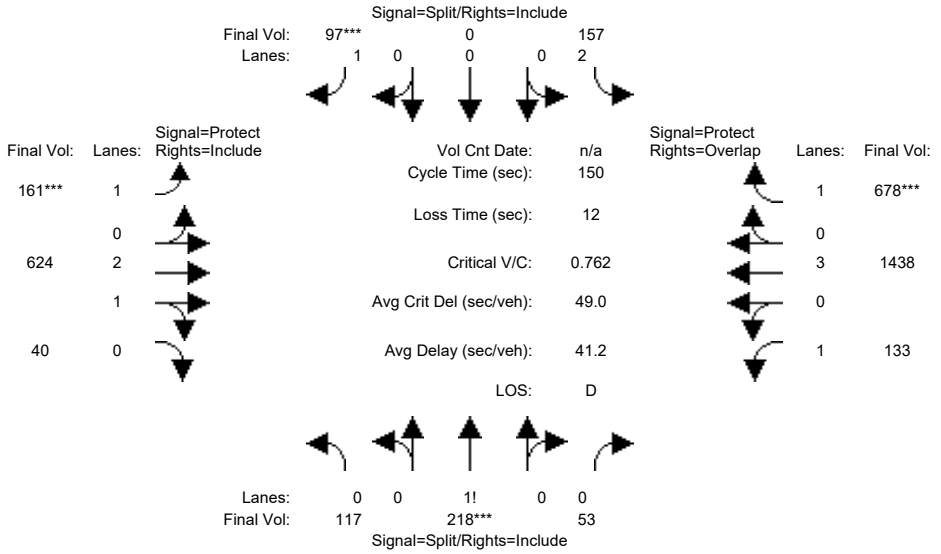
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	189	48	80	0	97	156	532	30	132	1263	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	189	48	80	0	97	156	532	30	132	1263	503
Added Vol:	0	0	0	9	0	0	4	0	0	0	0	67
PasserByVol:	13	29	5	68	0	0	1	92	10	1	175	108
Initial Fut:	117	218	53	157	0	97	161	624	40	133	1438	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	218	53	157	0	97	161	624	40	133	1438	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	218	53	157	0	97	161	624	40	133	1438	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	218	53	157	0	97	161	624	40	133	1438	678
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:	0.30	0.56	0.14	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	528	983	239	3150	0	1750	1750	5262	337	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.00	0.06	0.09	0.12	0.12	0.08	0.25	0.39
Crit Moves:		****				****	****					****
Green Time:	43.6	43.6	43.6	10.9	0.0	10.9	18.1	51.5	51.5	33.0	66.4	77.4
Volume/Cap:	0.76	0.76	0.76	0.69	0.00	0.76	0.76	0.35	0.35	0.35	0.57	0.75
Delay/Veh:	55.1	55.1	55.1	76.2	0.0	91.6	78.9	36.8	36.8	49.9	31.4	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	55.1	55.1	76.2	0.0	91.6	78.9	36.8	36.8	49.9	31.4	32.3
LOS by Move:	E+	E+	E+	E-	A	F	E-	D+	D+	D	C	C-
HCM2k95thQ:	32	32	32	9	0	10	15	14	14	10	26	41

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

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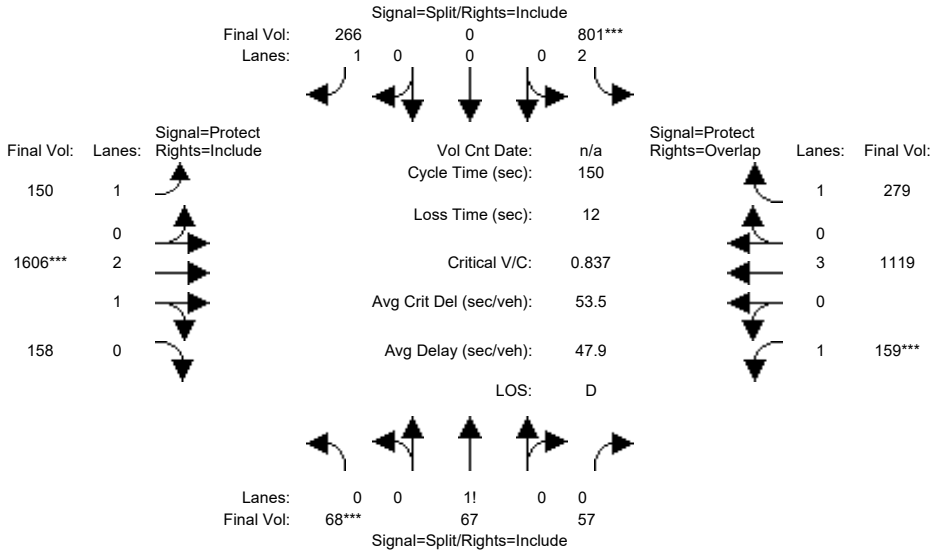
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	55	56	589	0	266	148	1393	111	155	998	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	55	56	589	0	266	148	1393	111	155	998	178
Added Vol:	0	0	0	69	0	0	1	0	0	0	0	17
PasserByVol:	7	12	1	143	0	0	1	213	47	4	121	84
Initial Fut:	68	67	57	801	0	266	150	1606	158	159	1119	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:	68	67	57	801	0	266	150	1606	158	159	1119	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	67	57	801	0	266	150	1606	158	159	1119	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:	68	67	57	801	0	266	150	1606	158	159	1119	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	0.99	0.95	0.92	1.00	0.92
Lanes:	0.35	0.35	0.30	2.00	0.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	620	611	520	3150	0	1750	1750	5098	502	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.25	0.00	0.15	0.09	0.32	0.32	0.09	0.20	0.16
Crit Moves:	****			****				****		****		
Green Time:	19.7	19.7	19.7	45.6	0.0	45.6	22.1	56.5	56.5	16.3	50.6	96.2
Volume/Cap:	0.84	0.84	0.84	0.84	0.00	0.50	0.58	0.84	0.84	0.84	0.58	0.25
Delay/Veh:	86.3	86.3	86.3	55.3	0.0	43.6	63.0	45.7	45.7	92.0	41.4	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:	86.3	86.3	86.3	55.3	0.0	43.6	63.0	45.7	45.7	92.0	41.4	11.6
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B+
HCM2k95thQ:	21	21	21	36	0	19	13	40	40	15	24	11

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

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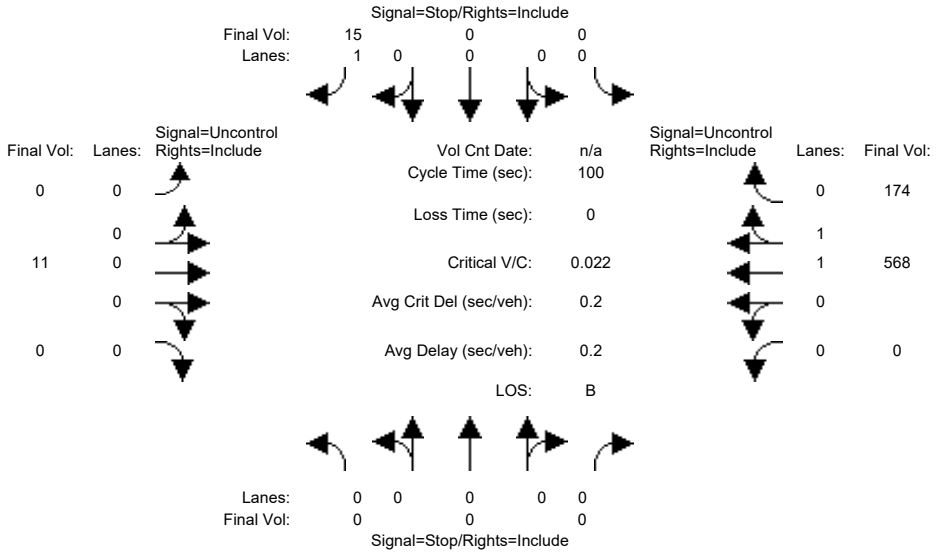
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	11	0	0	0	0	357	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	0	0	0	0	11	0	0	0	0	357	109
Added Vol:	0	0	0	0	0	4	0	11	0	0	20	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	191	0
Initial Fut:	0	0	0	0	0	15	0	11	0	0	568	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	0	11	0	0	568	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	15	0	11	0	0	568	174
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	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			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	15	0	11	0	0	568	174
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		

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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=768]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	15	0	11	0	0	568	174

Major Street Volume: 753
Minor Approach Volume: 15
Minor Approach Volume Threshold: 383

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.

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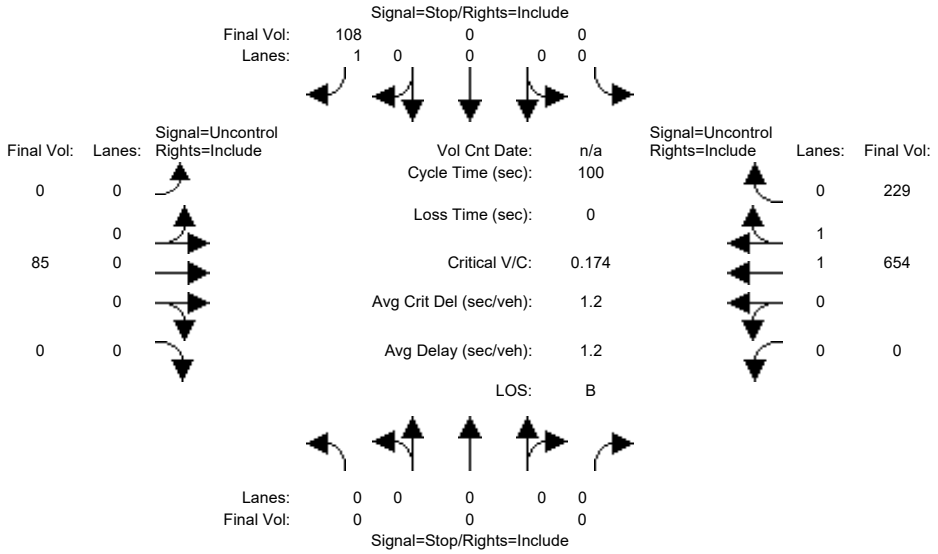
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	75	0	0	0	0	531	212
Growth Adj:	1.00	1.00	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	75	0	0	0	0	531	212
Added Vol:	0	0	0	0	0	33	0	85	0	0	5	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	118	0
Initial Fut:	0	0	0	0	0	108	0	85	0	0	654	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	108	0	85	0	0	654	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	108	0	85	0	0	654	229
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	442	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0	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			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 1	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	108	0	85	0	0	654	229
ApproachDel:	xxxxxx			12.0			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=108]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1076]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 1	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	108	0	85	0	0	654	229

Major Street Volume: 968
Minor Approach Volume: 108
Minor Approach Volume Threshold: 296

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.

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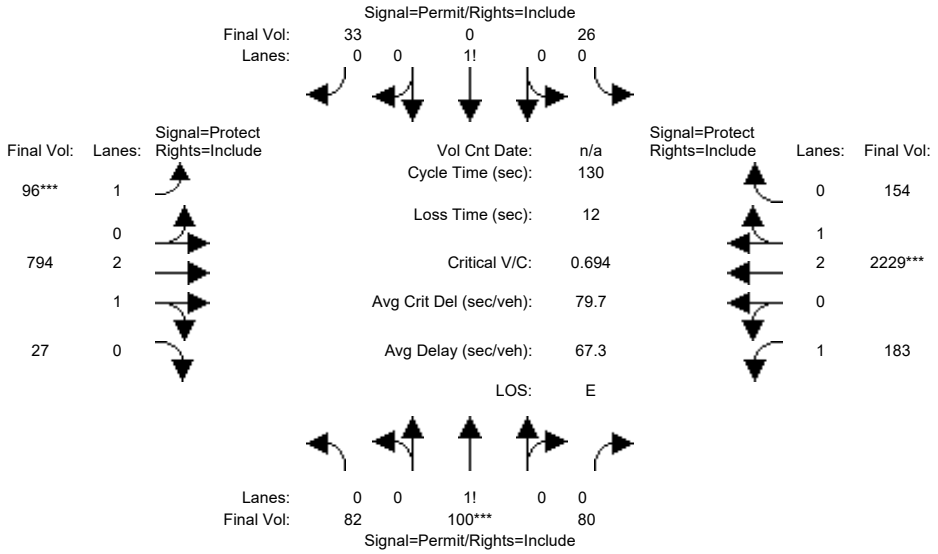
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	89	80	19	0	31	52	664	27	168	1881	116
Growth Adj:	1.00	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	89	80	19	0	31	52	664	27	168	1881	116
Added Vol:	0	0	0	0	0	0	0	9	0	0	67	0
PasserByVol:	0	11	0	7	0	2	44	121	0	15	281	38
Initial Fut:	82	100	80	26	0	33	96	794	27	183	2229	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	100	80	26	0	33	96	794	27	183	2229	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	100	80	26	0	33	96	794	27	183	2229	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	100	80	26	0	33	96	794	27	183	2229	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.31	0.38	0.31	0.44	0.00	0.56	1.00	2.90	0.10	1.00	2.80	0.20
Final Sat.:	548	668	534	771	0	979	1750	5416	184	1750	5238	362
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.00	0.03	0.05	0.15	0.15	0.10	0.43	0.43
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.41	0.41	0.41	0.09	0.00	0.09	0.36	0.43	0.43	0.51	1.08	1.08
Delay/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.1	33.1	47.3	86.2	86.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.1	33.1	47.3	86.2	86.2
LOS by Move:	C	C	C	C	A	C	D	C-	C-	D	F	F
HCM2k95thQ:	16	16	16	3	0	3	7	15	15	12	60	60

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

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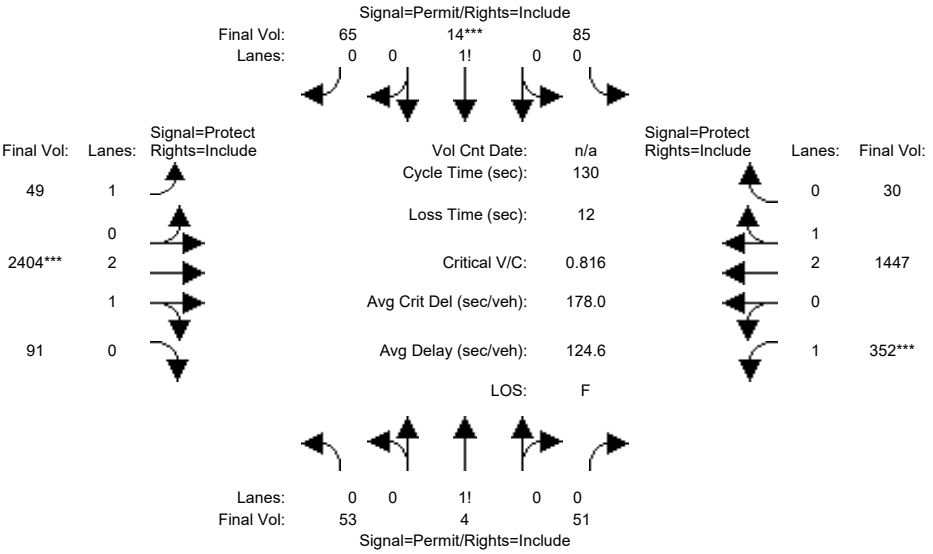
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Added Vol:	0	0	0	0	0	0	0	69	0	0	17	0
PasserByVol:	0	2	0	50	0	15	0	350	6	112	194	5
Initial Fut:	53	4	51	85	14	65	49	2404	91	352	1447	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:	53	4	51	85	14	65	49	2404	91	352	1447	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	51	85	14	65	49	2404	91	352	1447	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:	53	4	51	85	14	65	49	2404	91	352	1447	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.04	0.47	0.52	0.08	0.40	1.00	2.89	0.11	1.00	2.94	0.06
Final Sat.:	859	65	826	907	149	694	1750	5395	204	1750	5486	114
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.45	0.45	0.20	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.18	0.18	0.18	0.27	0.27	0.27	0.31	1.35	1.35	0.87	0.56	0.56
Delay/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	56.6	203	203.4	66.4	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	56.6	203	203.4	66.4	24.9	24.9
LOS by Move:	C	C	C	C	C	C	E+	F	F	E	C	C
HCM2k95thQ:	6	6	6	10	10	10	4	90	90	26	24	24

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

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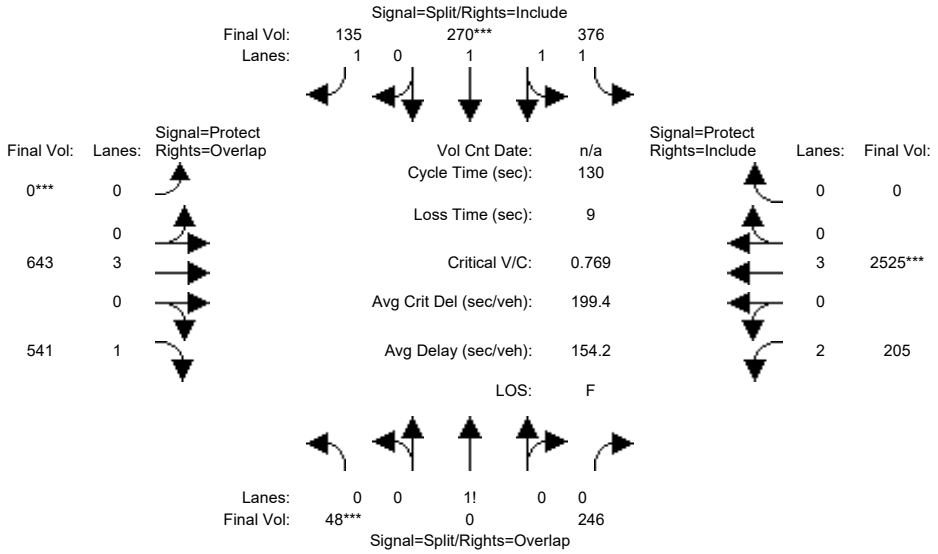
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	91	0	560	477	205	2050	0
Added Vol:	0	0	0	0	0	9	0	3	6	0	58	0
PasserByVol:	0	0	0	0	0	35	0	80	58	0	417	0
Initial Fut:	48	0	246	376	270	135	0	643	541	205	2525	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	135	0	643	541	205	2525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	135	0	643	541	205	2525	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	135	0	643	541	205	2525	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.08	0.00	0.11	0.31	0.07	0.44	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.24	0.00	0.62	0.62	0.50	1.43	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.1	33.8	72.6	256	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.1	33.8	72.6	256	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C-	E	F	A
HCM2k95thQ:	25	0	20	17	17	11	0	19	38	13	114	0

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

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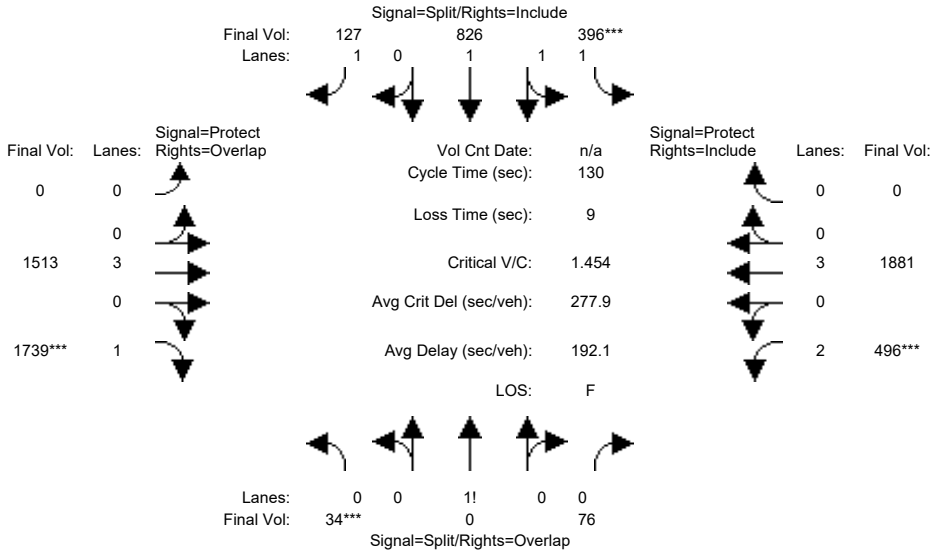
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	120	0	1252	1431	496	1679	0
Growth Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	0
Added Vol:	0	0	0	0	0	2	0	23	46	0	15	0
PasserByVol:	0	0	0	0	0	5	0	238	262	0	187	0
Initial Fut:	34	0	76	396	826	127	0	1513	1739	496	1881	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	127	0	1513	1739	496	1881	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	127	0	1513	1739	496	1881	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	127	0	1513	1739	496	1881	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.27	0.99	0.16	0.33	0.00
Crit Moves:	****			****					****	****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.25	0.00	1.23	2.00	0.96	0.87	0.00
Delay/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	176	496.7	101.0	53.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	176	496.7	101.0	53.1	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D-	A
HCM2k95thQ:	9	0	7	37	35	10	0	57	312	33	52	0

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

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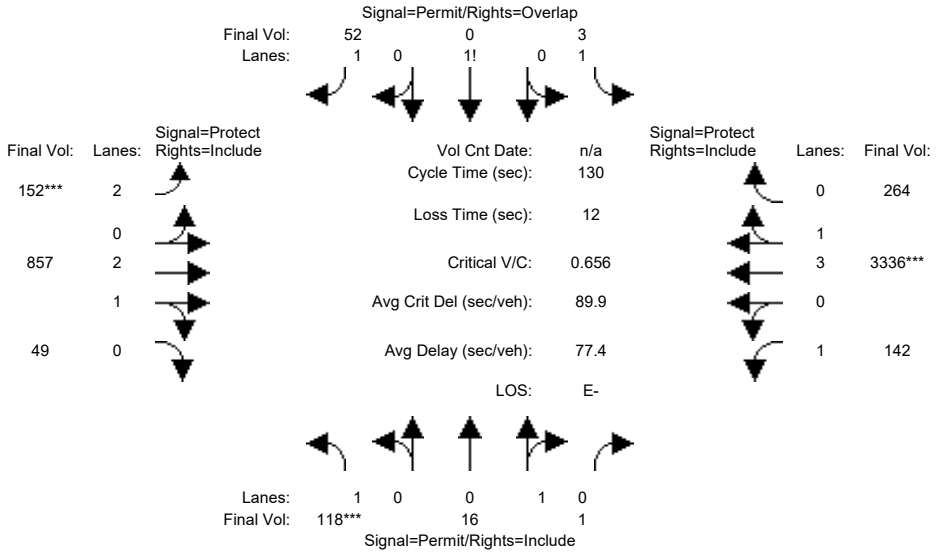
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	16	1	3	0	52	148	780	49	142	2828	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	16	1	3	0	52	148	780	49	142	2828	264
Added Vol:	0	0	0	0	0	0	0	3	0	0	58	0
PasserByVol:	0	0	0	0	0	0	4	74	0	0	450	0
Initial Fut:	118	16	1	3	0	52	152	857	49	142	3336	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	16	1	3	0	52	152	857	49	142	3336	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	16	1	3	0	52	152	857	49	142	3336	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	16	1	3	0	52	152	857	49	142	3336	264
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.94	0.06	1.06	0.00	1.94	2.00	2.83	0.17	1.00	3.69	0.31
Final Sat.:	1750	1694	106	1848	0	3499	3150	5297	303	1750	6949	550
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.00	0.00	0.01	0.05	0.16	0.16	0.08	0.48	0.48
Crit Moves:	****						****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	62.0	15.0	45.3	45.3	25.7	56.0	56.0
Volume/Cap:	0.19	0.03	0.03	0.00	0.00	0.03	0.42	0.46	0.46	0.41	1.11	1.11
Delay/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.1	33.1	46.3	93.4	93.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.1	33.1	46.3	93.4	93.4
LOS by Move:	C	C	C	C	A	B-	D-	C-	C-	D	F	F
HCM2k95thQ:	7	1	1	0	0	1	7	18	18	10	72	72

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

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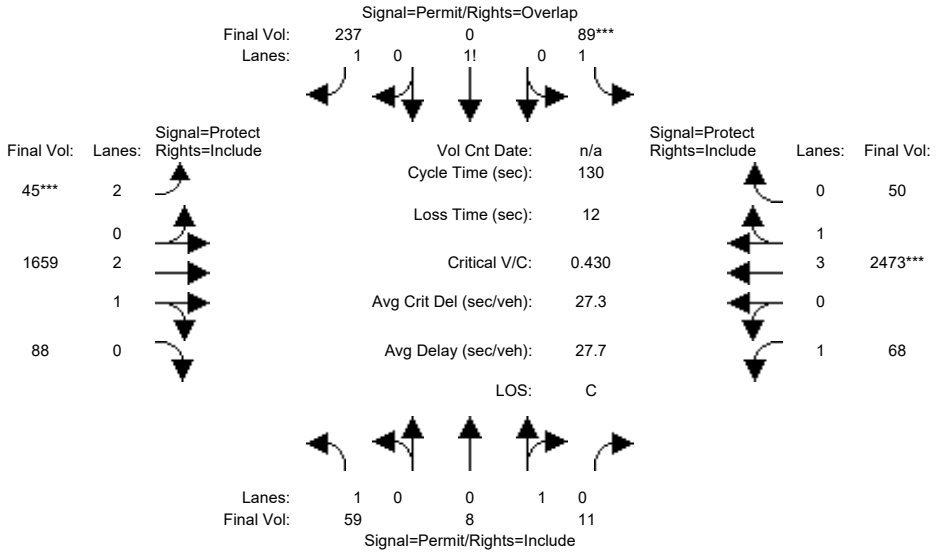
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	11	89	0	237	15	1429	88	68	2224	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:	59	8	11	89	0	237	15	1429	88	68	2224	50
Added Vol:	0	0	0	0	0	0	0	23	0	0	15	0
PasserByVol:	0	0	0	0	0	0	30	207	0	0	234	0
Initial Fut:	59	8	11	89	0	237	45	1659	88	68	2473	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:	59	8	11	89	0	237	45	1659	88	68	2473	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	11	89	0	237	45	1659	88	68	2473	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	11	89	0	237	45	1659	88	68	2473	50
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.28	0.00	1.72	2.00	2.84	0.16	1.00	3.92	0.08
Final Sat.:	1750	758	1042	2238	0	3098	3150	5318	282	1750	7351	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.00	0.08	0.01	0.31	0.31	0.04	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	45.0	45.0	45.0	45.0	0.0	55.0	10.0	60.3	60.3	12.7	63.0	63.0
Volume/Cap:	0.10	0.03	0.03	0.11	0.00	0.18	0.19	0.67	0.67	0.40	0.69	0.69
Delay/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.9	27.9	56.6	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.9	27.9	56.6	26.6	26.6
LOS by Move:	C	C	C	C	A	C	E+	C	C	E+	C	C
HCM2k95thQ:	3	1	1	4	0	7	2	32	32	5	32	32

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

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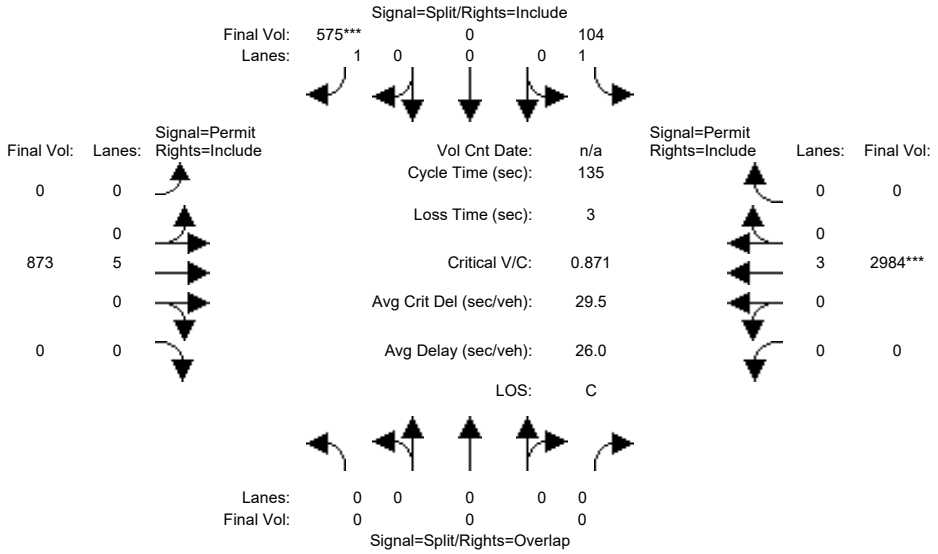
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp				Stevens Creek Blvd			
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		104 0 464		0 803 0		0 2587 0	
Growth Adj:	1.00 1.00 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		104 0 464		0 803 0		0 2587 0	
Added Vol:	0 0 0		0 0 7		0 3 0		0 51 0	
PasserByVol:	0 0 0		0 0 104		0 67 0		0 346 0	
Initial Fut:	0 0 0		104 0 575		0 873 0		0 2984 0	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 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		104 0 575		0 873 0		0 2984 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 0 0		104 0 575		0 873 0		0 2984 0	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 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		104 0 575		0 873 0		0 2984 0	
Saturation Flow Module:								
Sat/Lane:	1900 1900 1900		1900 1900 1900		1900 1900 1900		1900 1900 1900	
Adjustment:	0.92 1.00 0.92		0.92 1.00 0.92		0.92 1.00 0.92		0.92 1.00 0.92	
Lanes:	0.00 0.00 0.00		1.00 0.00 1.00		0.00 5.00 0.00		0.00 3.00 0.00	
Final Sat.:	0 0 0		1750 0 1750		0 9500 0		0 5700 0	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00		0.06 0.00 0.33		0.00 0.09 0.00		0.00 0.52 0.00	
Crit Moves:				****				****
Green Time:	0.0 0.0 0.0		50.9 0.0 50.9		0.0 81.1 0.0		0.0 81.1 0.0	
Volume/Cap:	0.00 0.00 0.00		0.16 0.00 0.87		0.00 0.15 0.00		0.00 0.87 0.00	
Delay/Veh:	0.0 0.0 0.0		28.0 0.0 51.2		0.0 11.9 0.0		0.0 25.3 0.0	
User DelAdj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
AdjDel/Veh:	0.0 0.0 0.0		28.0 0.0 51.2		0.0 11.9 0.0		0.0 25.3 0.0	
LOS by Move:	A A A		C A D-		A B+ A		A C A	
HCM2k95thQ:	0 0 0		6 0 43		0 6 0		0 55 0	

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

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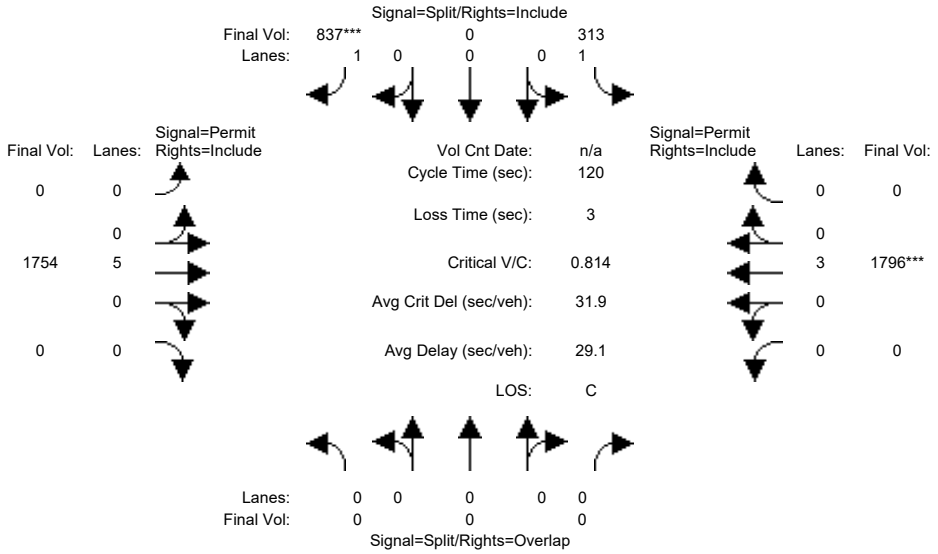
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp						Stevens Creek Blvd					
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	313	0	751	0	1529	0	0	1642	0
Growth Adj:	1.00	1.00	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	313	0	751	0	1529	0	0	1642	0
Added Vol:	0	0	0	0	0	2	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	84	0	202	0	0	141	0
Initial Fut:	0	0	0	313	0	837	0	1754	0	0	1796	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	313	0	837	0	1754	0	0	1796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	837	0	1754	0	0	1796	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	313	0	837	0	1754	0	0	1796	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.18	0.00	0.48	0.00	0.18	0.00	0.00	0.32	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	70.5	0.0	70.5	0.0	46.5	0.0	0.0	46.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.81	0.00	0.48	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	12.6	0.0	24.6	0.0	27.7	0.0	0.0	35.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.6	0.0	24.6	0.0	27.7	0.0	0.0	35.3	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	D+	A
HCM2k95thQ:	0	0	0	12	0	45	0	17	0	0	34	0

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

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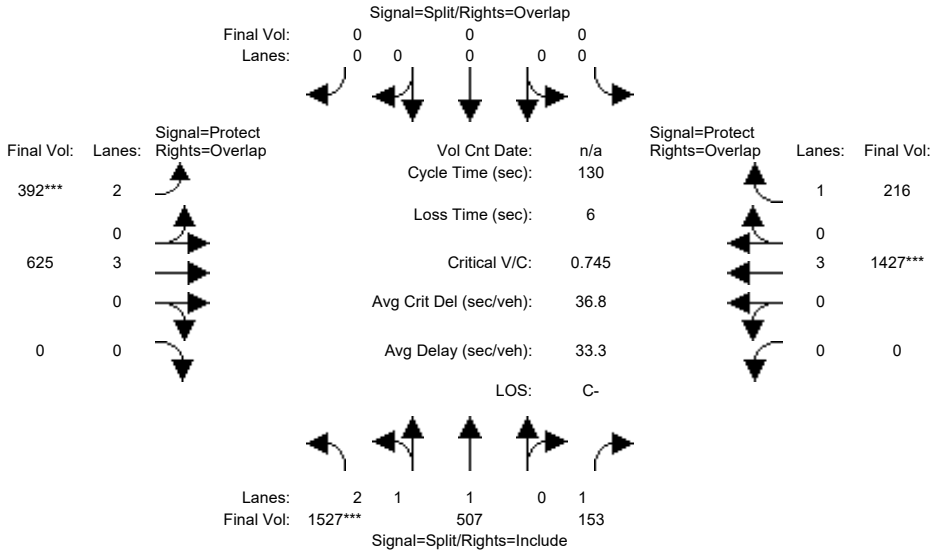
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
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:	1246	485	153	0	0	0	365	582	0	0	1310	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1246	485	153	0	0	0	365	582	0	0	1310	216
Added Vol:	37	0	0	0	0	0	1	2	0	0	15	0
PasserByVol:	244	22	0	0	0	0	26	41	0	0	102	0
Initial Fut:	1527	507	153	0	0	0	392	625	0	0	1427	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1527	507	153	0	0	0	392	625	0	0	1427	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1527	507	153	0	0	0	392	625	0	0	1427	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1527	507	153	0	0	0	392	625	0	0	1427	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	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.:	4551	1900	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.27	0.09	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.25	0.12
Crit Moves:	****						****				****	
Green Time:	58.6	58.6	58.6	0.0	0.0	0.0	21.7	65.4	0.0	0.0	43.7	43.7
Volume/Cap:	0.74	0.59	0.19	0.00	0.00	0.00	0.74	0.22	0.00	0.00	0.74	0.37
Delay/Veh:	30.7	27.0	21.6	0.0	0.0	0.0	57.2	18.1	0.0	0.0	39.8	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	27.0	21.6	0.0	0.0	0.0	57.2	18.1	0.0	0.0	39.8	33.1
LOS by Move:	C	C	C+	A	A	A	E+	B-	A	A	D	C-
HCM2k95thQ:	36	27	8	0	0	0	17	9	0	0	31	13

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

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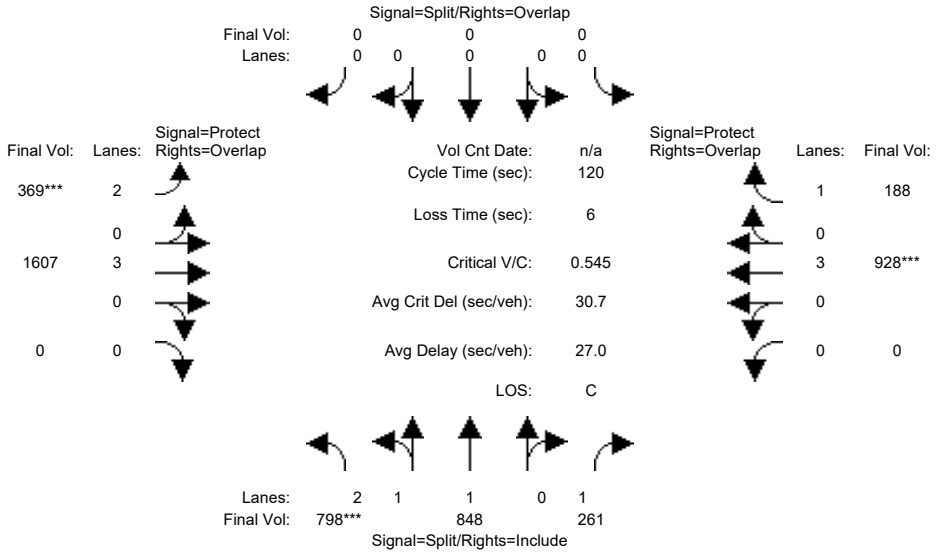
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	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:	708	791	261	0	0	0	306	1521	0	0	863	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	791	261	0	0	0	306	1521	0	0	863	188
Added Vol:	10	0	0	0	0	0	8	15	0	0	4	0
PasserByVol:	80	57	0	0	0	0	55	71	0	0	61	0
Initial Fut:	798	848	261	0	0	0	369	1607	0	0	928	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	798	848	261	0	0	0	369	1607	0	0	928	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	848	261	0	0	0	369	1607	0	0	928	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	798	848	261	0	0	0	369	1607	0	0	928	188
Saturation 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.13	1.87	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3349	3559	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.15	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.16	0.11
Crit Moves:	****						****				****	
Green Time:	52.4	52.4	52.4	0.0	0.0	0.0	25.8	61.6	0.0	0.0	35.8	35.8
Volume/Cap:	0.55	0.55	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.36
Delay/Veh:	25.2	25.2	22.6	0.0	0.0	0.0	42.8	20.0	0.0	0.0	35.6	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:	25.2	25.2	22.6	0.0	0.0	0.0	42.8	20.0	0.0	0.0	35.6	33.5
LOS by Move:	C	C	C+	A	A	A	D	C+	A	A	D+	C-
HCM2k95thQ:	22	22	13	0	0	0	14	23	0	0	18	11

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

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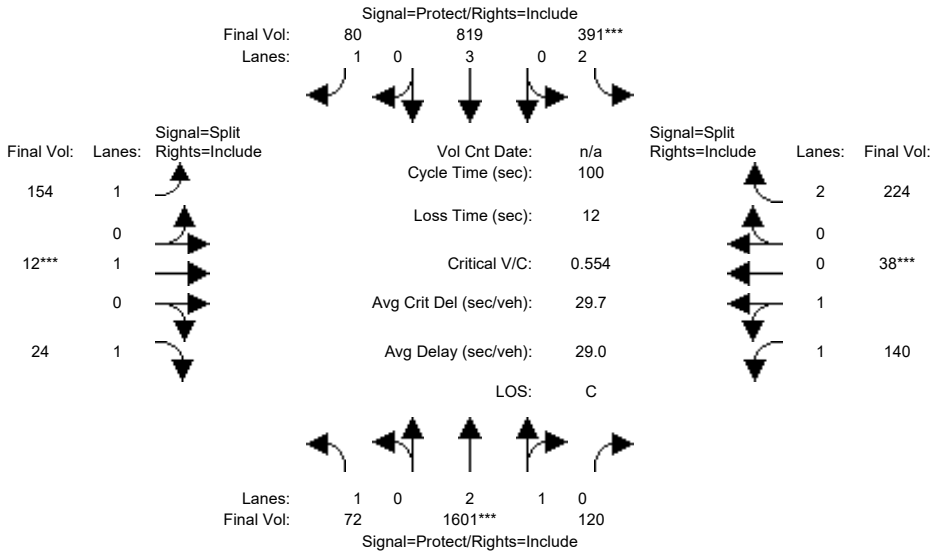
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	1601	120	391	819	80	154	12	24	140	38	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1601	120	391	819	80	154	12	24	140	38	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1601	120	391	819	80	154	12	24	140	38	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1601	120	391	819	80	154	12	24	140	38	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1601	120	391	819	80	154	12	24	140	38	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1601	120	391	819	80	154	12	24	140	38	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.78	0.22	2.00	3.00	1.00	1.00	1.00	1.00	1.58	0.42	2.00
Final Sat.:	1750	5209	390	3150	5700	1750	1750	1900	1750	2792	758	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.12	0.14	0.05	0.09	0.01	0.01	0.05	0.05	0.07
Crit Moves:		****		****				****			****	
Green Time:	19.4	42.2	42.2	17.1	39.9	39.9	15.9	15.9	15.9	12.8	12.8	12.8
Volume/Cap:	0.21	0.73	0.73	0.73	0.36	0.11	0.55	0.04	0.09	0.39	0.39	0.55
Delay/Veh:	34.2	25.2	25.2	44.2	21.2	19.0	41.3	35.7	36.0	40.6	40.6	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:	34.2	25.2	25.2	44.2	21.2	19.0	41.3	35.7	36.0	40.6	40.6	42.6
LOS by Move:	C-	C	C	D	C+	B-	D	D+	D+	D	D	D
HCM2k95thQ:	4	26	26	14	11	3	11	1	1	5	5	8

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

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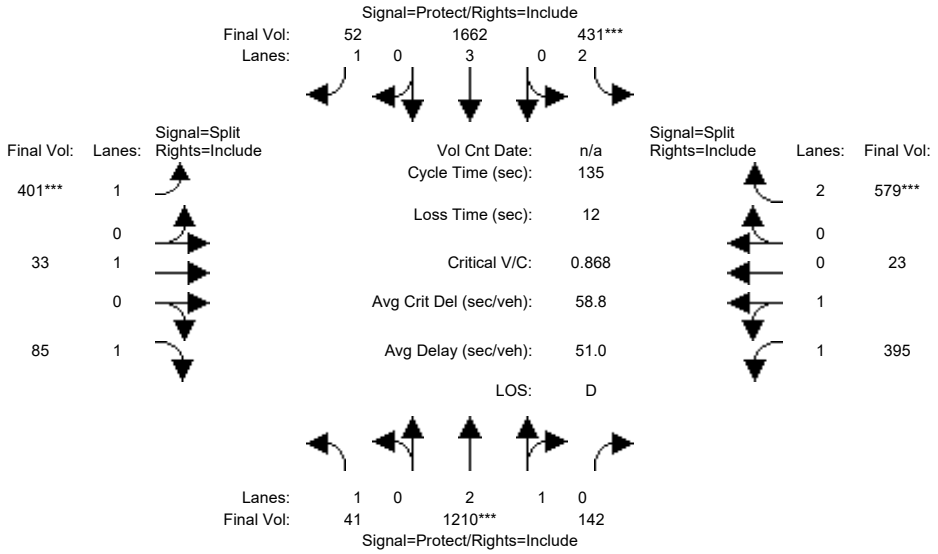
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1210	142	431	1662	52	401	33	85	395	23	579
Growth Adj:	1.00	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	1210	142	431	1662	52	401	33	85	395	23	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1210	142	431	1662	52	401	33	85	395	23	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	142	431	1662	52	401	33	85	395	23	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1210	142	431	1662	52	401	33	85	395	23	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1210	142	431	1662	52	401	33	85	395	23	579
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	2.67	0.33	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5011	588	3150	5700	1750	1750	1900	1750	3355	195	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.14	0.29	0.03	0.23	0.02	0.05	0.12	0.12	0.18
Crit Moves:		****		****			****					****
Green Time:	8.9	37.5	37.5	21.3	49.9	49.9	35.6	35.6	35.6	28.6	28.6	28.6
Volume/Cap:	0.36	0.87	0.87	0.87	0.79	0.08	0.87	0.07	0.18	0.56	0.56	0.87
Delay/Veh:	62.2	51.9	51.9	70.6	39.9	27.7	63.4	37.3	38.6	48.5	48.5	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	51.9	51.9	70.6	39.9	27.7	63.4	37.3	38.6	48.5	48.5	63.1
LOS by Move:	E	D-	D-	E	D	C	E	D+	D+	D	D	E
HCM2k95thQ:	3	31	31	21	35	3	34	2	6	15	15	26

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

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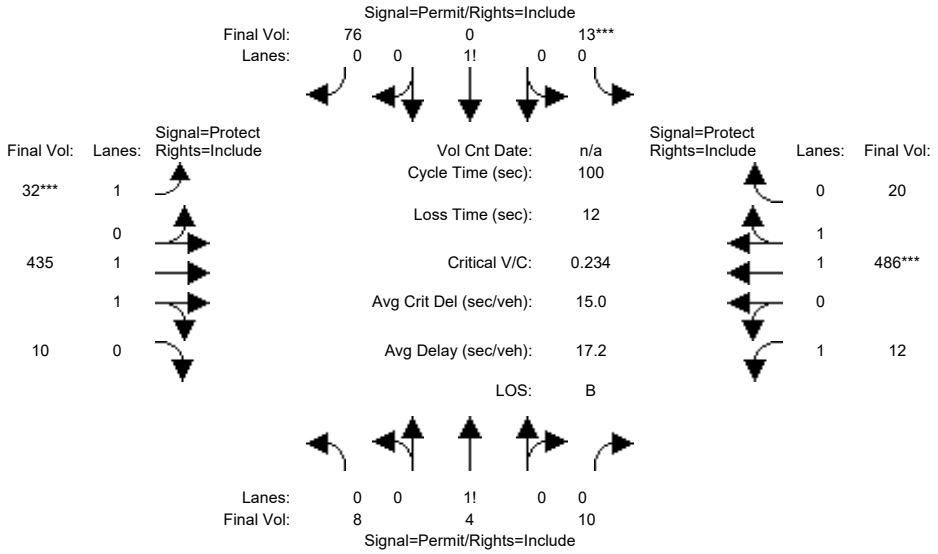
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	8	4	10	13	0	76	32	435	10	12	486	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:	8	4	10	13	0	76	32	435	10	12	486	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:	8	4	10	13	0	76	32	435	10	12	486	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:	8	4	10	13	0	76	32	435	10	12	486	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	10	13	0	76	32	435	10	12	486	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:	8	4	10	13	0	76	32	435	10	12	486	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.36	0.18	0.46	0.15	0.00	0.85	1.00	1.95	0.05	1.00	1.92	0.08
Final Sat.:	636	318	795	256	0	1494	1750	3617	83	1750	3554	146
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.00	0.05	0.02	0.12	0.12	0.01	0.14	0.14
Crit Moves:				****			****				****	
Green Time:	21.7	21.7	21.7	21.7	0.0	21.7	7.8	41.9	41.9	24.4	58.4	58.4
Volume/Cap:	0.06	0.06	0.06	0.23	0.00	0.23	0.23	0.29	0.29	0.03	0.23	0.23
Delay/Veh:	31.1	31.1	31.1	32.6	0.0	32.6	44.2	19.3	19.3	28.8	10.1	10.1
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:	31.1	31.1	31.1	32.6	0.0	32.6	44.2	19.3	19.3	28.8	10.1	10.1
LOS by Move:	C	C	C	C-	A	C-	D	B-	B-	C	B+	B+
HCM2k95thQ:	1	1	1	5	0	5	2	9	9	1	7	7

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

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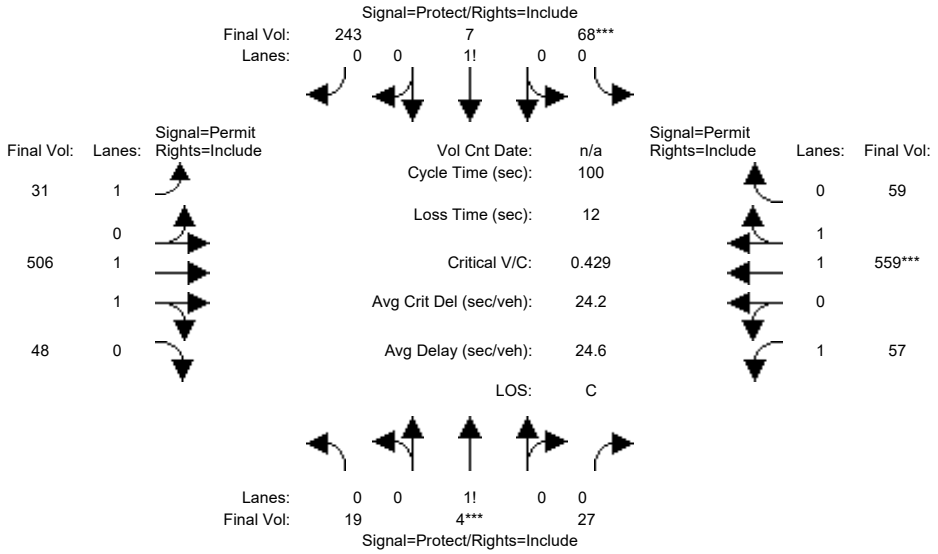
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	19	4	27	68	7	243	31	506	48	57	559	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	27	68	7	243	31	506	48	57	559	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	4	27	68	7	243	31	506	48	57	559	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	4	27	68	7	243	31	506	48	57	559	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	27	68	7	243	31	506	48	57	559	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	4	27	68	7	243	31	506	48	57	559	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.08	0.54	0.21	0.02	0.77	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	665	140	945	374	39	1337	1750	3379	321	1750	3346	353
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.18	0.18	0.18	0.02	0.15	0.15	0.03	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	18.0	10.0	10.0	40.6	32.7	32.7	37.4	37.4	37.4	37.4	37.4	37.4
Volume/Cap:	0.16	0.29	0.29	0.45	0.56	0.56	0.05	0.40	0.40	0.09	0.45	0.45
Delay/Veh:	34.9	42.6	42.6	22.0	28.9	28.9	20.0	23.3	23.3	20.3	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	42.6	42.6	22.0	28.9	28.9	20.0	23.3	23.3	20.3	23.8	23.8
LOS by Move:	C-	D	D	C+	C	C	C+	C	C	C+	C	C
HCM2k95thQ:	3	4	4	15	17	17	1	12	12	2	13	13

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

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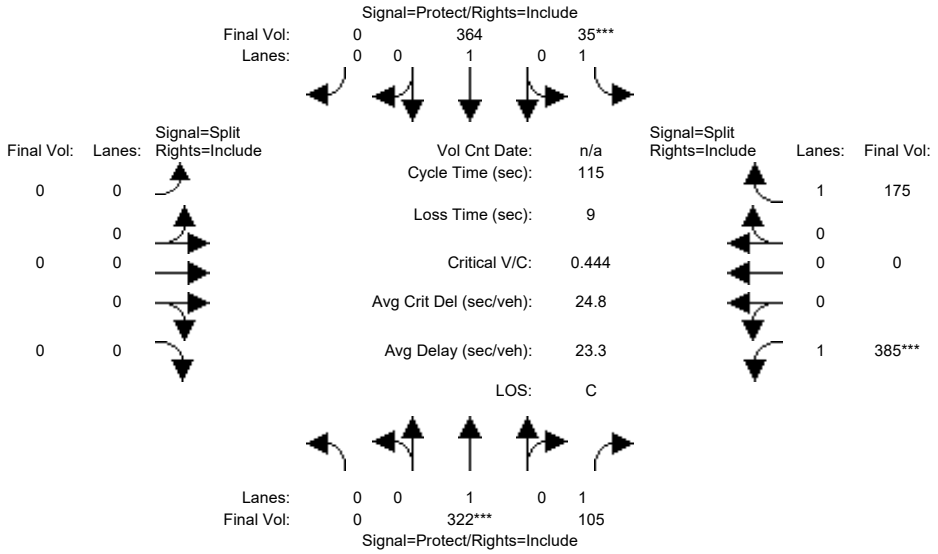
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	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	322	105	35	364	0	0	0	0	385	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	322	105	35	364	0	0	0	0	385	0	175
Added Vol:	0	0	0	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	322	105	35	364	0	0	0	0	385	0	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	322	105	35	364	0	0	0	0	385	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	322	105	35	364	0	0	0	0	385	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	322	105	35	364	0	0	0	0	385	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.17	0.06	0.02	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	43.1	43.1	7.0	50.1	0.0	0.0	0.0	0.0	55.9	0.0	55.9
Volume/Cap:	0.00	0.45	0.16	0.33	0.44	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Delay/Veh:	0.0	27.5	24.0	53.6	23.0	0.0	0.0	0.0	0.0	19.8	0.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.5	24.0	53.6	23.0	0.0	0.0	0.0	0.0	19.8	0.0	17.0
LOS by Move:	A	C	C	D-	C	A	A	A	A	B-	A	B
HCM2k95thQ:	0	15	5	3	17	0	0	0	0	18	0	7

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

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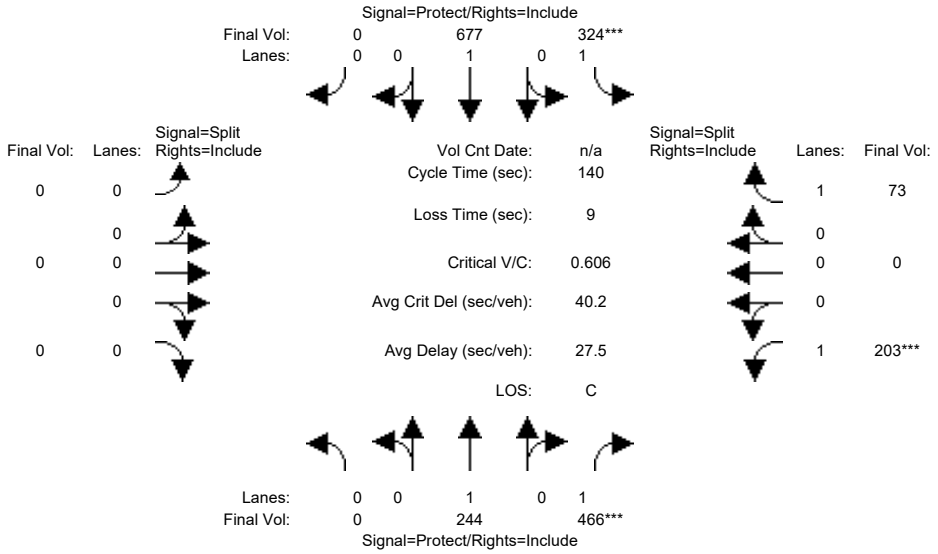
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	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	244	466	324	677	0	0	0	0	203	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	244	466	324	677	0	0	0	0	203	0	73
Added Vol:	0	0	0	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	244	466	324	677	0	0	0	0	203	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	244	466	324	677	0	0	0	0	203	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	244	466	324	677	0	0	0	0	203	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	244	466	324	677	0	0	0	0	203	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.13	0.27	0.19	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	61.5	61.5	42.7	104	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.29	0.61	0.61	0.48	0.00	0.00	0.00	0.00	0.61	0.00	0.22
Delay/Veh:	0.0	25.5	31.4	43.5	7.4	0.0	0.0	0.0	0.0	55.0	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	31.4	43.5	7.4	0.0	0.0	0.0	0.0	55.0	0.0	48.1
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	D
HCM2k95thQ:	0	12	28	23	21	0	0	0	0	17	0	6

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

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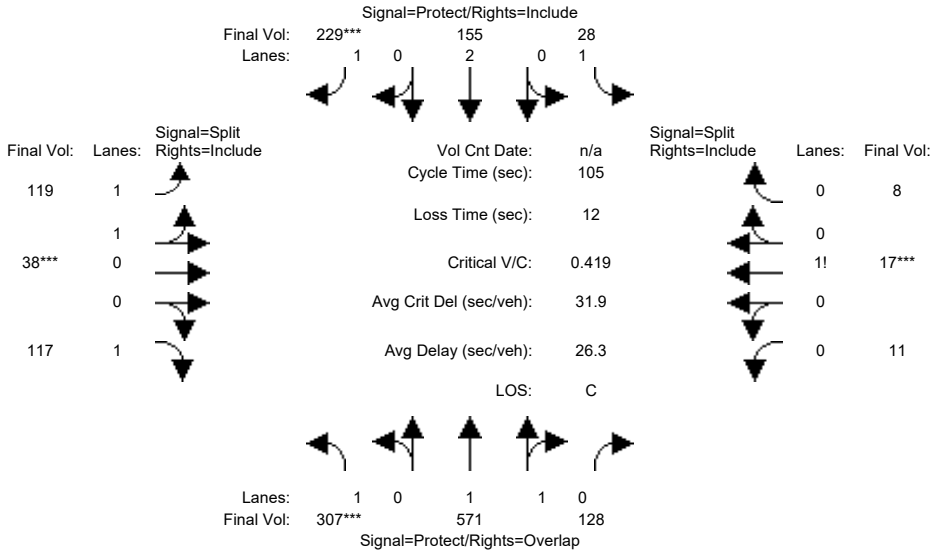
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	571	128	28	155	229	119	38	117	11	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	571	128	28	155	229	119	38	117	11	17	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	571	128	28	155	229	119	38	117	11	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	571	128	28	155	229	119	38	117	11	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	571	128	28	155	229	119	38	117	11	17	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	571	128	28	155	229	119	38	117	11	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.52	0.48	1.00	0.31	0.47	0.22
Final Sat.:	1750	3022	677	1750	3800	1750	2691	859	1750	535	826	389
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.19	0.02	0.04	0.13	0.04	0.04	0.07	0.02	0.02	0.02
Crit Moves:	****					****		****			****	
Green Time:	39.0	50.4	60.4	17.8	29.1	29.1	14.9	14.9	14.9	10.0	10.0	10.0
Volume/Cap:	0.47	0.39	0.33	0.09	0.15	0.47	0.31	0.31	0.47	0.22	0.22	0.22
Delay/Veh:	25.7	17.7	11.8	37.0	28.7	32.3	40.8	40.8	42.9	44.5	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:	25.7	17.7	11.8	37.0	28.7	32.3	40.8	40.8	42.9	44.5	44.5	44.5
LOS by Move:	C	B	B+	D+	C	C-	D	D	D	D	D	D
HCM2k95thQ:	15	13	11	2	4	12	5	5	7	3	3	3

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

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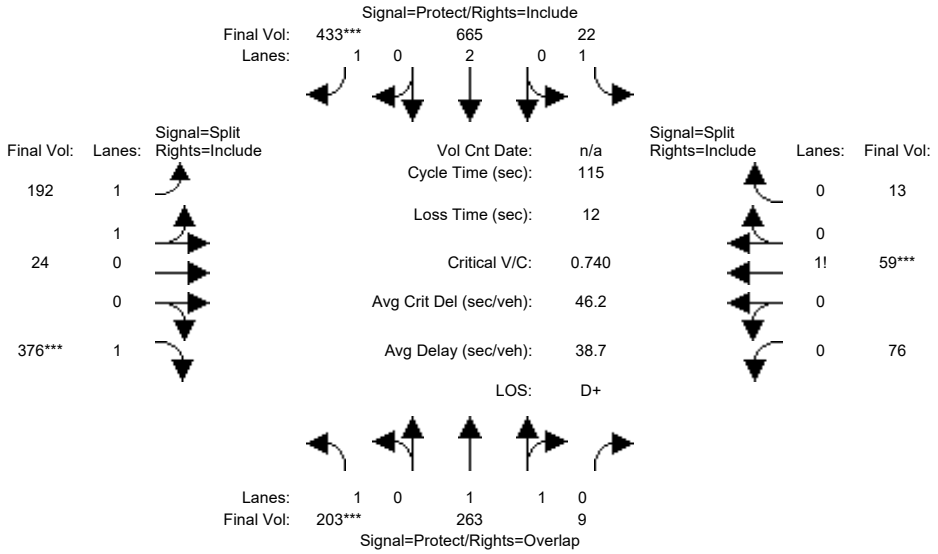
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	203	263	9	22	665	433	192	24	376	76	59	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	263	9	22	665	433	192	24	376	76	59	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	263	9	22	665	433	192	24	376	76	59	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	263	9	22	665	433	192	24	376	76	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	263	9	22	665	433	192	24	376	76	59	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	263	9	22	665	433	192	24	376	76	59	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.78	0.22	1.00	0.51	0.40	0.09
Final Sat.:	1750	3577	122	1750	3800	1750	3155	394	1750	899	698	154
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.01	0.17	0.25	0.06	0.06	0.21	0.08	0.08	0.08
Crit Moves:	****					****			****		****	
Green Time:	18.0	33.2	46.4	23.3	38.4	38.4	33.4	33.4	33.4	13.1	13.1	13.1
Volume/Cap:	0.74	0.25	0.18	0.06	0.52	0.74	0.21	0.21	0.74	0.74	0.74	0.74
Delay/Veh:	56.5	31.5	22.2	37.1	31.3	38.9	30.9	30.9	42.6	63.0	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	31.5	22.2	37.1	31.3	38.9	30.9	30.9	42.6	63.0	63.0	63.0
LOS by Move:	E+	C	C+	D+	C	D+	C	C	D	E	E	E
HCM2k95thQ:	14	7	6	1	17	26	6	6	24	14	14	14

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

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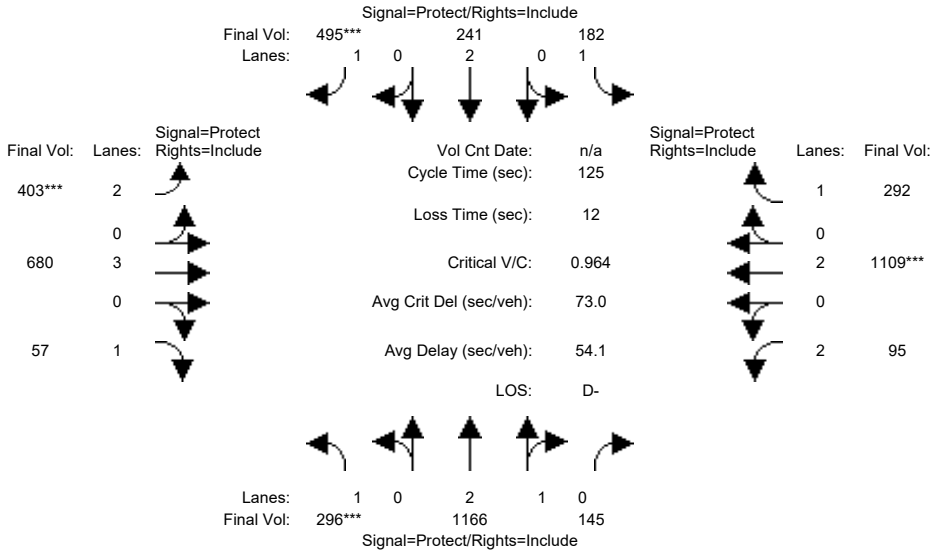
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	1166	145	182	241	495	403	672	57	95	1087	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:	296	1166	145	182	241	495	403	672	57	95	1087	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	296	1166	145	182	241	495	403	680	57	95	1109	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:	296	1166	145	182	241	495	403	680	57	95	1109	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1166	145	182	241	495	403	680	57	95	1109	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:	296	1166	145	182	241	495	403	680	57	95	1109	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4980	619	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.23	0.10	0.06	0.28	0.13	0.12	0.03	0.03	0.29	0.17
Crit Moves:	****					****	****				****	
Green Time:	21.9	40.6	40.6	18.0	36.7	36.7	16.6	37.0	37.0	17.4	37.8	37.8
Volume/Cap:	0.96	0.72	0.72	0.72	0.22	0.96	0.96	0.40	0.11	0.22	0.96	0.55
Delay/Veh:	92.8	38.7	38.7	60.9	33.4	74.2	88.6	35.3	32.1	48.0	61.5	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	38.7	38.7	60.9	33.4	74.2	88.6	35.3	32.1	48.0	61.5	37.7
LOS by Move:	F	D+	D+	E	C-	E	F	D+	C-	D	E	D+
HCM2k95thQ:	29	28	28	14	7	39	24	13	3	4	39	18

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

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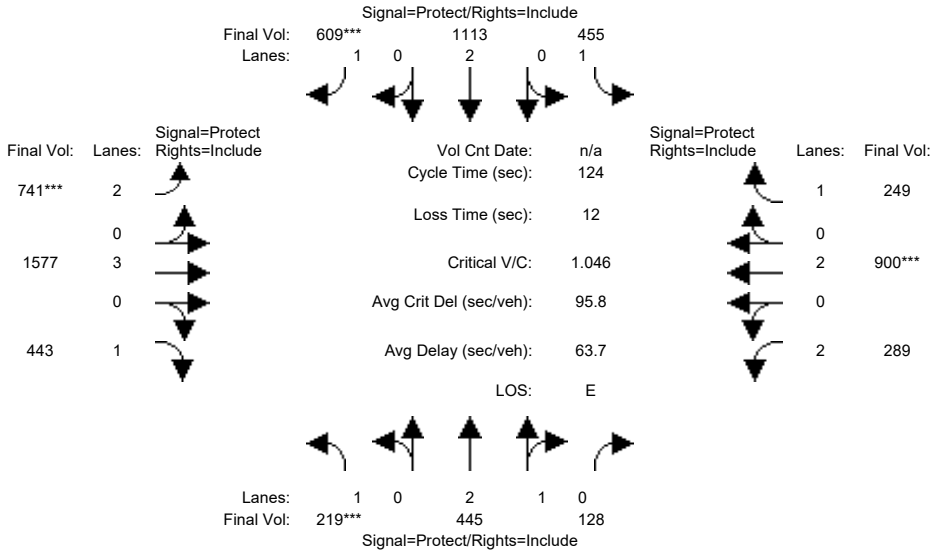
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	219	445	128	455	1113	609	741	1568	443	289	885	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	445	128	455	1113	609	741	1568	443	289	885	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	219	445	128	455	1113	609	741	1577	443	289	900	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	445	128	455	1113	609	741	1577	443	289	900	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	445	128	455	1113	609	741	1577	443	289	900	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	445	128	455	1113	609	741	1577	443	289	900	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.31	0.69	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4347	1250	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.26	0.29	0.35	0.24	0.28	0.25	0.09	0.24	0.14
Crit Moves:	****					****	****				****	
Green Time:	14.8	15.8	15.8	40.2	41.2	41.2	27.9	42.0	42.0	13.9	28.1	28.1
Volume/Cap:	1.05	0.80	0.80	0.80	0.88	1.05	1.05	0.82	0.75	0.82	1.05	0.63
Delay/Veh:	129.5	59.0	59.0	46.3	46.5	91.4	94.7	40.3	41.5	67.5	91.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.5	59.0	59.0	46.3	46.5	91.4	94.7	40.3	41.5	67.5	91.5	46.5
LOS by Move:	F	E+	E+	D	D	F	F	D	D	E	F	D
HCM2k95thQ:	25	17	17	29	34	49	40	34	30	13	36	17

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

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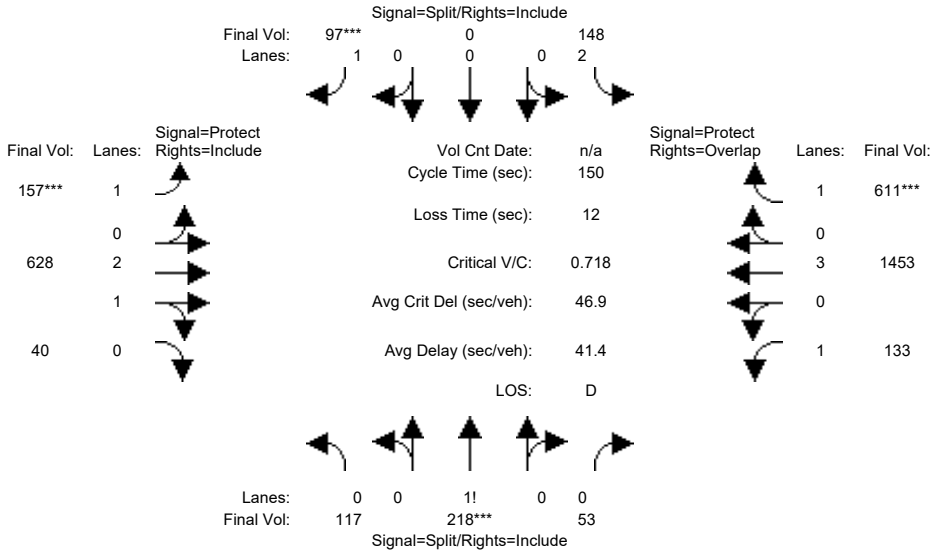
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	218	53	148	0	97	157	620	40	133	1431	611
Growth Adj:	1.00	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	218	53	148	0	97	157	620	40	133	1431	611
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	117	218	53	148	0	97	157	628	40	133	1453	611
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	218	53	148	0	97	157	628	40	133	1453	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	218	53	148	0	97	157	628	40	133	1453	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	218	53	148	0	97	157	628	40	133	1453	611
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:	0.30	0.56	0.14	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	528	983	239	3150	0	1750	1750	5264	335	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.00	0.06	0.09	0.12	0.12	0.08	0.25	0.35
Crit Moves:		****				****	****					****
Green Time:	46.3	46.3	46.3	11.6	0.0	11.6	18.7	50.0	50.0	31.9	63.1	74.7
Volume/Cap:	0.72	0.72	0.72	0.61	0.00	0.72	0.72	0.36	0.36	0.36	0.61	0.70
Delay/Veh:	50.7	50.7	50.7	71.4	0.0	84.5	74.0	38.0	38.0	50.9	34.2	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:	50.7	50.7	50.7	71.4	0.0	84.5	74.0	38.0	38.0	50.9	34.2	31.6
LOS by Move:	D	D	D	E	A	F	E	D+	D+	D	C-	C
HCM2k95thQ:	31	31	31	8	0	10	15	14	14	10	28	36

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

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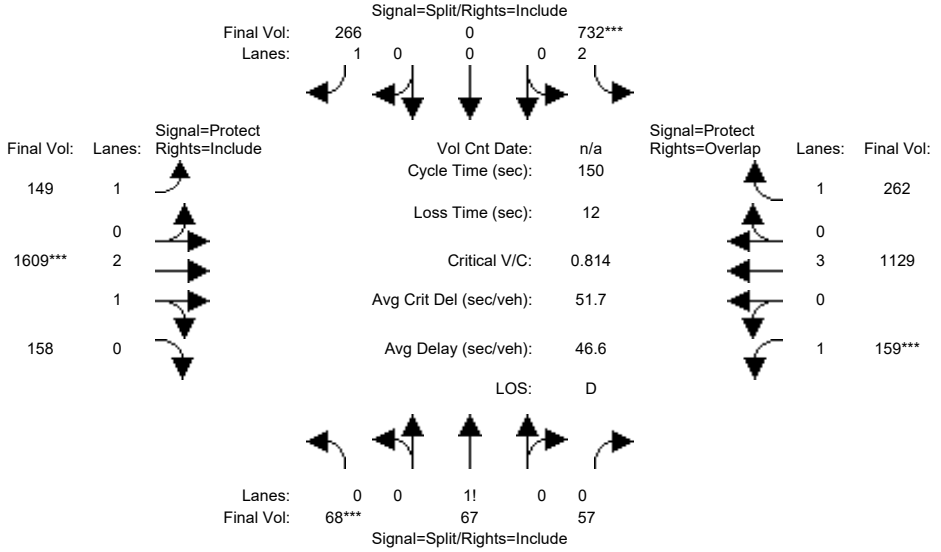
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	67	57	732	0	266	149	1600	158	159	1114	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	67	57	732	0	266	149	1600	158	159	1114	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	68	67	57	732	0	266	149	1609	158	159	1129	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	67	57	732	0	266	149	1609	158	159	1129	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	67	57	732	0	266	149	1609	158	159	1129	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	67	57	732	0	266	149	1609	158	159	1129	262
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	0.99	0.95	0.92	1.00	0.92
Lanes:	0.35	0.35	0.30	2.00	0.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	620	611	520	3150	0	1750	1750	5099	501	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.23	0.00	0.15	0.09	0.32	0.32	0.09	0.20	0.15
Crit Moves:	****			****				****		****		
Green Time:	20.2	20.2	20.2	42.8	0.0	42.8	22.5	58.2	58.2	16.8	52.4	95.2
Volume/Cap:	0.81	0.81	0.81	0.81	0.00	0.53	0.57	0.81	0.81	0.81	0.57	0.24
Delay/Veh:	82.1	82.1	82.1	55.6	0.0	46.2	62.1	43.5	43.5	87.4	40.0	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	82.1	82.1	55.6	0.0	46.2	62.1	43.5	43.5	87.4	40.0	11.9
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B+
HCM2k95thQ:	21	21	21	33	0	20	13	40	40	15	24	10

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

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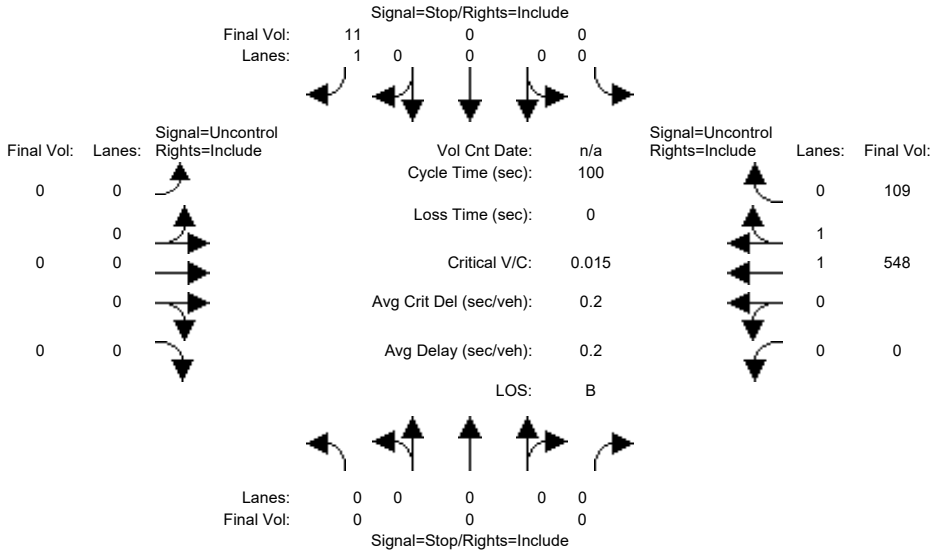
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	11	0	0	0	0	548	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	0	0	0	0	11	0	0	0	0	548	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	0	0	0	0	11	0	0	0	0	548	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	0	0	0	0	11	0	0	0	0	548	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	0	0	0	0	548	109
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	329	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	718	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	718	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1	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			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	11	0	0	0	0	548	109
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		

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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=668]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	11	0	0	0	0	548	109

Major Street Volume: 657
Minor Approach Volume: 11
Minor Approach Volume Threshold: 430

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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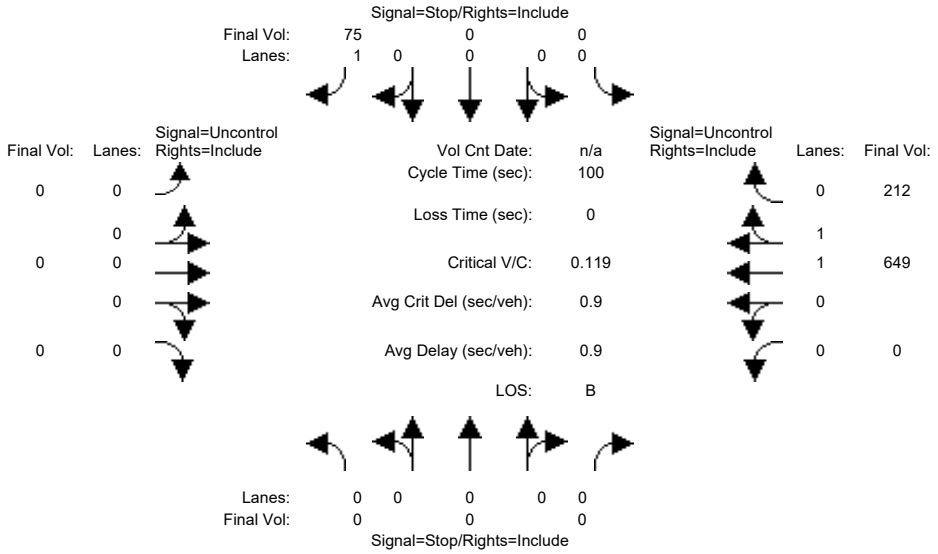
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	75	0	0	0	0	649	212
Growth Adj:	1.00	1.00	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	75	0	0	0	0	649	212
Added Vol:	0	0	0	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	75	0	0	0	0	649	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	75	0	0	0	0	649	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	75	0	0	0	0	649	212
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	431	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	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			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0 0		0 0	0 0 1		0 0	0 0 0		0 0	1 1 0	
Initial Vol:	0	0	0	0	0	75	0	0	0	0	649	212
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		

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=75]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=936]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0 0		0 0	0 0 1		0 0	0 0 0		0 0	1 1 0	
Initial Vol:	0	0	0	0	0	75	0	0	0	0	649	212

Major Street Volume: 861
Minor Approach Volume: 75
Minor Approach Volume Threshold: 336

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.

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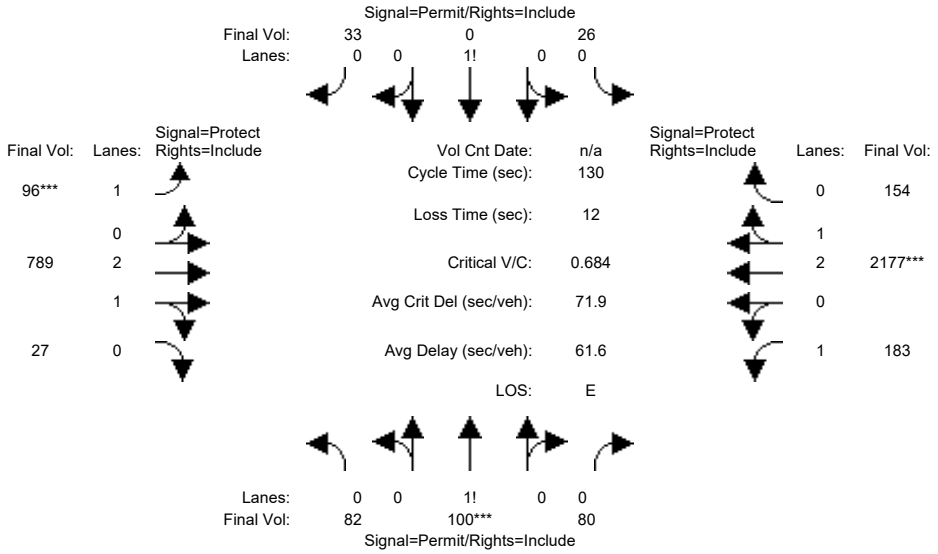
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	100	80	26	0	33	96	781	27	183	2155	154
Growth Adj:	1.00	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	100	80	26	0	33	96	781	27	183	2155	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	82	100	80	26	0	33	96	789	27	183	2177	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	100	80	26	0	33	96	789	27	183	2177	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	100	80	26	0	33	96	789	27	183	2177	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	100	80	26	0	33	96	789	27	183	2177	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.31	0.38	0.31	0.44	0.00	0.56	1.00	2.90	0.10	1.00	2.79	0.21
Final Sat.:	548	668	534	771	0	979	1750	5414	185	1750	5230	370
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.00	0.03	0.05	0.15	0.15	0.10	0.42	0.42
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.41	0.41	0.41	0.09	0.00	0.09	0.36	0.43	0.43	0.51	1.06	1.06
Delay/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.1	33.1	47.3	77.3	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:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.1	33.1	47.3	77.3	77.3
LOS by Move:	C	C	C	C	A	C	D	C-	C-	D	E-	E-
HCM2k95thQ:	16	16	16	3	0	3	7	15	15	12	56	56

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

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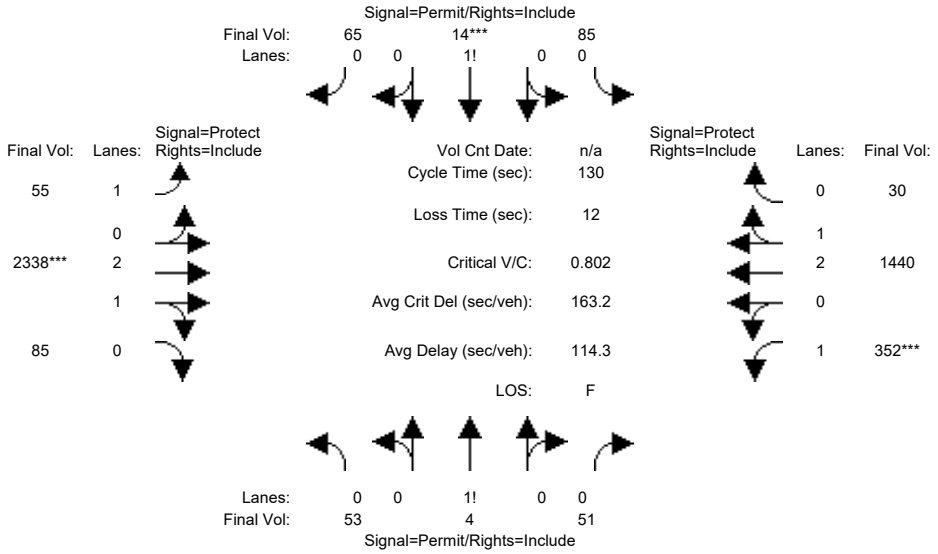
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	4	51	85	14	65	55	2329	85	352	1425	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:	53	4	51	85	14	65	55	2329	85	352	1425	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	53	4	51	85	14	65	55	2338	85	352	1440	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:	53	4	51	85	14	65	55	2338	85	352	1440	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	51	85	14	65	55	2338	85	352	1440	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:	53	4	51	85	14	65	55	2338	85	352	1440	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.04	0.47	0.52	0.08	0.40	1.00	2.89	0.11	1.00	2.94	0.06
Final Sat.:	859	65	826	907	149	694	1750	5403	196	1750	5486	114
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.43	0.43	0.20	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.18	0.18	0.18	0.27	0.27	0.27	0.35	1.31	1.31	0.87	0.56	0.56
Delay/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	57.0	186	186.2	66.4	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	57.0	186	186.2	66.4	24.8	24.8
LOS by Move:	C	C	C	C	C	C	E+	F	F	E	C	C
HCM2k95thQ:	6	6	6	10	10	10	4	84	84	26	24	24

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

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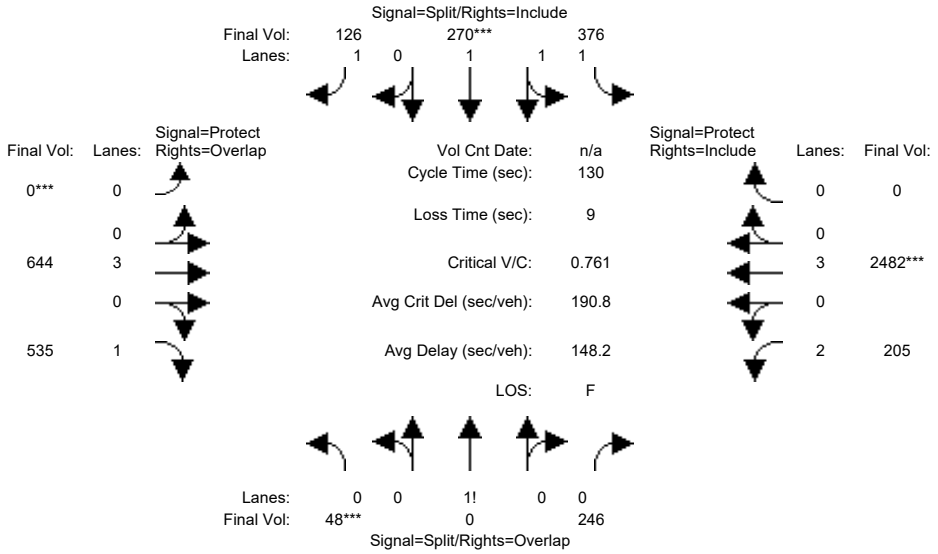
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	126	0	636	535	205	2460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	126	0	636	535	205	2460	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	48	0	246	376	270	126	0	644	535	205	2482	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	126	0	644	535	205	2482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	126	0	644	535	205	2482	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	126	0	644	535	205	2482	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	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.07	0.00	0.11	0.31	0.07	0.44	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.22	0.00	0.62	0.61	0.50	1.40	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	44.0	0.0	68.2	33.6	72.6	245	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	44.0	0.0	68.2	33.6	72.6	245	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C-	E	F	A
HCM2k95thQ:	25	0	20	17	17	10	0	19	37	13	111	0

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

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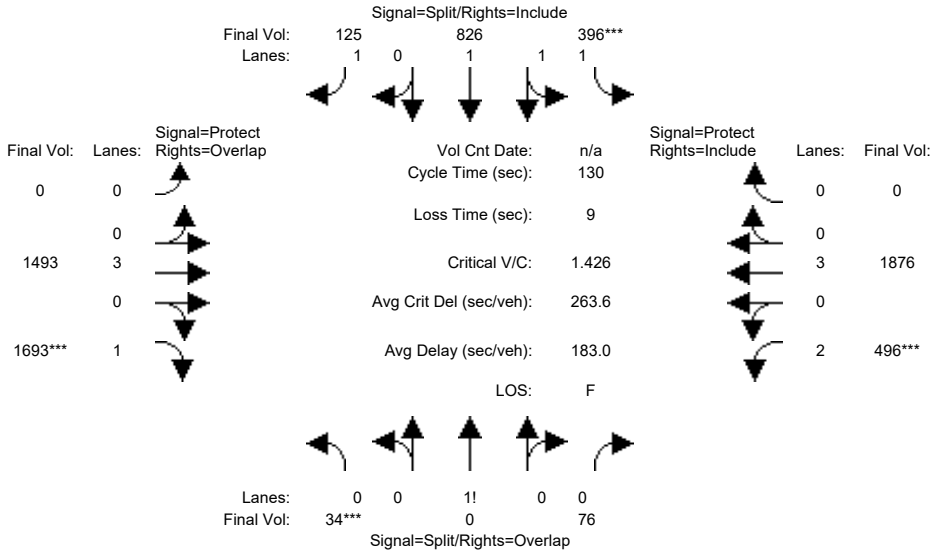
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	125	0	1484	1693	496	1861	0
Growth Adj:	1.00	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	0	76	396	826	125	0	1484	1693	496	1861	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	34	0	76	396	826	125	0	1493	1693	496	1876	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	125	0	1493	1693	496	1876	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	125	0	1493	1693	496	1876	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	125	0	1493	1693	496	1876	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.26	0.97	0.16	0.33	0.00
Crit Moves:	****			****					****	****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.25	0.00	1.21	1.95	0.96	0.87	0.00
Delay/Veh:	47.4	0.0	28.2	59.1	57.7	47.1	0.0	169	473.0	101.0	52.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.1	0.0	169	473.0	101.0	52.9	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D-	A
HCM2k95thQ:	9	0	7	37	35	10	0	55	299	33	51	0

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

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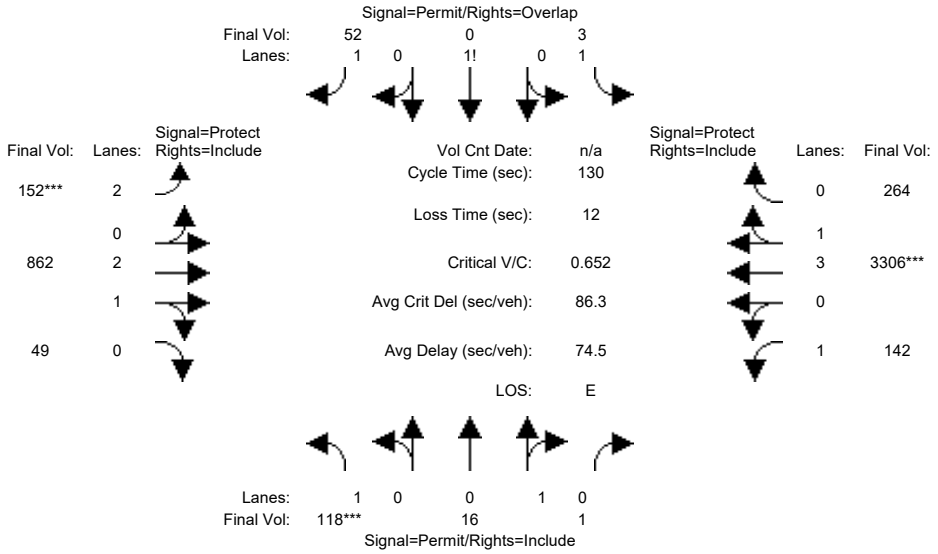
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	16	1	3	0	52	152	854	49	142	3278	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	16	1	3	0	52	152	854	49	142	3278	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	28	0
Initial Fut:	118	16	1	3	0	52	152	862	49	142	3306	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	16	1	3	0	52	152	862	49	142	3306	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	16	1	3	0	52	152	862	49	142	3306	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	16	1	3	0	52	152	862	49	142	3306	264
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.94	0.06	1.06	0.00	1.94	2.00	2.83	0.17	1.00	3.69	0.31
Final Sat.:	1750	1694	106	1848	0	3499	3150	5298	301	1750	6944	555
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.00	0.00	0.01	0.05	0.16	0.16	0.08	0.48	0.48
Crit Moves:	****						****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	62.0	15.0	45.3	45.3	25.7	56.0	56.0
Volume/Cap:	0.19	0.03	0.03	0.00	0.00	0.03	0.42	0.47	0.47	0.41	1.11	1.11
Delay/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.2	33.2	46.3	89.6	89.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.2	33.2	46.3	89.6	89.6
LOS by Move:	C	C	C	C	A	B-	D-	C-	C-	D	F	F
HCM2k95thQ:	7	1	1	0	0	1	7	18	18	10	71	71

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

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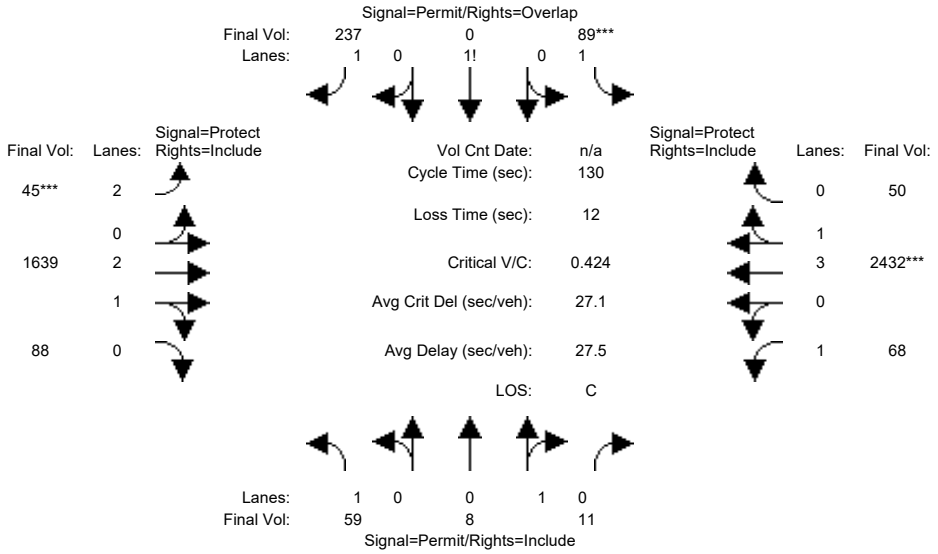
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	11	89	0	237	45	1630	88	68	2414	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:	59	8	11	89	0	237	45	1630	88	68	2414	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	18	0
Initial Fut:	59	8	11	89	0	237	45	1639	88	68	2432	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:	59	8	11	89	0	237	45	1639	88	68	2432	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	11	89	0	237	45	1639	88	68	2432	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	11	89	0	237	45	1639	88	68	2432	50
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.28	0.00	1.72	2.00	2.84	0.16	1.00	3.92	0.08
Final Sat.:	1750	758	1042	2238	0	3098	3150	5314	285	1750	7349	151
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.00	0.08	0.01	0.31	0.31	0.04	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	45.0	45.0	45.0	45.0	0.0	55.0	10.0	60.3	60.3	12.7	63.0	63.0
Volume/Cap:	0.10	0.03	0.03	0.11	0.00	0.18	0.19	0.66	0.66	0.40	0.68	0.68
Delay/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.7	27.7	56.6	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.7	27.7	56.6	26.4	26.4
LOS by Move:	C	C	C	C	A	C	E+	C	C	E+	C	C
HCM2k95thQ:	3	1	1	4	0	7	2	31	31	5	32	32

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

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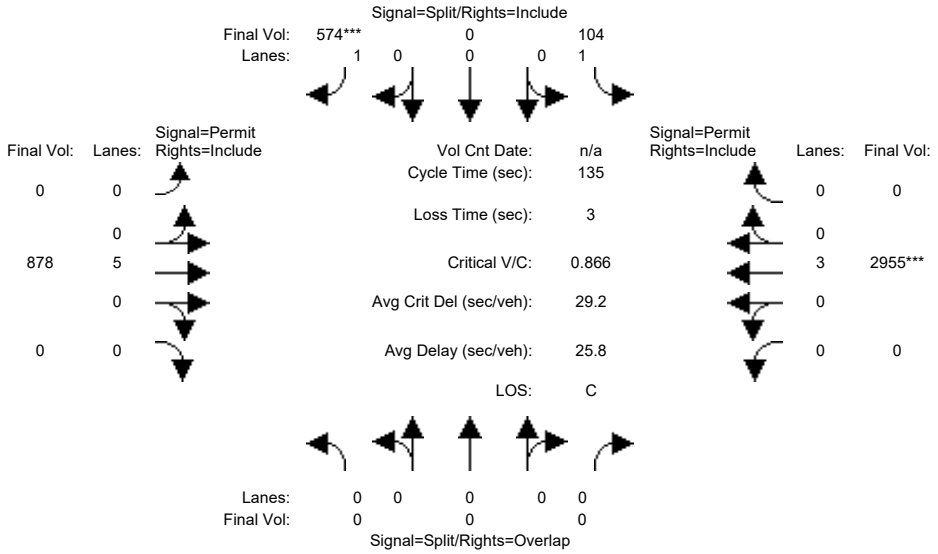
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp				Stevens Creek Blvd							
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	104	0	568	0	870	0	0	2933	0
Growth Adj:	1.00	1.00	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	104	0	568	0	870	0	0	2933	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	6	0	8	0	0	22	0
Initial Fut:	0	0	0	104	0	574	0	878	0	0	2955	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	104	0	574	0	878	0	0	2955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	574	0	878	0	0	2955	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	104	0	574	0	878	0	0	2955	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.33	0.00	0.09	0.00	0.00	0.52	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	51.2	0.0	51.2	0.0	80.8	0.0	0.0	80.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.87	0.00	0.15	0.00	0.00	0.87	0.00
Delay/Veh:	0.0	0.0	0.0	27.8	0.0	50.3	0.0	12.0	0.0	0.0	25.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.8	0.0	50.3	0.0	12.0	0.0	0.0	25.1	0.0
LOS by Move:	A	A	A	C	A	D	A	B+	A	A	C	A
HCM2k95thQ:	0	0	0	6	0	43	0	6	0	0	54	0

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

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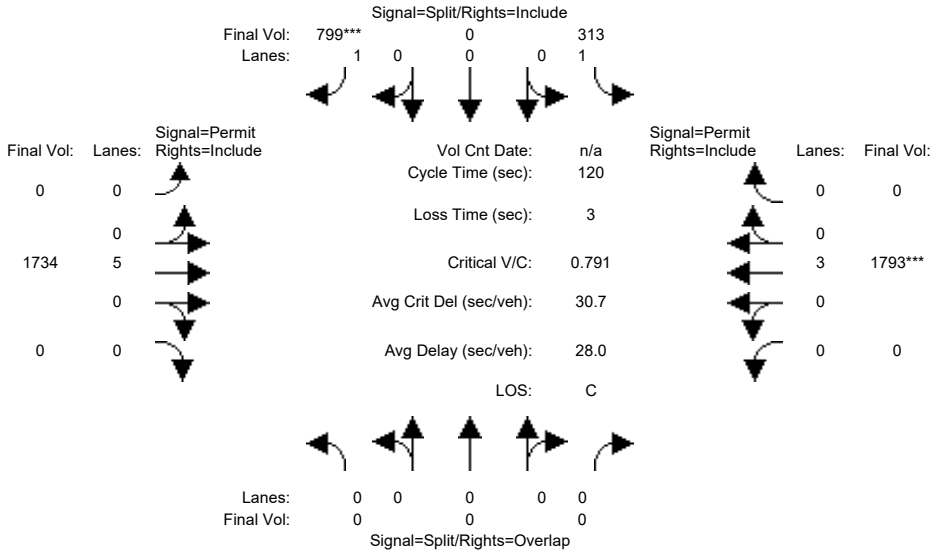
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp						Stevens Creek Blvd					
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	313	0	796	0	1725	0	0	1778	0
Growth Adj:	1.00	1.00	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	313	0	796	0	1725	0	0	1778	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	3	0	9	0	0	15	0
Initial Fut:	0	0	0	313	0	799	0	1734	0	0	1793	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	313	0	799	0	1734	0	0	1793	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	799	0	1734	0	0	1793	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	313	0	799	0	1734	0	0	1793	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.18	0.00	0.46	0.00	0.18	0.00	0.00	0.31	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	69.3	0.0	69.3	0.0	47.7	0.0	0.0	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.79	0.00	0.46	0.00	0.00	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	24.0	0.0	26.7	0.0	0.0	33.7	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	13.2	0.0	24.0	0.0	26.7	0.0	0.0	33.7	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C-	A
HCM2k95thQ:	0	0	0	12	0	43	0	17	0	0	33	0

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

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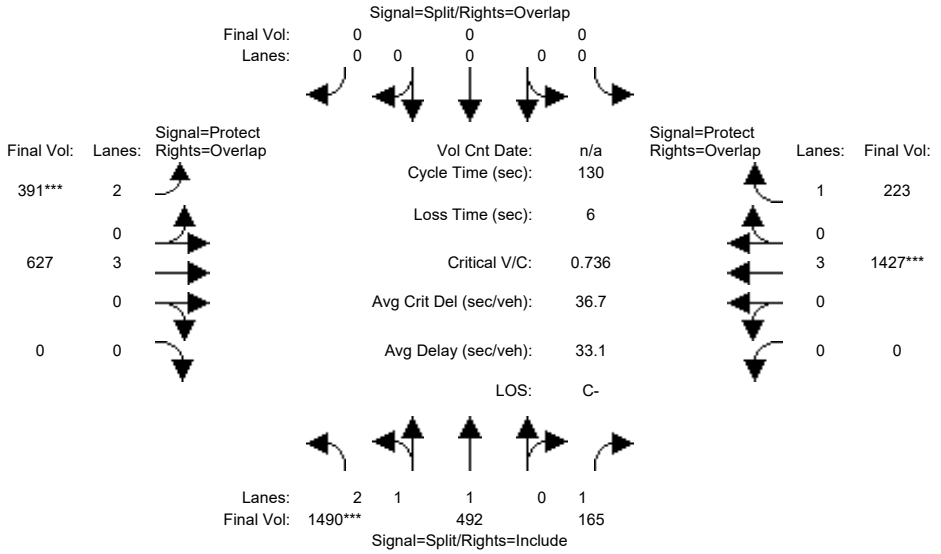
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
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:	1490	490	153	0	0	0	391	619	0	0	1405	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1490	490	153	0	0	0	391	619	0	0	1405	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	12	0	0	0	0	8	0	0	22	7
Initial Fut:	1490	492	165	0	0	0	391	627	0	0	1427	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1490	492	165	0	0	0	391	627	0	0	1427	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1490	492	165	0	0	0	391	627	0	0	1427	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1490	492	165	0	0	0	391	627	0	0	1427	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	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.:	4551	1900	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.09	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.25	0.13
Crit Moves:	****						****				****	
Green Time:	57.8	57.8	57.8	0.0	0.0	0.0	21.9	66.2	0.0	0.0	44.2	44.2
Volume/Cap:	0.74	0.58	0.21	0.00	0.00	0.00	0.74	0.22	0.00	0.00	0.74	0.37
Delay/Veh:	30.9	27.3	22.2	0.0	0.0	0.0	56.6	17.7	0.0	0.0	39.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	27.3	22.2	0.0	0.0	0.0	56.6	17.7	0.0	0.0	39.3	32.8
LOS by Move:	C	C	C+	A	A	A	E+	B	A	A	D	C-
HCM2k95thQ:	36	26	8	0	0	0	17	9	0	0	30	14

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

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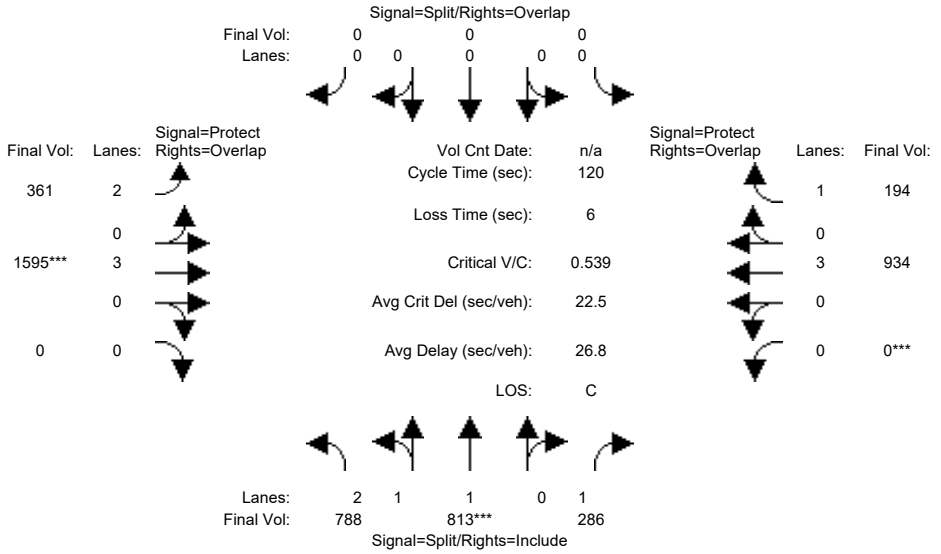
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	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:	788	807	261	0	0	0	361	1586	0	0	919	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	788	807	261	0	0	0	361	1586	0	0	919	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	25	0	0	0	0	9	0	0	15	6
Initial Fut:	788	813	286	0	0	0	361	1595	0	0	934	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	788	813	286	0	0	0	361	1595	0	0	934	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	788	813	286	0	0	0	361	1595	0	0	934	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	788	813	286	0	0	0	361	1595	0	0	934	194
Saturation 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.16	1.84	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3396	3504	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.16	0.00	0.00	0.00	0.11	0.28	0.00	0.00	0.16	0.11
Crit Moves:		****						****		****		
Green Time:	51.7	51.7	51.7	0.0	0.0	0.0	25.6	62.3	0.0	0.0	36.7	36.7
Volume/Cap:	0.54	0.54	0.38	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.36
Delay/Veh:	25.5	25.5	23.6	0.0	0.0	0.0	42.7	19.4	0.0	0.0	34.9	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	23.6	0.0	0.0	0.0	42.7	19.4	0.0	0.0	34.9	33.0
LOS by Move:	C	C	C	A	A	A	D	B-	A	A	C-	C-
HCM2k95thQ:	22	22	14	0	0	0	13	23	0	0	18	12

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

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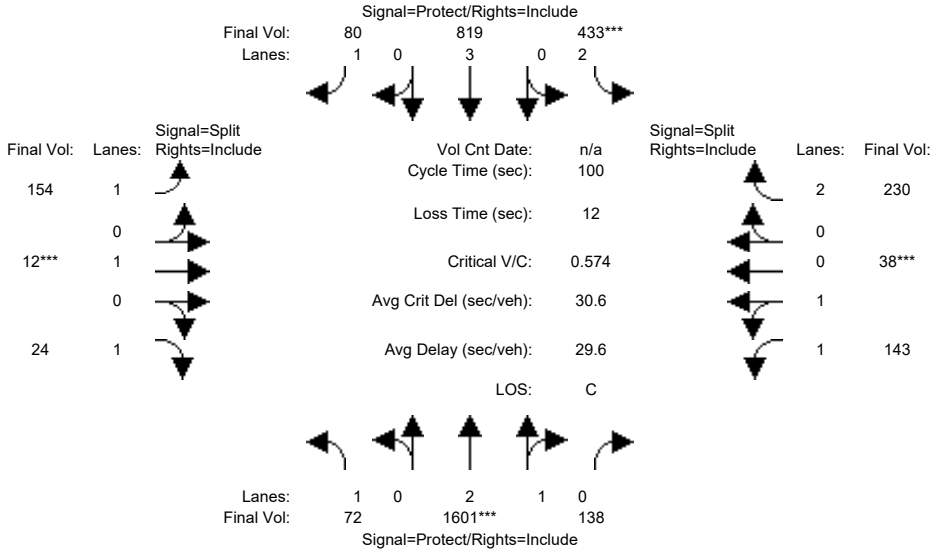
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	1601	120	391	819	80	154	12	24	140	38	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1601	120	391	819	80	154	12	24	140	38	224
Added Vol:	0	0	18	42	0	0	0	0	0	3	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1601	138	433	819	80	154	12	24	143	38	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1601	138	433	819	80	154	12	24	143	38	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1601	138	433	819	80	154	12	24	143	38	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1601	138	433	819	80	154	12	24	143	38	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.59	0.41	2.00
Final Sat.:	1750	5155	444	3150	5700	1750	1750	1900	1750	2805	745	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.14	0.14	0.05	0.09	0.01	0.01	0.05	0.05	0.07
Crit Moves:		****		****				****			****	
Green Time:	19.6	41.6	41.6	18.4	40.3	40.3	15.3	15.3	15.3	12.7	12.7	12.7
Volume/Cap:	0.21	0.75	0.75	0.75	0.36	0.11	0.57	0.04	0.09	0.40	0.40	0.57
Delay/Veh:	34.0	26.1	26.1	43.9	20.9	18.7	42.3	36.1	36.5	40.7	40.7	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:	34.0	26.1	26.1	43.9	20.9	18.7	42.3	36.1	36.5	40.7	40.7	43.1
LOS by Move:	C-	C	C	D	C+	B-	D	D+	D+	D	D	D
HCM2k95thQ:	4	26	26	15	11	3	11	1	1	5	5	8

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

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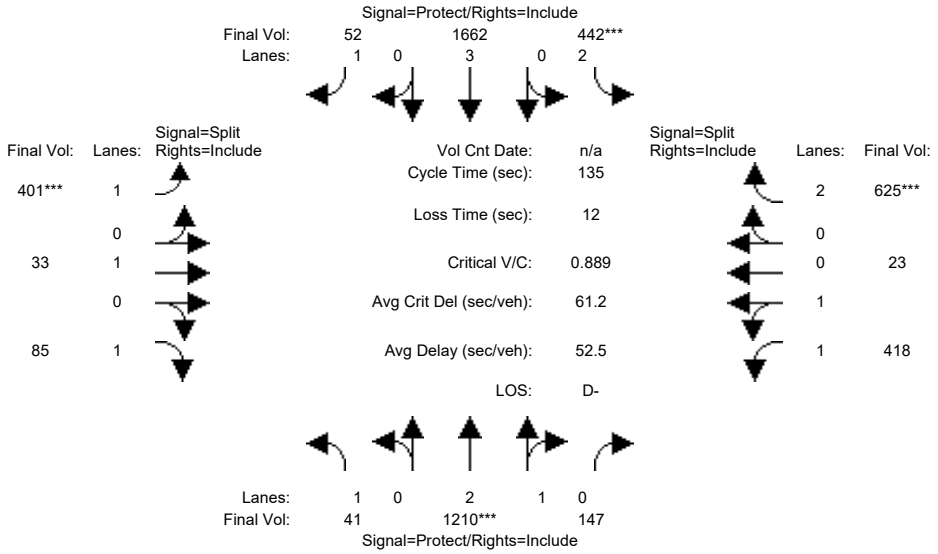
Vallco Parkway 1
SJ21-2093.01

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

Intersection #1: Vallco Pkwy / Wolfe Rd



Street Name:	Wolfe Rd						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	1210	142	431	1662	52	401	33	85	395	23	579
Growth Adj:	1.00	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	1210	142	431	1662	52	401	33	85	395	23	579
Added Vol:	0	0	5	11	0	0	0	0	0	23	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1210	147	442	1662	52	401	33	85	418	23	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	147	442	1662	52	401	33	85	418	23	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1210	147	442	1662	52	401	33	85	418	23	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1210	147	442	1662	52	401	33	85	418	23	625
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	2.66	0.34	2.00	3.00	1.00	1.00	1.00	1.00	1.90	0.10	2.00
Final Sat.:	1750	4993	607	3150	5700	1750	1750	1900	1750	3365	185	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.14	0.29	0.03	0.23	0.02	0.05	0.12	0.12	0.20
Crit Moves:		****		****			****					****
Green Time:	8.8	36.8	36.8	21.3	49.3	49.3	34.8	34.8	34.8	30.1	30.1	30.1
Volume/Cap:	0.36	0.89	0.89	0.89	0.80	0.08	0.89	0.07	0.19	0.56	0.56	0.89
Delay/Veh:	62.4	54.0	54.0	73.4	40.6	28.1	67.3	37.9	39.3	47.4	47.4	64.2
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:	62.4	54.0	54.0	73.4	40.6	28.1	67.3	37.9	39.3	47.4	47.4	64.2
LOS by Move:	E	D-	D-	E	D	C	E	D+	D	D	D	E
HCM2k95thQ:	3	32	32	22	36	3	35	2	6	16	16	28

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

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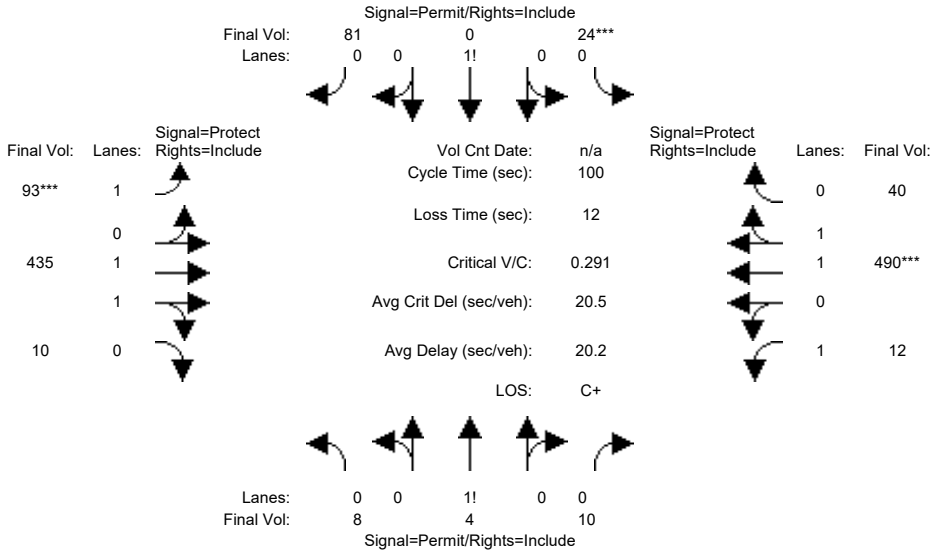
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	8	4	10	13	0	76	32	435	10	12	486	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:	8	4	10	13	0	76	32	435	10	12	486	20
Added Vol:	0	0	0	11	0	5	61	0	0	0	4	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	10	24	0	81	93	435	10	12	490	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	4	10	24	0	81	93	435	10	12	490	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	10	24	0	81	93	435	10	12	490	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	4	10	24	0	81	93	435	10	12	490	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.36	0.18	0.46	0.23	0.00	0.77	1.00	1.95	0.05	1.00	1.84	0.16
Final Sat.:	636	318	795	400	0	1350	1750	3617	83	1750	3421	279
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.00	0.06	0.05	0.12	0.12	0.01	0.14	0.14
Crit Moves:				****			****				****	
Green Time:	20.6	20.6	20.6	20.6	0.0	20.6	18.2	42.6	42.6	24.8	49.2	49.2
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.29	0.28	0.28	0.03	0.29	0.29
Delay/Veh:	32.0	32.0	32.0	34.0	0.0	34.0	35.8	18.8	18.8	28.5	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	34.0	0.0	34.0	35.8	18.8	18.8	28.5	15.2	15.2
LOS by Move:	C	C	C	C-	A	C-	D+	B-	B-	C	B	B
HCM2k95thQ:	1	1	1	6	0	6	5	9	9	1	9	9

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

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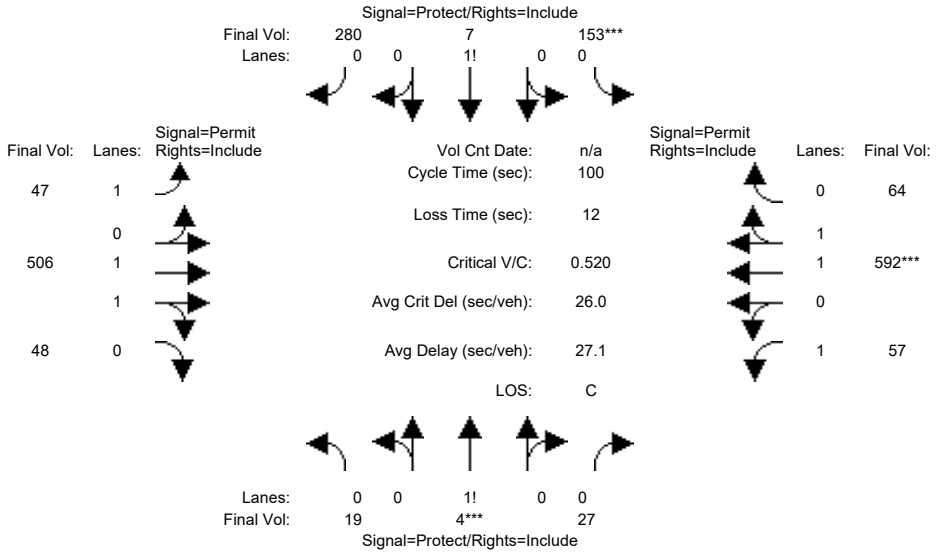
Vallco Parkway 1
SJ21-2093.01

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

Intersection #2: Vallco Pkwy / Project Driveway #1



Street Name:	Project Driveway #1						Vallco Pkwy					
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:	19	4	27	68	7	243	31	506	48	57	559	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	27	68	7	243	31	506	48	57	559	59
Added Vol:	0	0	0	85	0	37	16	0	0	0	33	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	4	27	153	7	280	47	506	48	57	592	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:	19	4	27	153	7	280	47	506	48	57	592	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	27	153	7	280	47	506	48	57	592	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:	19	4	27	153	7	280	47	506	48	57	592	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.38	0.08	0.54	0.35	0.01	0.64	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	665	140	945	609	28	1114	1750	3379	321	1750	3339	361
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.25	0.25	0.25	0.03	0.15	0.15	0.03	0.18	0.18
Crit Moves:		****		****							****	
Green Time:	15.9	10.0	10.0	45.7	39.9	39.9	32.3	32.3	32.3	32.3	32.3	32.3
Volume/Cap:	0.18	0.29	0.29	0.55	0.63	0.63	0.08	0.46	0.46	0.10	0.55	0.55
Delay/Veh:	36.8	42.6	42.6	20.5	26.0	26.0	23.6	27.3	27.3	23.8	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	42.6	42.6	20.5	26.0	26.0	23.6	27.3	27.3	23.8	28.4	28.4
LOS by Move:	D+	D	D	C+	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	4	4	20	22	22	2	13	13	3	15	15

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

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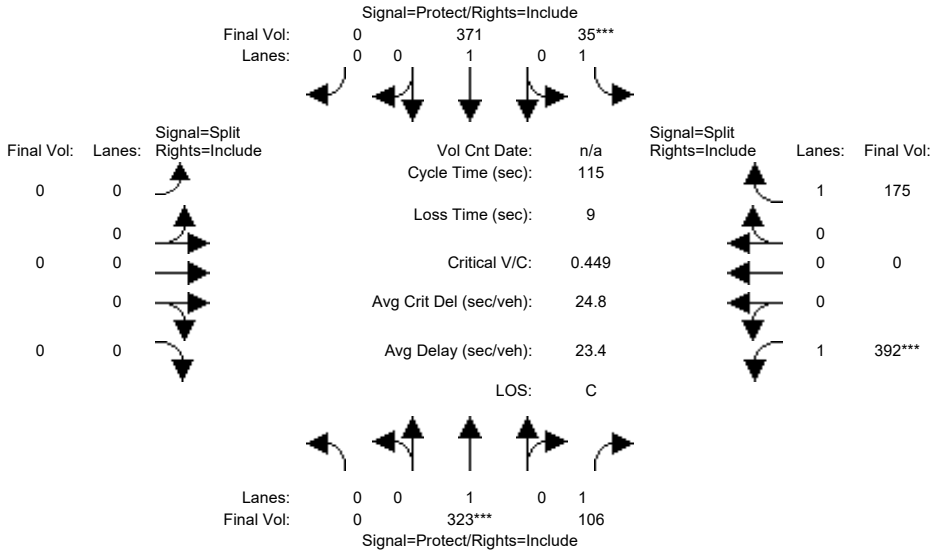
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	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	322	105	35	364	0	0	0	0	385	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	322	105	35	364	0	0	0	0	385	0	175
Added Vol:	0	1	1	0	7	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	106	35	371	0	0	0	0	392	0	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	106	35	371	0	0	0	0	392	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	106	35	371	0	0	0	0	392	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	106	35	371	0	0	0	0	392	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.17	0.06	0.02	0.20	0.00	0.00	0.00	0.00	0.22	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	42.7	42.7	7.0	49.7	0.0	0.0	0.0	0.0	56.3	0.0	56.3
Volume/Cap:	0.00	0.46	0.16	0.33	0.45	0.00	0.00	0.00	0.00	0.46	0.00	0.20
Delay/Veh:	0.0	27.8	24.3	53.6	23.4	0.0	0.0	0.0	0.0	19.7	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	24.3	53.6	23.4	0.0	0.0	0.0	0.0	19.7	0.0	16.8
LOS by Move:	A	C	C	D-	C	A	A	A	A	B-	A	B
HCM2k95thQ:	0	16	5	3	17	0	0	0	0	18	0	7

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

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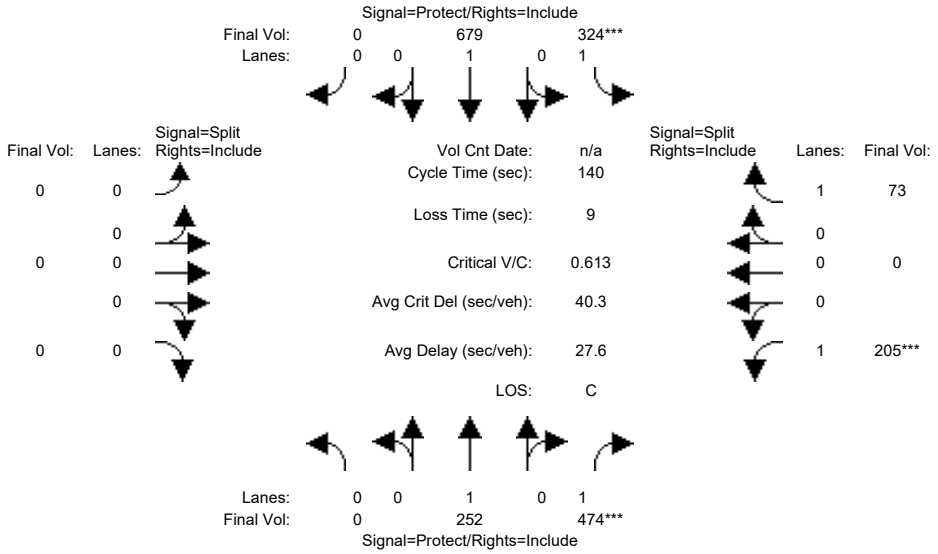
Vallco Parkway 1
SJ21-2093.01

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

Intersection #3: Tantau / Pruneridge



Street Name:	Tantau Ave						Pruneridge AVe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	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	244	466	324	677	0	0	0	0	203	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	244	466	324	677	0	0	0	0	203	0	73
Added Vol:	0	8	8	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	252	474	324	679	0	0	0	0	205	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	252	474	324	679	0	0	0	0	205	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	252	474	324	679	0	0	0	0	205	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	252	474	324	679	0	0	0	0	205	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.13	0.27	0.19	0.36	0.00	0.00	0.00	0.00	0.12	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	61.9	61.9	42.3	104	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.30	0.61	0.61	0.48	0.00	0.00	0.00	0.00	0.61	0.00	0.22
Delay/Veh:	0.0	25.3	31.3	43.9	7.4	0.0	0.0	0.0	0.0	55.2	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	31.3	43.9	7.4	0.0	0.0	0.0	0.0	55.2	0.0	48.1
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	D
HCM2k95thQ:	0	13	29	24	21	0	0	0	0	17	0	6

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

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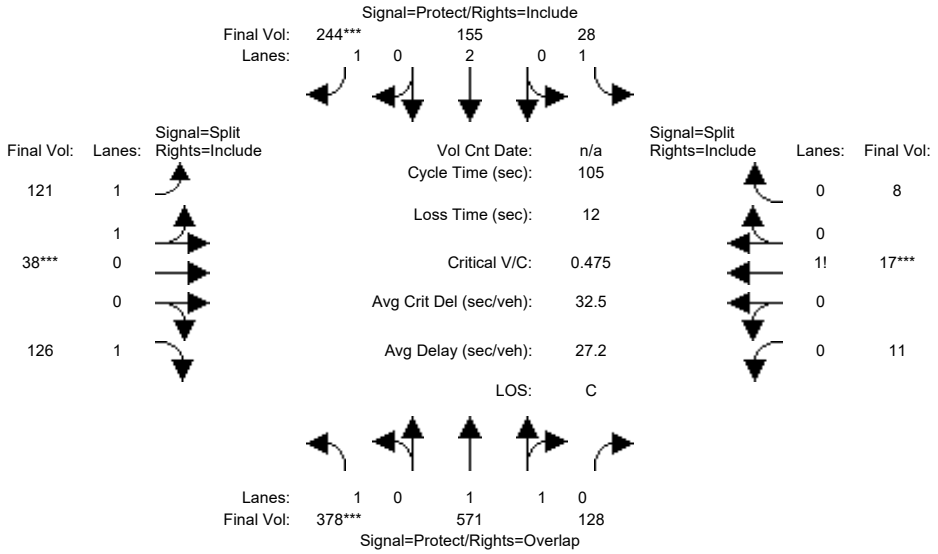
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	571	128	28	155	229	119	38	117	11	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	571	128	28	155	229	119	38	117	11	17	8
Added Vol:	71	0	0	0	0	15	2	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	571	128	28	155	244	121	38	126	11	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	571	128	28	155	244	121	38	126	11	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	571	128	28	155	244	121	38	126	11	17	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	571	128	28	155	244	121	38	126	11	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.53	0.47	1.00	0.31	0.47	0.22
Final Sat.:	1750	3022	677	1750	3800	1750	2701	848	1750	535	826	389
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.02	0.04	0.14	0.04	0.04	0.07	0.02	0.02	0.02
Crit Moves:	****					****		****			****	
Green Time:	40.8	49.6	59.6	17.5	26.3	26.3	15.9	15.9	15.9	10.0	10.0	10.0
Volume/Cap:	0.56	0.40	0.33	0.10	0.16	0.56	0.30	0.30	0.48	0.22	0.22	0.22
Delay/Veh:	26.1	18.2	12.2	37.2	30.8	35.8	39.9	39.9	42.1	44.5	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:	26.1	18.2	12.2	37.2	30.8	35.8	39.9	39.9	42.1	44.5	44.5	44.5
LOS by Move:	C	B-	B	D+	C	D+	D	D	D	D	D	D
HCM2k95thQ:	18	13	11	2	4	14	5	5	8	3	3	3

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

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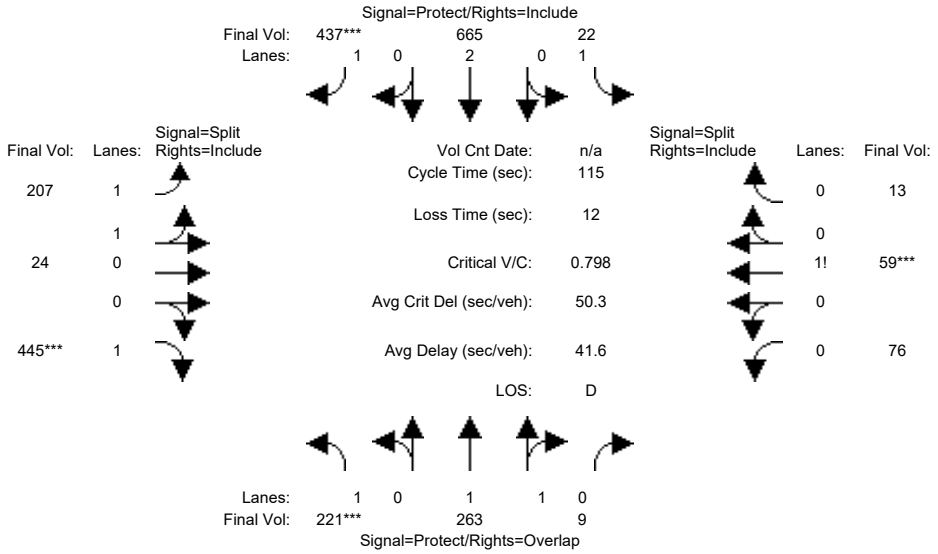
Vallco Parkway 1
SJ21-2093.01

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

Intersection #4: Vallco Pkwy / Tantau Ave



Street Name:	Tantau Ave						Vallco Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	203	263	9	22	665	433	192	24	376	76	59	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	263	9	22	665	433	192	24	376	76	59	13
Added Vol:	18	0	0	0	0	4	15	0	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	263	9	22	665	437	207	24	445	76	59	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	263	9	22	665	437	207	24	445	76	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	263	9	22	665	437	207	24	445	76	59	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	263	9	22	665	437	207	24	445	76	59	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.80	0.20	1.00	0.51	0.40	0.09
Final Sat.:	1750	3577	122	1750	3800	1750	3181	369	1750	899	698	154
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.01	0.17	0.25	0.07	0.07	0.25	0.08	0.08	0.08
Crit Moves:	****					****			****		****	
Green Time:	18.2	31.9	44.1	22.3	36.0	36.0	36.6	36.6	36.6	12.2	12.2	12.2
Volume/Cap:	0.80	0.27	0.19	0.06	0.56	0.80	0.20	0.20	0.80	0.80	0.80	0.80
Delay/Veh:	61.6	32.6	23.7	37.9	33.5	44.3	28.6	28.6	43.8	71.3	71.3	71.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	32.6	23.7	37.9	33.5	44.3	28.6	28.6	43.8	71.3	71.3	71.3
LOS by Move:	E	C-	C	D+	C-	D	C	C	D	E	E	E
HCM2k95thQ:	15	7	6	1	18	27	6	6	28	14	14	14

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

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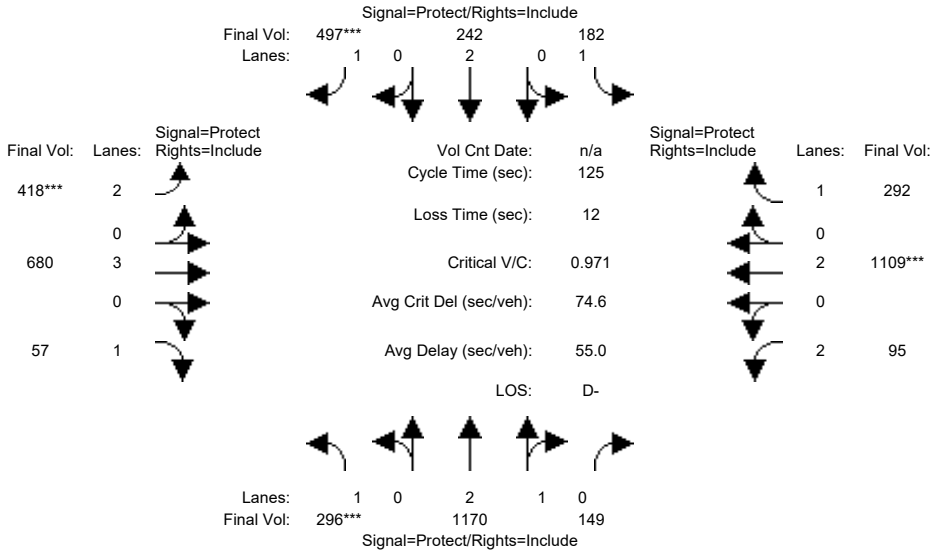
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	1166	145	182	241	495	403	672	57	95	1087	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:	296	1166	145	182	241	495	403	672	57	95	1087	292
Added Vol:	0	4	4	0	1	2	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	296	1170	149	182	242	497	418	680	57	95	1109	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:	296	1170	149	182	242	497	418	680	57	95	1109	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1170	149	182	242	497	418	680	57	95	1109	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:	296	1170	149	182	242	497	418	680	57	95	1109	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4967	632	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.10	0.06	0.28	0.13	0.12	0.03	0.03	0.29	0.17
Crit Moves:	****					****	****				****	
Green Time:	21.8	40.5	40.5	17.9	36.6	36.6	17.1	37.2	37.2	17.5	37.6	37.6
Volume/Cap:	0.97	0.73	0.73	0.73	0.22	0.97	0.97	0.40	0.11	0.22	0.97	0.56
Delay/Veh:	94.8	38.9	38.9	61.5	33.5	76.0	89.4	35.2	32.0	47.9	63.1	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:	94.8	38.9	38.9	61.5	33.5	76.0	89.4	35.2	32.0	47.9	63.1	38.0
LOS by Move:	F	D+	D+	E	C-	E-	F	D+	C	D	E	D+
HCM2k95thQ:	29	28	28	14	7	39	25	13	3	4	40	18

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

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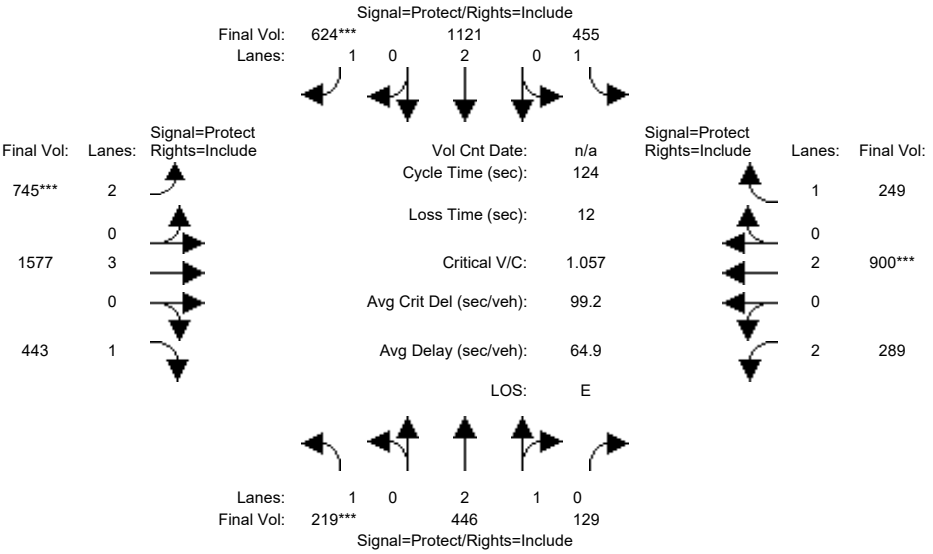
Vallco Parkway 1
SJ21-2093.01

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

Intersection #5: Stevens Creek Blvd / Wolfe Rd



Street Name:	Wolfe Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	219	445	128	455	1113	609	741	1568	443	289	885	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	445	128	455	1113	609	741	1568	443	289	885	249
Added Vol:	0	1	1	0	8	15	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	219	446	129	455	1121	624	745	1577	443	289	900	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	446	129	455	1121	624	745	1577	443	289	900	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	446	129	455	1121	624	745	1577	443	289	900	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	446	129	455	1121	624	745	1577	443	289	900	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.30	0.70	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4342	1256	1750	3800	1750	3150	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.26	0.30	0.36	0.24	0.28	0.25	0.09	0.24	0.14
Crit Moves:	****					****	****				****	
Green Time:	14.7	16.0	16.0	40.5	41.8	41.8	27.7	41.7	41.7	13.8	27.8	27.8
Volume/Cap:	1.06	0.80	0.80	0.80	0.87	1.06	1.06	0.82	0.75	0.82	1.06	0.64
Delay/Veh:	133.2	58.6	58.6	45.7	45.6	94.2	98.2	40.8	42.0	68.3	95.3	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.2	58.6	58.6	45.7	45.6	94.2	98.2	40.8	42.0	68.3	95.3	46.9
LOS by Move:	F	E+	E+	D	D	F	F	D	D	E	F	D
HCM2k95thQ:	26	17	17	29	34	50	41	34	30	13	37	17

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

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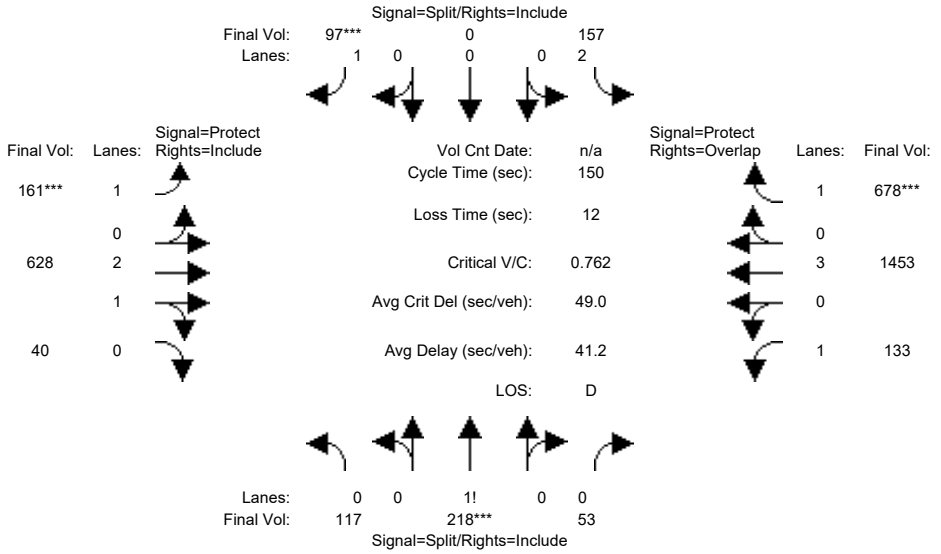
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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	218	53	148	0	97	157	620	40	133	1431	611
Growth Adj:	1.00	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	218	53	148	0	97	157	620	40	133	1431	611
Added Vol:	0	0	0	9	0	0	4	0	0	0	0	67
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	117	218	53	157	0	97	161	628	40	133	1453	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	218	53	157	0	97	161	628	40	133	1453	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	218	53	157	0	97	161	628	40	133	1453	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	218	53	157	0	97	161	628	40	133	1453	678
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:	0.30	0.56	0.14	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	528	983	239	3150	0	1750	1750	5264	335	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.00	0.06	0.09	0.12	0.12	0.08	0.25	0.39
Crit Moves:		****				****	****					****
Green Time:	43.6	43.6	43.6	10.9	0.0	10.9	18.1	51.6	51.6	32.9	66.4	77.4
Volume/Cap:	0.76	0.76	0.76	0.69	0.00	0.76	0.76	0.35	0.35	0.35	0.58	0.75
Delay/Veh:	55.1	55.1	55.1	76.2	0.0	91.6	78.9	36.7	36.7	50.0	31.6	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	55.1	55.1	76.2	0.0	91.6	78.9	36.7	36.7	50.0	31.6	32.3
LOS by Move:	E+	E+	E+	E-	A	F	E-	D+	D+	D	C	C-
HCM2k95thQ:	32	32	32	9	0	10	15	14	14	10	27	41

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

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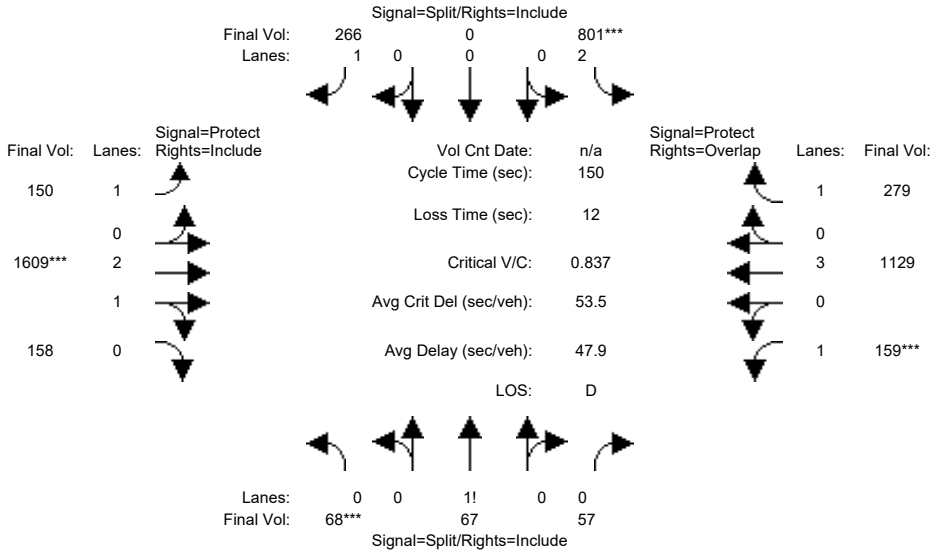
Vallco Parkway 1
SJ21-2093.01

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

Intersection #6: Stevens Creek Blvd / Tantau Ave



Street Name:	Tantau Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	67	57	732	0	266	149	1600	158	159	1114	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	67	57	732	0	266	149	1600	158	159	1114	262
Added Vol:	0	0	0	69	0	0	1	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	68	67	57	801	0	266	150	1609	158	159	1129	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:	68	67	57	801	0	266	150	1609	158	159	1129	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	67	57	801	0	266	150	1609	158	159	1129	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:	68	67	57	801	0	266	150	1609	158	159	1129	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	0.99	0.95	0.92	1.00	0.92
Lanes:	0.35	0.35	0.30	2.00	0.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	620	611	520	3150	0	1750	1750	5099	501	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.25	0.00	0.15	0.09	0.32	0.32	0.09	0.20	0.16
Crit Moves:	****			****				****		****		
Green Time:	19.7	19.7	19.7	45.5	0.0	45.5	22.0	56.5	56.5	16.3	50.8	96.4
Volume/Cap:	0.84	0.84	0.84	0.84	0.00	0.50	0.58	0.84	0.84	0.84	0.58	0.25
Delay/Veh:	86.4	86.4	86.4	55.3	0.0	43.6	63.2	45.7	45.7	92.1	41.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	86.4	86.4	55.3	0.0	43.6	63.2	45.7	45.7	92.1	41.4	11.5
LOS by Move:	F	F	F	E+	A	D	E	D	D	F	D	B+
HCM2k95thQ:	21	21	21	36	0	19	13	40	40	15	24	11

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

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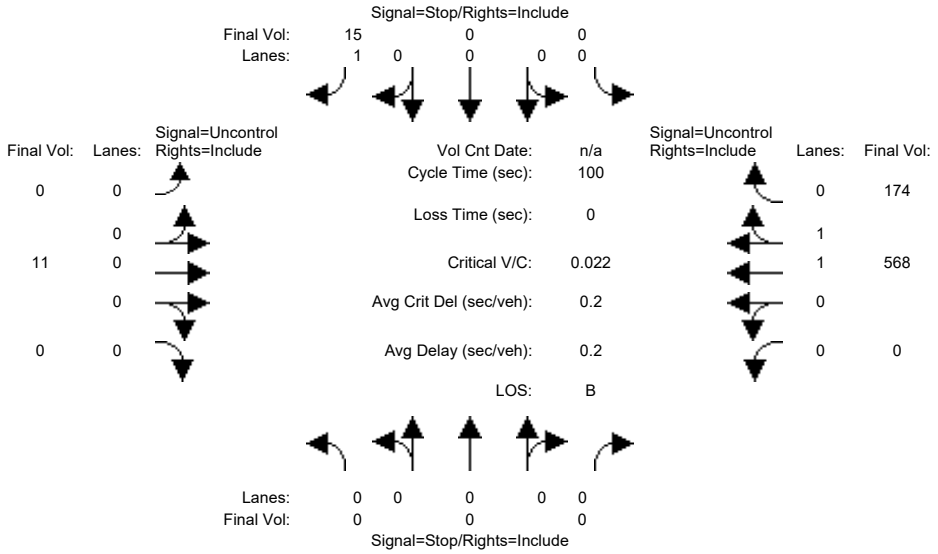
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	11	0	0	0	0	548	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	0	0	0	0	11	0	0	0	0	548	109
Added Vol:	0	0	0	0	0	4	0	11	0	0	20	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	15	0	11	0	0	568	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	0	11	0	0	568	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	15	0	11	0	0	568	174
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	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			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	15	0	11	0	0	568	174
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		

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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=768]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	0	0	15	0	11	0	0	568	174

Major Street Volume: 753
Minor Approach Volume: 15
Minor Approach Volume Threshold: 383

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.

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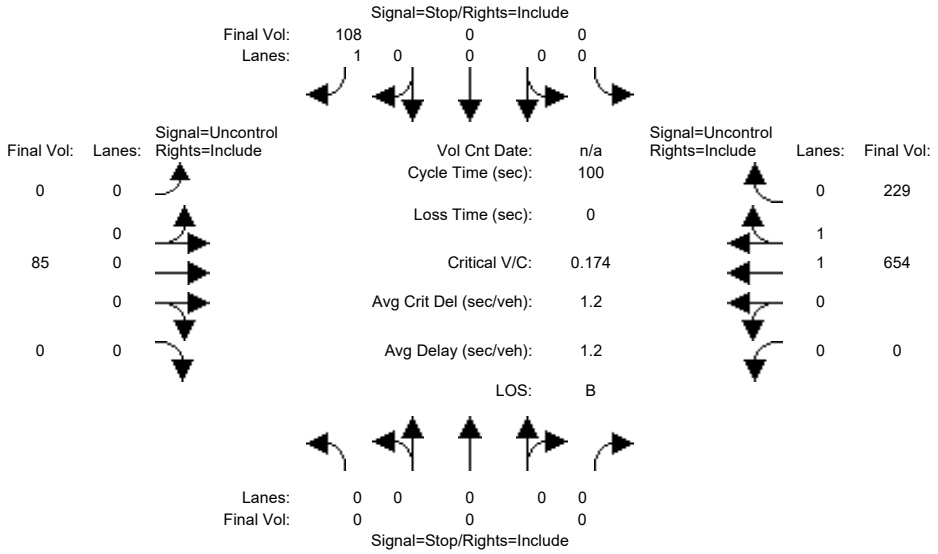
Vallco Parkway 1
SJ21-2093.01

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

Intersection #7: Vallco Pkwy / Project Driveway #2



Street Name:	Project Driveway #2						Vallco Pkwy					
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	75	0	0	0	0	649	212
Growth Adj:	1.00	1.00	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	75	0	0	0	0	649	212
Added Vol:	0	0	0	0	0	33	0	85	0	0	5	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	108	0	85	0	0	654	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	108	0	85	0	0	654	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	108	0	85	0	0	654	229
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	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	442	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0	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			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Vallco Pkwy / Project Driveway #2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 1	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	108	0	85	0	0	654	229
ApproachDel:	xxxxxx			12.0			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=108]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1076]
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 #7 Vallco Pkwy / Project 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 1	0 0		0 0 1	1 0	
Initial Vol:	0	0	0	0	0	108	0	85	0	0	654	229

Major Street Volume: 968
Minor Approach Volume: 108
Minor Approach Volume Threshold: 296

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.

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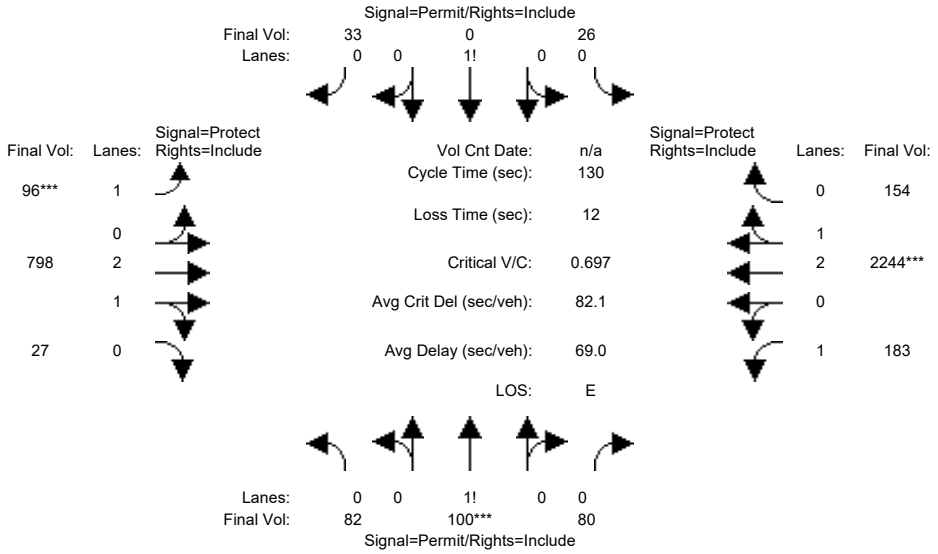
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	100	80	26	0	33	96	781	27	183	2155	154
Growth Adj:	1.00	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	100	80	26	0	33	96	781	27	183	2155	154
Added Vol:	0	0	0	0	0	0	0	9	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	82	100	80	26	0	33	96	798	27	183	2244	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	100	80	26	0	33	96	798	27	183	2244	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	100	80	26	0	33	96	798	27	183	2244	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	100	80	26	0	33	96	798	27	183	2244	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.31	0.38	0.31	0.44	0.00	0.56	1.00	2.90	0.10	1.00	2.80	0.20
Final Sat.:	548	668	534	771	0	979	1750	5416	183	1750	5240	360
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.00	0.03	0.05	0.15	0.15	0.10	0.43	0.43
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.41	0.41	0.41	0.09	0.00	0.09	0.36	0.43	0.43	0.51	1.09	1.09
Delay/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.1	33.1	47.3	88.9	88.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	33.1	33.1	47.3	88.9	88.9
LOS by Move:	C	C	C	C	A	C	D	C-	C-	D	F	F
HCM2k95thQ:	16	16	16	3	0	3	7	16	16	12	61	61

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

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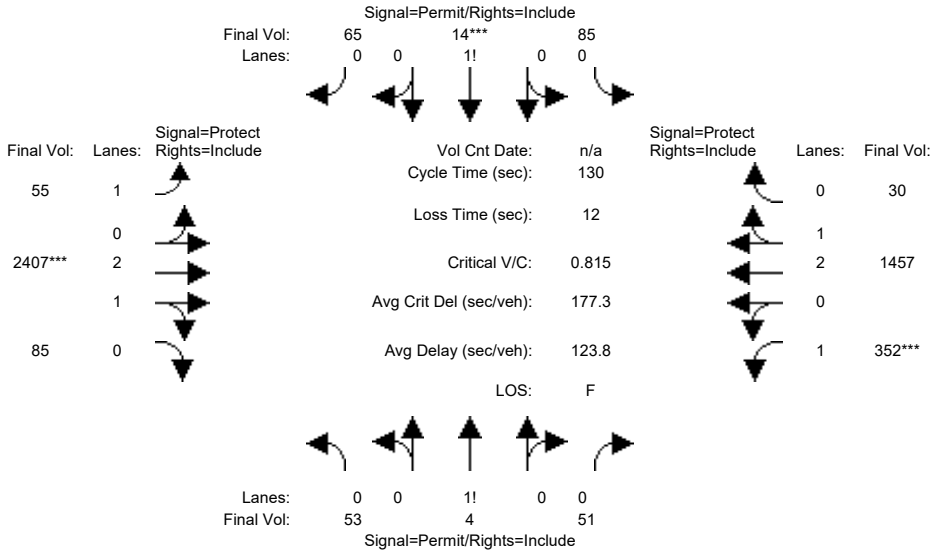
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	4	51	85	14	65	55	2329	85	352	1425	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:	53	4	51	85	14	65	55	2329	85	352	1425	30
Added Vol:	0	0	0	0	0	0	0	69	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	53	4	51	85	14	65	55	2407	85	352	1457	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:	53	4	51	85	14	65	55	2407	85	352	1457	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	51	85	14	65	55	2407	85	352	1457	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:	53	4	51	85	14	65	55	2407	85	352	1457	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.04	0.47	0.52	0.08	0.40	1.00	2.89	0.11	1.00	2.94	0.06
Final Sat.:	859	65	826	907	149	694	1750	5409	191	1750	5487	113
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.45	0.45	0.20	0.27	0.27
Crit Moves:					****			****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.18	0.18	0.18	0.27	0.27	0.27	0.35	1.35	1.35	0.87	0.56	0.56
Delay/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	57.0	203	202.6	66.4	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	57.0	203	202.6	66.4	25.0	25.0
LOS by Move:	C	C	C	C	C	C	E+	F	F	E	C	C
HCM2k95thQ:	6	6	6	10	10	10	4	89	89	26	24	24

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

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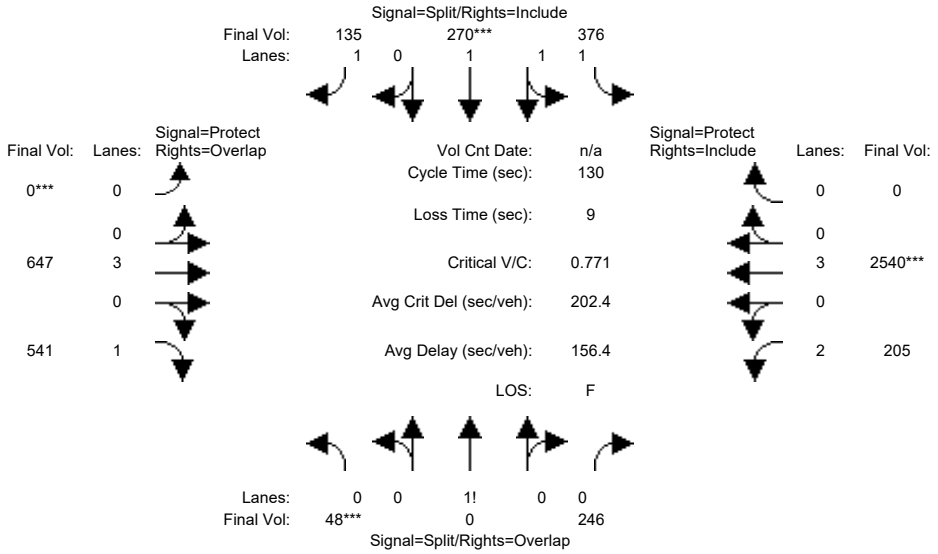
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	126	0	636	535	205	2460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	126	0	636	535	205	2460	0
Added Vol:	0	0	0	0	0	9	0	3	6	0	58	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	48	0	246	376	270	135	0	647	541	205	2540	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	135	0	647	541	205	2540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	135	0	647	541	205	2540	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	135	0	647	541	205	2540	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	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.08	0.00	0.11	0.31	0.07	0.45	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.24	0.00	0.63	0.62	0.50	1.43	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.2	33.8	72.6	260	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.2	33.8	72.6	260	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C-	E	F	A
HCM2k95thQ:	25	0	20	17	17	11	0	19	38	13	116	0

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

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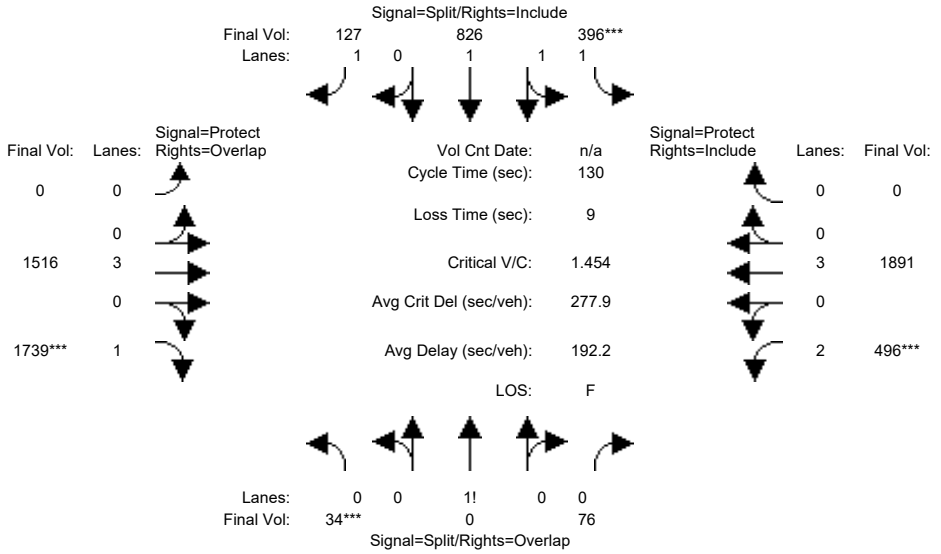
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	125	0	1484	1693	496	1861	0
Growth Adj:	1.00	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	0	76	396	826	125	0	1484	1693	496	1861	0
Added Vol:	0	0	0	0	0	2	0	23	46	0	15	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	34	0	76	396	826	127	0	1516	1739	496	1891	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	127	0	1516	1739	496	1891	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	127	0	1516	1739	496	1891	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	127	0	1516	1739	496	1891	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.27	0.99	0.16	0.33	0.00
Crit Moves:	****			****					****	****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.25	0.00	1.23	2.00	0.96	0.87	0.00
Delay/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	177	496.7	101.0	53.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	177	496.7	101.0	53.4	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D-	A
HCM2k95thQ:	9	0	7	37	35	10	0	57	312	33	52	0

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

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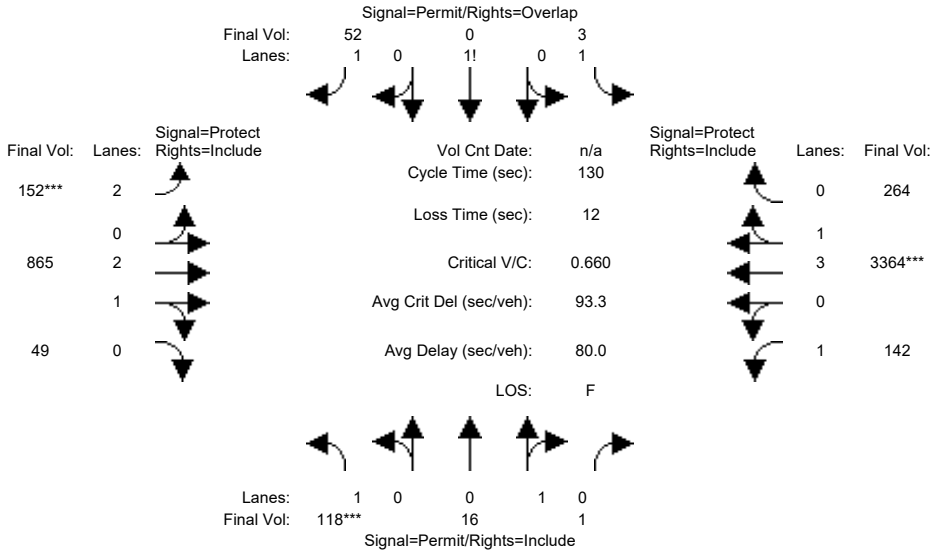
Vallco Parkway 1
SJ21-2093.01

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

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	16	1	3	0	52	152	854	49	142	3278	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	16	1	3	0	52	152	854	49	142	3278	264
Added Vol:	0	0	0	0	0	0	0	3	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	28	0
Initial Fut:	118	16	1	3	0	52	152	865	49	142	3364	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	16	1	3	0	52	152	865	49	142	3364	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	16	1	3	0	52	152	865	49	142	3364	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	16	1	3	0	52	152	865	49	142	3364	264
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.94	0.06	1.06	0.00	1.94	2.00	2.83	0.17	1.00	3.70	0.30
Final Sat.:	1750	1694	106	1848	0	3499	3150	5299	300	1750	6953	546
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.00	0.00	0.01	0.05	0.16	0.16	0.08	0.48	0.48
Crit Moves:	****						****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	62.0	15.0	45.3	45.3	25.7	56.0	56.0
Volume/Cap:	0.19	0.03	0.03	0.00	0.00	0.03	0.42	0.47	0.47	0.41	1.12	1.12
Delay/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.2	33.2	46.3	97.1	97.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.8	26.8	26.5	0.0	18.1	54.2	33.2	33.2	46.3	97.1	97.1
LOS by Move:	C	C	C	C	A	B-	D-	C-	C-	D	F	F
HCM2k95thQ:	7	1	1	0	0	1	7	18	18	10	74	74

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

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Vallco Parkway 1
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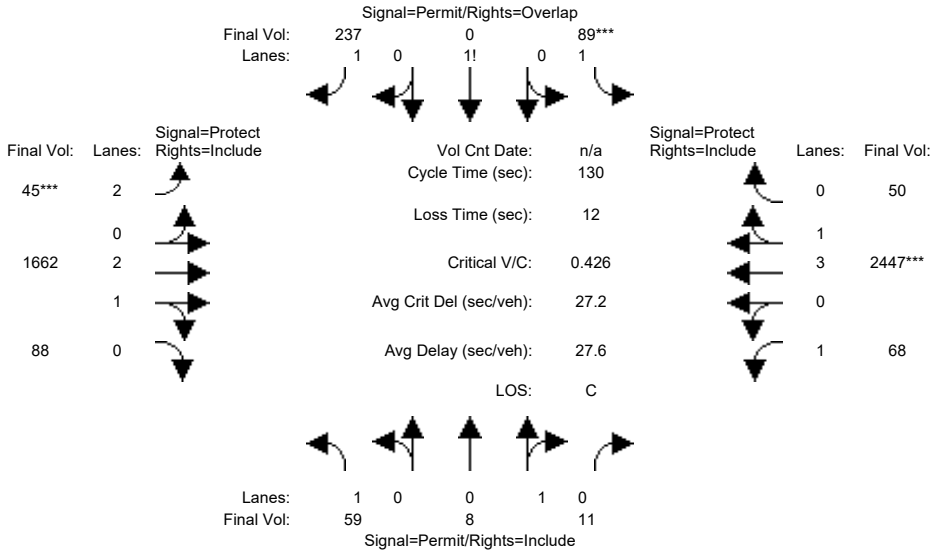
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #10: Stevens Creek Blvd / Agilent Tech Driveway



Street Name:	Agilent Tech Driveway						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	11	89	0	237	45	1630	88	68	2414	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:	59	8	11	89	0	237	45	1630	88	68	2414	50
Added Vol:	0	0	0	0	0	0	0	23	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	18	0
Initial Fut:	59	8	11	89	0	237	45	1662	88	68	2447	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:	59	8	11	89	0	237	45	1662	88	68	2447	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	11	89	0	237	45	1662	88	68	2447	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	11	89	0	237	45	1662	88	68	2447	50
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	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.28	0.00	1.72	2.00	2.84	0.16	1.00	3.92	0.08
Final Sat.:	1750	758	1042	2238	0	3098	3150	5318	282	1750	7350	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.00	0.08	0.01	0.31	0.31	0.04	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	45.0	45.0	45.0	45.0	0.0	55.0	10.0	60.3	60.3	12.7	63.0	63.0
Volume/Cap:	0.10	0.03	0.03	0.11	0.00	0.18	0.19	0.67	0.67	0.40	0.69	0.69
Delay/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.9	27.9	56.6	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.1	28.1	29.0	0.0	23.5	56.6	27.9	27.9	56.6	26.4	26.4
LOS by Move:	C	C	C	C	A	C	E+	C	C	E+	C	C
HCM2k95thQ:	3	1	1	4	0	7	2	32	32	5	32	32

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

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Vallco Parkway 1
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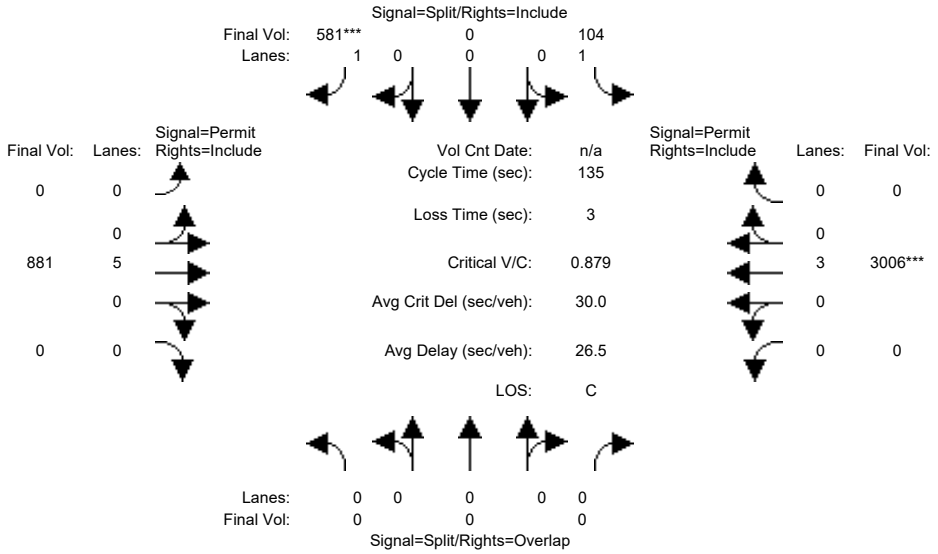
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp				Stevens Creek Blvd			
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		104 0 568		0 870 0		0 2933 0	
Growth Adj:	1.00 1.00 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		104 0 568		0 870 0		0 2933 0	
Added Vol:	0 0 0		0 0 7		0 3 0		0 51 0	
PasserByVol:	0 0 0		0 0 6		0 8 0		0 22 0	
Initial Fut:	0 0 0		104 0 581		0 881 0		0 3006 0	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 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		104 0 581		0 881 0		0 3006 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 0 0		104 0 581		0 881 0		0 3006 0	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 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		104 0 581		0 881 0		0 3006 0	
Saturation Flow Module:								
Sat/Lane:	1900 1900 1900		1900 1900 1900		1900 1900 1900		1900 1900 1900	
Adjustment:	0.92 1.00 0.92		0.92 1.00 0.92		0.92 1.00 0.92		0.92 1.00 0.92	
Lanes:	0.00 0.00 0.00		1.00 0.00 1.00		0.00 5.00 0.00		0.00 3.00 0.00	
Final Sat.:	0 0 0		1750 0 1750		0 9500 0		0 5700 0	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.00 0.00		0.06 0.00 0.33		0.00 0.09 0.00		0.00 0.53 0.00	
Crit Moves:				****				****
Green Time:	0.0 0.0 0.0		51.0 0.0 51.0		0.0 81.0 0.0		0.0 81.0 0.0	
Volume/Cap:	0.00 0.00 0.00		0.16 0.00 0.88		0.00 0.15 0.00		0.00 0.88 0.00	
Delay/Veh:	0.0 0.0 0.0		27.9 0.0 52.0		0.0 11.9 0.0		0.0 25.8 0.0	
User DelAdj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
AdjDel/Veh:	0.0 0.0 0.0		27.9 0.0 52.0		0.0 11.9 0.0		0.0 25.8 0.0	
LOS by Move:	A A A		C A D-		A B+ A		A C A	
HCM2k95thQ:	0 0 0		6 0 44		0 6 0		0 56 0	

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

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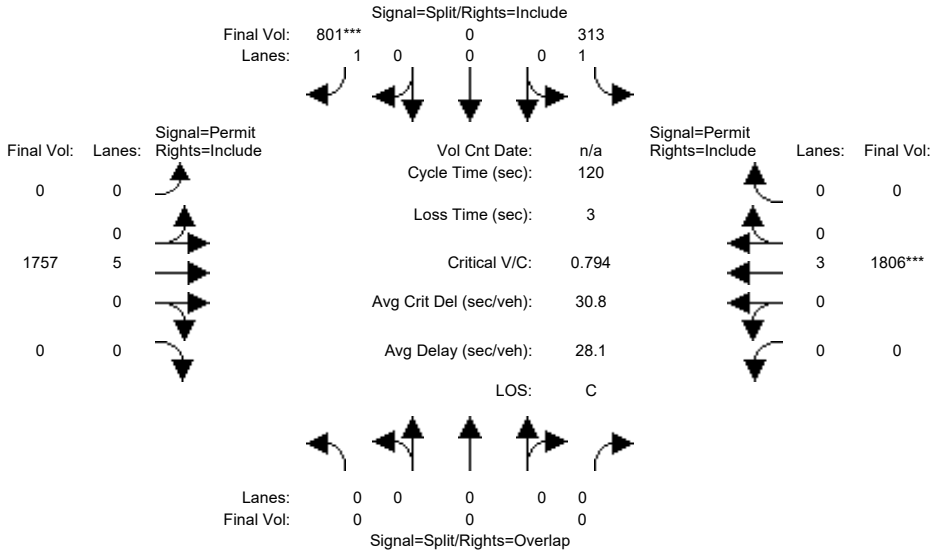
Vallco Parkway 1
SJ21-2093.01

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

Intersection #11: Stevens Creek Blvd / Lawrence Expy SB



Street Name:	Lawrence Expy SB Off-Ramp				Stevens Creek Blvd			
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		313 0 796		0 1725 0		0 1778 0	
Growth Adj:	1.00 1.00 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		313 0 796		0 1725 0		0 1778 0	
Added Vol:	0 0 0		0 0 2		0 23 0		0 13 0	
PasserByVol:	0 0 0		0 0 3		0 9 0		0 15 0	
Initial Fut:	0 0 0		313 0 801		0 1757 0		0 1806 0	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 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		313 0 801		0 1757 0		0 1806 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 0 0		313 0 801		0 1757 0		0 1806 0	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 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		313 0 801		0 1757 0		0 1806 0	
Saturation Flow Module:								
Sat/Lane:	1900 1900 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		0.18 0.00 0.46		0.00 0.18 0.00		0.00 0.32 0.00	
Crit Moves:				****				****
Green Time:	0.0 0.0 0.0		69.1 0.0 69.1		0.0 47.9 0.0		0.0 47.9 0.0	
Volume/Cap:	0.00 0.00 0.00		0.31 0.00 0.79		0.00 0.46 0.00		0.00 0.79 0.00	
Delay/Veh:	0.0 0.0 0.0		13.3 0.0 24.3		0.0 26.7 0.0		0.0 33.8 0.0	
User DelAdj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
AdjDel/Veh:	0.0 0.0 0.0		13.3 0.0 24.3		0.0 26.7 0.0		0.0 33.8 0.0	
LOS by Move:	A A A		B A C		A C A		A C- A	
HCM2k95thQ:	0 0 0		12 0 43		0 17 0		0 33 0	

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

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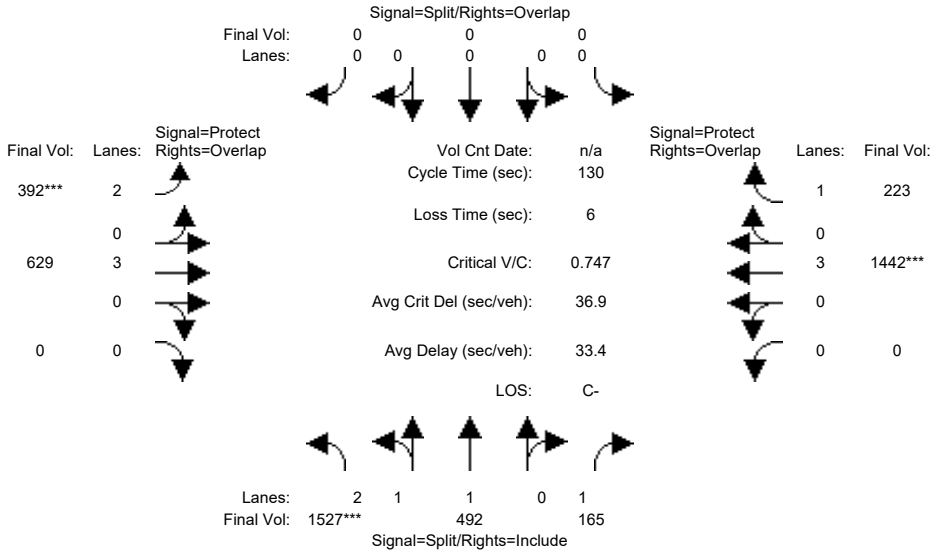
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
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:	1490	490	153	0	0	0	391	619	0	0	1405	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1490	490	153	0	0	0	391	619	0	0	1405	216
Added Vol:	37	0	0	0	0	0	1	2	0	0	15	0
PasserByVol:	0	2	12	0	0	0	0	8	0	0	22	7
Initial Fut:	1527	492	165	0	0	0	392	629	0	0	1442	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1527	492	165	0	0	0	392	629	0	0	1442	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1527	492	165	0	0	0	392	629	0	0	1442	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1527	492	165	0	0	0	392	629	0	0	1442	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	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.:	4551	1900	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.26	0.09	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.25	0.13
Crit Moves:	****						****				****	
Green Time:	58.4	58.4	58.4	0.0	0.0	0.0	21.6	65.6	0.0	0.0	44.0	44.0
Volume/Cap:	0.75	0.58	0.21	0.00	0.00	0.00	0.75	0.22	0.00	0.00	0.75	0.38
Delay/Veh:	30.9	26.9	21.9	0.0	0.0	0.0	57.4	17.9	0.0	0.0	39.7	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	26.9	21.9	0.0	0.0	0.0	57.4	17.9	0.0	0.0	39.7	33.0
LOS by Move:	C	C	C+	A	A	A	E+	B	A	A	D	C-
HCM2k95thQ:	37	26	8	0	0	0	17	9	0	0	31	14

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

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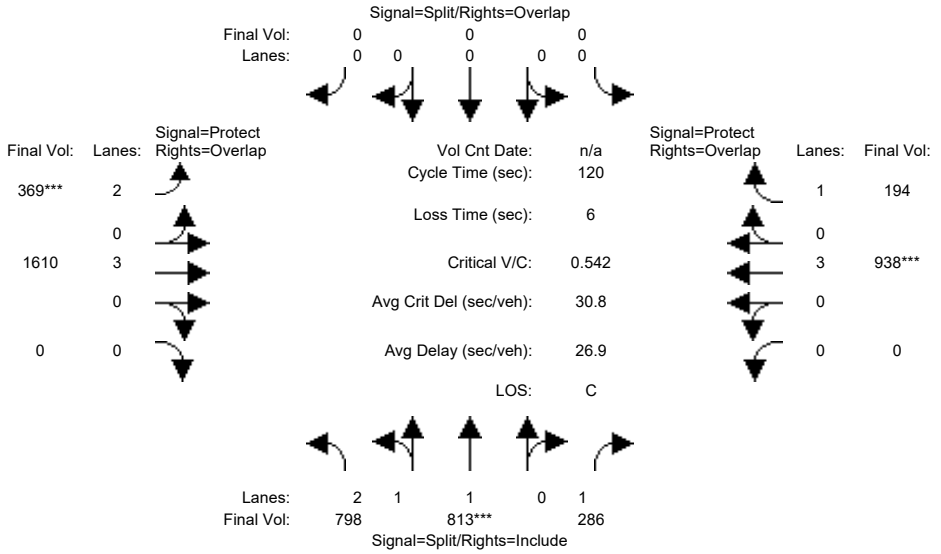
Vallco Parkway 1
SJ21-2093.01

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

Intersection #12: Stevens Creek Blvd / Lawrence Expy NB Ramps



Street Name:	Lawrence Expy NB Ramps						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	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:	788	807	261	0	0	0	361	1586	0	0	919	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	788	807	261	0	0	0	361	1586	0	0	919	188
Added Vol:	10	0	0	0	0	0	8	15	0	0	4	0
PasserByVol:	0	6	25	0	0	0	0	9	0	0	15	6
Initial Fut:	798	813	286	0	0	0	369	1610	0	0	938	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	798	813	286	0	0	0	369	1610	0	0	938	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	813	286	0	0	0	369	1610	0	0	938	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	798	813	286	0	0	0	369	1610	0	0	938	194
Saturation 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.17	1.83	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3416	3480	1750	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.16	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.16	0.11
Crit Moves:		****					****				****	
Green Time:	51.7	51.7	51.7	0.0	0.0	0.0	25.9	62.3	0.0	0.0	36.4	36.4
Volume/Cap:	0.54	0.54	0.38	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.37
Delay/Veh:	25.6	25.6	23.6	0.0	0.0	0.0	42.7	19.5	0.0	0.0	35.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	23.6	0.0	0.0	0.0	42.7	19.5	0.0	0.0	35.2	33.2
LOS by Move:	C	C	C	A	A	A	D	B-	A	A	D+	C-
HCM2k95thQ:	22	22	14	0	0	0	13	23	0	0	18	12

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

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Appendix C – Trip Generation

Attachment A - Project Trip Generation Estimates

Land Use	% Reduction	Size	Unit[3]	Daily		AM Peak Hour						PM Peak Hour					
				Average Rate / Fitted Curve (Trips per 1000 GSF)[4]	Trips	Average Rate (Trips per 1000 GSF)	In	Out	In	Out	Total	Average Rate / Fitted Curve (Trips per 1000 GSF)[4]	In	Out	In	Out	Total
Existing Land Use																	
Vallco Parkway Campus[1]		141,000	GSF	12.93	1,823	1.16	89%	11%	146	18	164	1.19	15%	85%	25	143	168
Proposed Land Uses																	
Vallco Parkway 1[1]		280,020	GSF	12.93	3,621	1.16	89%	11%	289	35.7	325	1.19	15%	85%	50	283	333
Strip Retail Plaza (ITE Land Use 822)[2]		2,300	GSF	T = 42.2 (x) + 229.68	327	2.36	60%	40%	3	2	5	Ln(T) = .71 Ln (x) +2.72	50%	50%	13	14	27
Vallco Parkway Net New Trips					***2,125***				***146***	***20***	***166***				***38***	***154***	***192***

Notes:

[1]Source: Based on trip generation rates presented in Apple Campus 2 TIA (2013)

[2]Source: Based on trip generation rates presented in ITE's *Trip Generation Manual, 11th Edition* (2021)

[3]GSF denotes gross square feet

[4]Ln denotes natural log, T denotes number of trips, x denotes land area in 1000 GSF

Appendix D – List of Approved and Pending Projects

List of Approved and Pending Projects

Approved

City of Cupertino

- Vallco Mall: 400 ksf of commercial, 1,810 ksf of office, and 2,402 residential units
- Cupertino Village Boutique Hotel: 185 room hotel
- The Hamptons Apartment: 942 apartment units

City of Santa Clara

- 5403 / 5405 Stevens Creek Boulevard: 375 KSF of office (5403 SCB has not been constructed yet).
- 3131 Homestead: 183 apartments
- 2780 El Camino Real: 58 3-story townhouses
- 3700 El Camino Real: 87 ksf of retail, 476 housing units (retail has not been constructed yet)
- 3402 El Camino Real: 66 apartments, 9.4 ksf of retail

Pending

City of Santa Clara

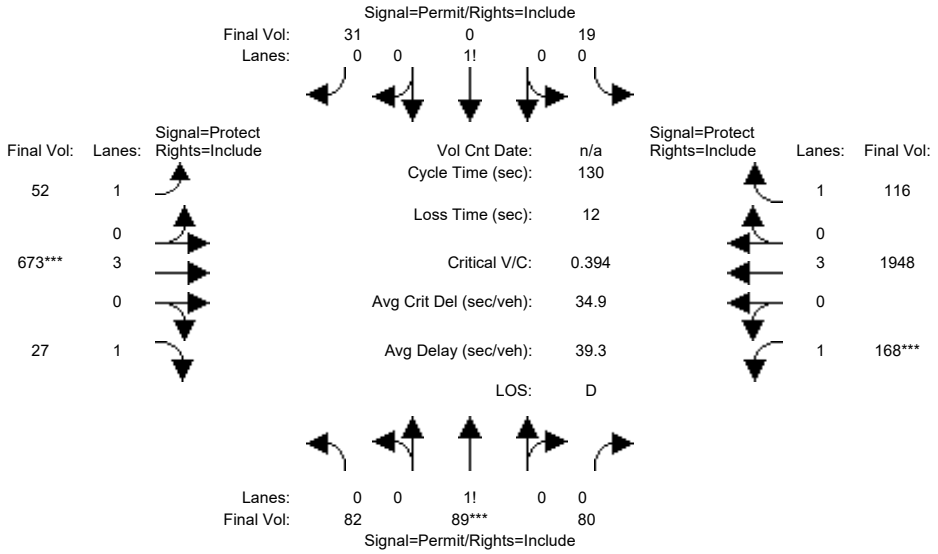
- 3550 El Camino Real: 120 housing units
- 80 Saratoga: 209 affordable housing units
- 275 Saratoga: 146 beds for a memory care facility
- 4565 Stevens Creek Boulevard: 9 ksf of restaurant

Appendix E – Improved Study Intersection LOS Calculations

Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	89	80	19	0	31	52	664	27	168	1881	116
Growth Adj:	1.00	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	89	80	19	0	31	52	664	27	168	1881	116
Added Vol:	0	0	0	0	0	0	0	9	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	89	80	19	0	31	52	673	27	168	1948	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:	82	89	80	19	0	31	52	673	27	168	1948	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	89	80	19	0	31	52	673	27	168	1948	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:	82	89	80	19	0	31	52	673	27	168	1948	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	0.35	0.32	0.38	0.00	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	572	621	558	665	0	1085	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.03	0.00	0.03	0.03	0.12	0.02	0.10	0.34	0.07
Crit Moves:		****						****		****		
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	21.2	42.0	42.0	29.0	49.8	49.8
Volume/Cap:	0.40	0.40	0.40	0.08	0.00	0.08	0.18	0.37	0.05	0.43	0.89	0.17
Delay/Veh:	31.3	31.3	31.3	27.3	0.0	27.3	47.2	33.9	30.3	44.2	42.7	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	27.3	0.0	27.3	47.2	33.9	30.3	44.2	42.7	26.6
LOS by Move:	C	C	C	C	A	C	D	C-	C	D	D	C
HCM2k95thQ:	15	15	15	3	0	3	4	13	2	11	38	6

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

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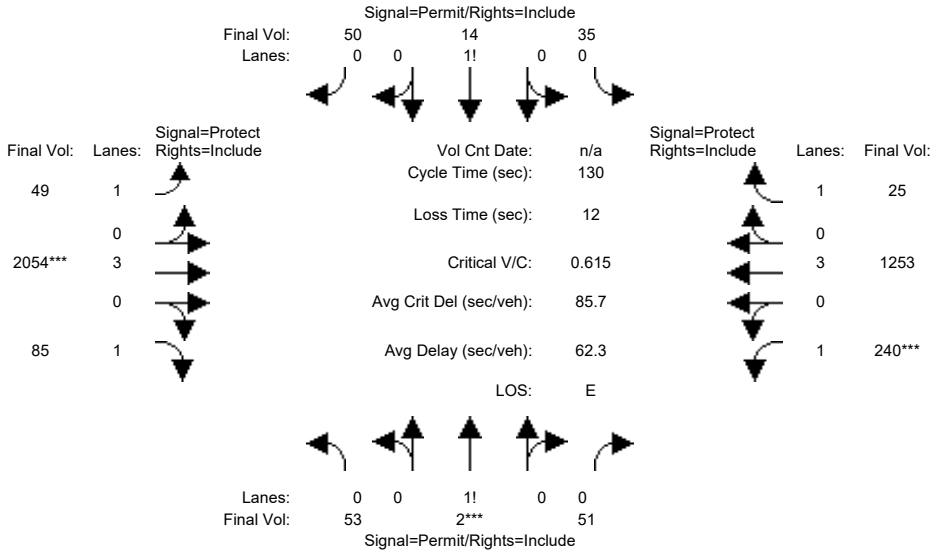
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Added Vol:	0	0	0	0	0	0	0	69	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	2	51	35	14	50	49	2054	85	240	1253	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:	53	2	51	35	14	50	49	2054	85	240	1253	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2	51	35	14	50	49	2054	85	240	1253	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:	53	2	51	35	14	50	49	2054	85	240	1253	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.02	0.48	0.35	0.14	0.51	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	875	33	842	619	247	884	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.03	0.36	0.05	0.14	0.22	0.01
Crit Moves:		****						****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.17	0.17	0.17	0.16	0.16	0.16	0.31	1.09	0.15	0.59	0.47	0.03
Uniform Del:	29.6	29.6	29.6	29.5	29.5	29.5	55.4	43.5	30.6	44.6	23.2	18.4
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	1.1	49.7	0.1	2.4	0.1	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:	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:	29.7	29.7	29.7	29.6	29.6	29.6	56.6	93.2	30.7	47.0	23.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	29.6	29.6	29.6	56.6	93.2	30.7	47.0	23.4	18.4
LOS by Move:	C	C	C	C	C	C	E+	F	C	D	C	B-
HCM2k95thQ:	6	6	6	6	6	6	4	56	5	16	19	1

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

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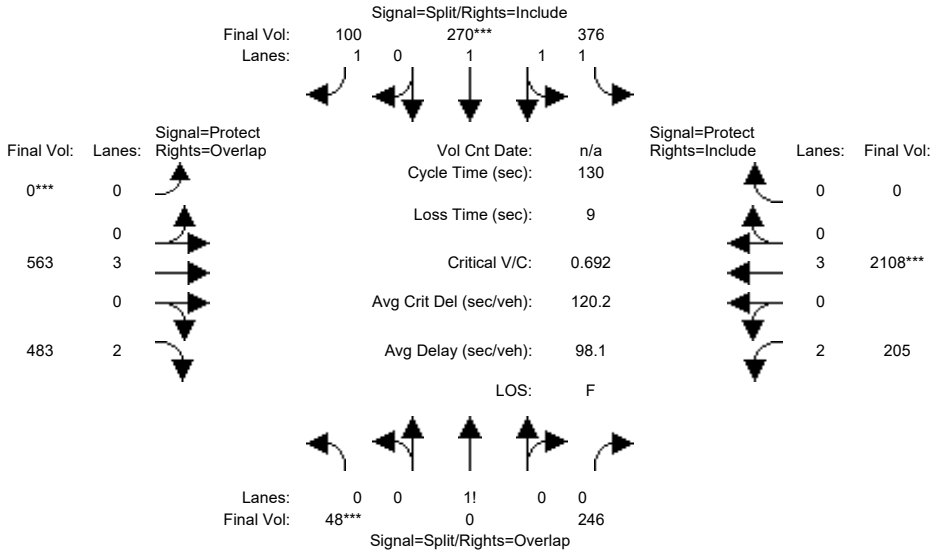
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	91	0	560	477	205	2050	0
Added Vol:	0	0	0	0	0	9	0	3	6	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	246	376	270	100	0	563	483	205	2108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	100	0	563	483	205	2108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	100	0	563	483	205	2108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	100	0	563	483	205	2108	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	0.99	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	2.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	3150	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.06	0.00	0.10	0.15	0.07	0.37	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.18	0.00	0.55	0.31	0.50	1.19	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	43.3	0.0	66.5	26.5	72.6	153	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	43.3	0.0	66.5	26.5	72.6	153	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C	E	F	A
HCM2k95thQ:	25	0	20	17	17	8	0	17	17	13	82	0

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

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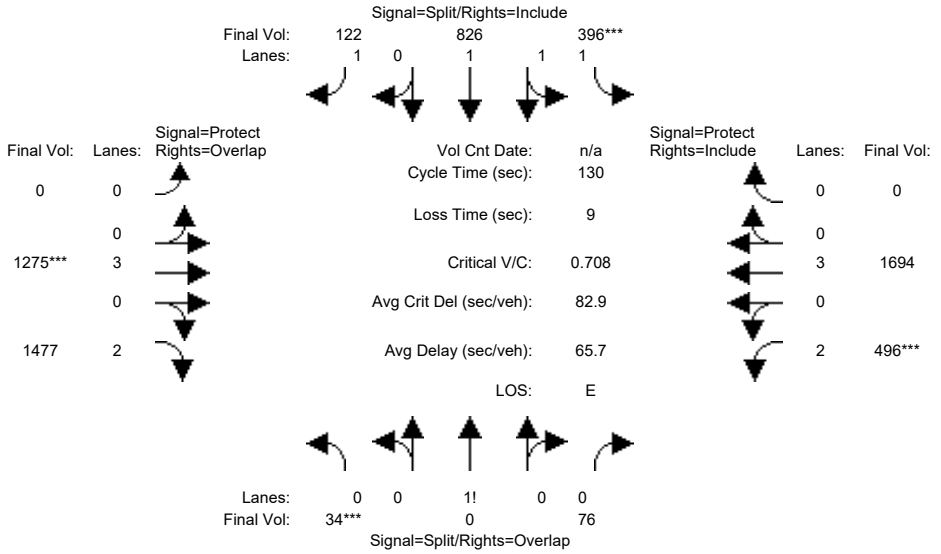
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	120	0	1252	1431	496	1679	0
Growth Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	0
Added Vol:	0	0	0	0	0	2	0	23	46	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	76	396	826	122	0	1275	1477	496	1694	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	122	0	1275	1477	496	1694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	122	0	1275	1477	496	1694	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	122	0	1275	1477	496	1694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	2.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	3150	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.22	0.47	0.16	0.30	0.00
Crit Moves:	****			****				****		****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.24	0.00	1.03	0.94	0.96	0.78	0.00
Uniform Del:	47.2	0.0	28.2	56.2	55.6	46.8	0.0	67.0	40.7	71.0	46.7	0.0
IncremntDel:	0.2	0.0	0.1	2.8	2.1	0.3	0.0	34.7	11.9	30.0	1.9	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:	47.4	0.0	28.2	59.1	57.7	47.0	0.0	102	52.6	101.0	48.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.0	0.0	102	52.6	101.0	48.7	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	D-	F	D	A
HCM2k95thQ:	9	0	7	37	35	10	0	38	64	33	44	0

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

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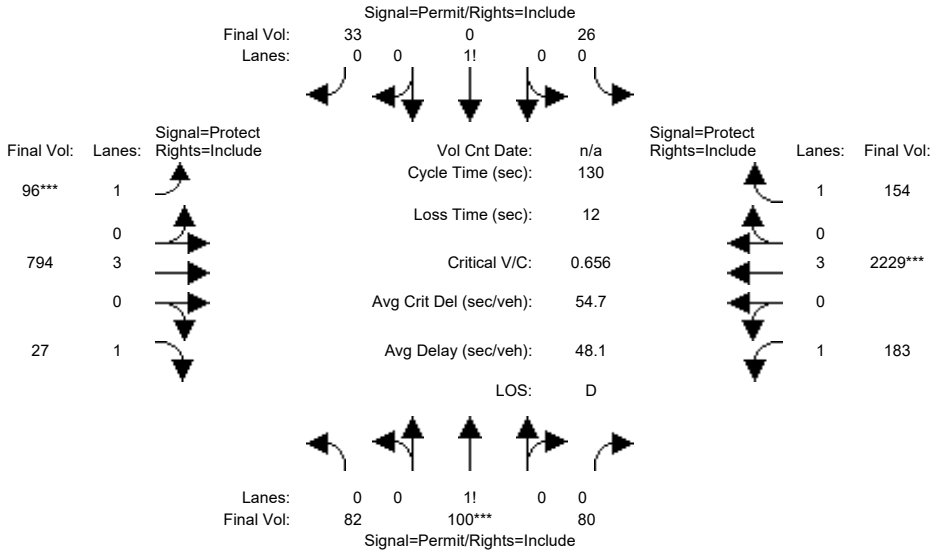
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	89	80	19	0	31	52	664	27	168	1881	116
Growth Adj:	1.00	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	89	80	19	0	31	52	664	27	168	1881	116
Added Vol:	0	0	0	0	0	0	0	9	0	0	67	0
PasserByVol:	0	11	0	7	0	2	44	121	0	15	281	38
Initial Fut:	82	100	80	26	0	33	96	794	27	183	2229	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	100	80	26	0	33	96	794	27	183	2229	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	100	80	26	0	33	96	794	27	183	2229	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	100	80	26	0	33	96	794	27	183	2229	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.38	0.31	0.44	0.00	0.56	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	548	668	534	771	0	979	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.00	0.03	0.05	0.14	0.02	0.10	0.39	0.09
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.41	0.41	0.41	0.09	0.00	0.09	0.36	0.41	0.05	0.51	1.00	0.22
Delay/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	32.8	28.6	47.3	57.7	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	32.8	28.6	47.3	57.7	26.5
LOS by Move:	C	C	C	C	A	C	D	C-	C	D	E+	C
HCM2k95thQ:	16	16	16	3	0	3	7	15	2	12	47	8

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

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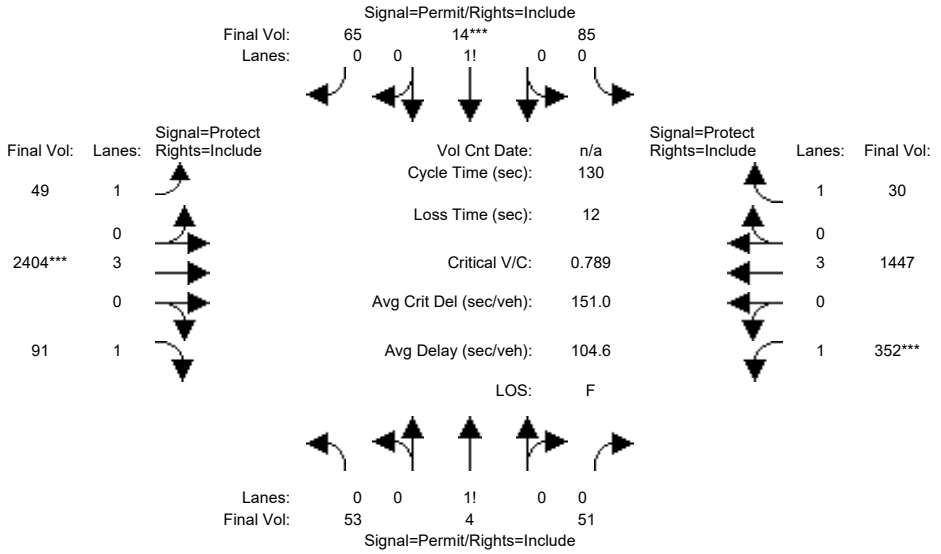
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	2	51	35	14	50	49	1985	85	240	1236	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:	53	2	51	35	14	50	49	1985	85	240	1236	25
Added Vol:	0	0	0	0	0	0	0	69	0	0	17	0
PasserByVol:	0	2	0	50	0	15	0	350	6	112	194	5
Initial Fut:	53	4	51	85	14	65	49	2404	91	352	1447	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:	53	4	51	85	14	65	49	2404	91	352	1447	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	51	85	14	65	49	2404	91	352	1447	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:	53	4	51	85	14	65	49	2404	91	352	1447	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.49	0.04	0.47	0.52	0.08	0.40	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	859	65	826	907	149	694	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.42	0.05	0.20	0.25	0.02
Crit Moves:					****			****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.18	0.18	0.18	0.27	0.27	0.27	0.31	1.28	0.16	0.87	0.54	0.04
Delay/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	56.6	172	30.8	66.4	24.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	56.6	172	30.8	66.4	24.5	18.5
LOS by Move:	C	C	C	C	C	C	E+	F	C	E	C	B-
HCM2k95thQ:	6	6	6	10	10	10	4	79	5	26	23	1

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

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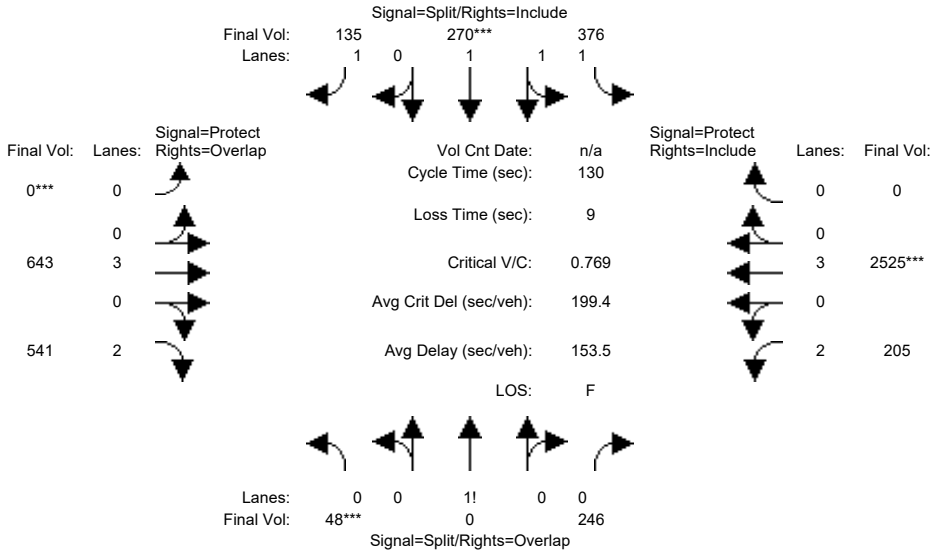
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	91	0	560	477	205	2050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	91	0	560	477	205	2050	0
Added Vol:	0	0	0	0	0	9	0	3	6	0	58	0
PasserByVol:	0	0	0	0	0	35	0	80	58	0	417	0
Initial Fut:	48	0	246	376	270	135	0	643	541	205	2525	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	135	0	643	541	205	2525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	135	0	643	541	205	2525	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	135	0	643	541	205	2525	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.99	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	2.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	3150	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.08	0.00	0.11	0.17	0.07	0.44	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.24	0.00	0.62	0.35	0.50	1.43	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.1	27.1	72.6	256	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.1	27.1	72.6	256	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C	E	F	A
HCM2k95thQ:	25	0	20	17	17	11	0	19	19	13	114	0

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

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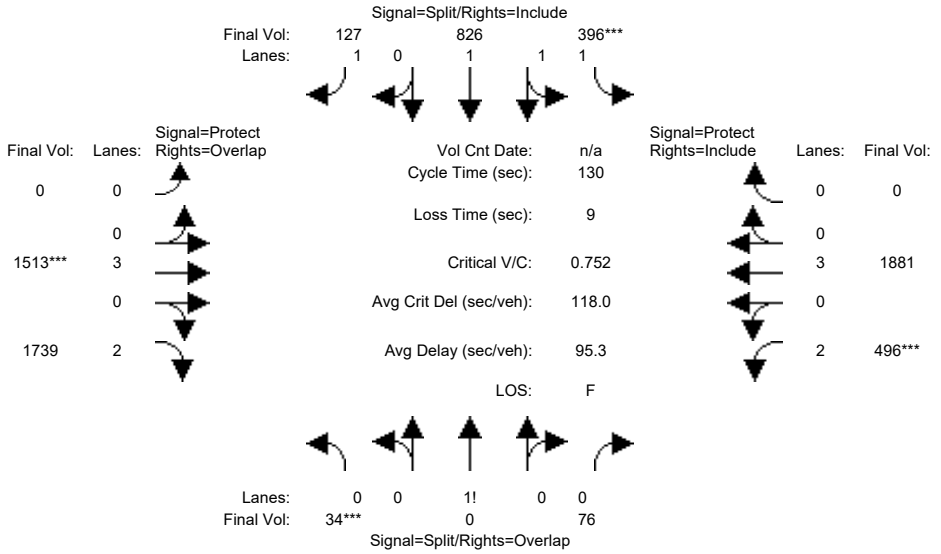
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	120	0	1252	1431	496	1679	0
Growth Adj:	1.00	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	0	76	396	826	120	0	1252	1431	496	1679	0
Added Vol:	0	0	0	0	0	2	0	23	46	0	15	0
PasserByVol:	0	0	0	0	0	5	0	238	262	0	187	0
Initial Fut:	34	0	76	396	826	127	0	1513	1739	496	1881	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	127	0	1513	1739	496	1881	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	127	0	1513	1739	496	1881	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	127	0	1513	1739	496	1881	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	2.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	3150	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.27	0.55	0.16	0.33	0.00
Crit Moves:	****			****				****		****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.25	0.00	1.23	1.11	0.96	0.87	0.00
Delay/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	176	102.4	101.0	53.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	176	102.4	101.0	53.1	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D-	A
HCM2k95thQ:	9	0	7	37	35	10	0	57	97	33	52	0

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

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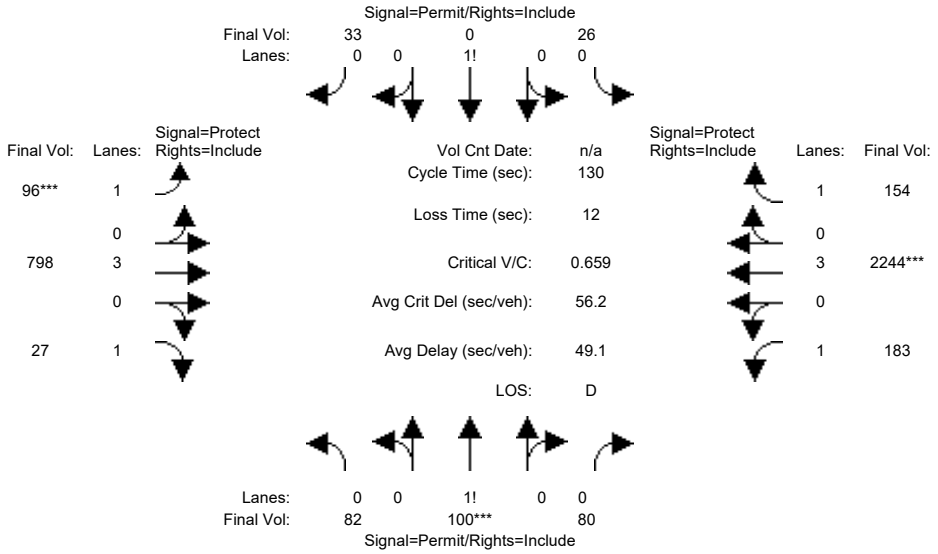
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.0	4.0	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	100	80	26	0	33	96	781	27	183	2155	154
Growth Adj:	1.00	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	100	80	26	0	33	96	781	27	183	2155	154
Added Vol:	0	0	0	0	0	0	0	9	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	82	100	80	26	0	33	96	798	27	183	2244	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	100	80	26	0	33	96	798	27	183	2244	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	100	80	26	0	33	96	798	27	183	2244	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	100	80	26	0	33	96	798	27	183	2244	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.38	0.31	0.44	0.00	0.56	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	548	668	534	771	0	979	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.00	0.03	0.05	0.14	0.02	0.10	0.39	0.09
Crit Moves:		****					****				****	
Green Time:	47.0	47.0	47.0	47.0	0.0	47.0	20.0	44.5	44.5	26.5	51.0	51.0
Volume/Cap:	0.41	0.41	0.41	0.09	0.00	0.09	0.36	0.41	0.05	0.51	1.00	0.22
Delay/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	32.8	28.6	47.3	59.4	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	27.5	0.0	27.5	50.1	32.8	28.6	47.3	59.4	26.5
LOS by Move:	C	C	C	C	A	C	D	C-	C	D	E+	C
HCM2k95thQ:	16	16	16	3	0	3	7	15	2	12	48	8

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

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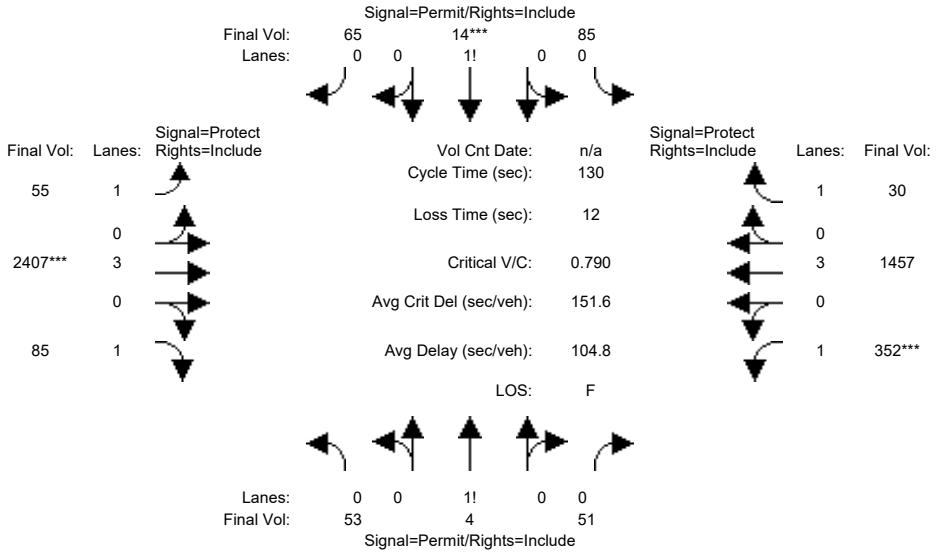
Vallco Parkway 1
SJ21-2093.01

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

Intersection #8: Stevens Creek Blvd / Stern Ave



Street Name:	Stern Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	4	51	85	14	65	55	2329	85	352	1425	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:	53	4	51	85	14	65	55	2329	85	352	1425	30
Added Vol:	0	0	0	0	0	0	0	69	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	53	4	51	85	14	65	55	2407	85	352	1457	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:	53	4	51	85	14	65	55	2407	85	352	1457	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	51	85	14	65	55	2407	85	352	1457	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:	53	4	51	85	14	65	55	2407	85	352	1457	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.49	0.04	0.47	0.52	0.08	0.40	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	859	65	826	907	149	694	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.42	0.05	0.20	0.26	0.02
Crit Moves:					****			****		****		
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	11.6	43.0	43.0	30.0	61.4	61.4
Volume/Cap:	0.18	0.18	0.18	0.27	0.27	0.27	0.35	1.28	0.15	0.87	0.54	0.04
Delay/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	57.0	172	30.7	66.4	24.6	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	30.9	30.9	30.9	57.0	172	30.7	66.4	24.6	18.5
LOS by Move:	C	C	C	C	C	C	E+	F	C	E	C	B-
HCM2k95thQ:	6	6	6	10	10	10	4	80	5	26	23	1

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

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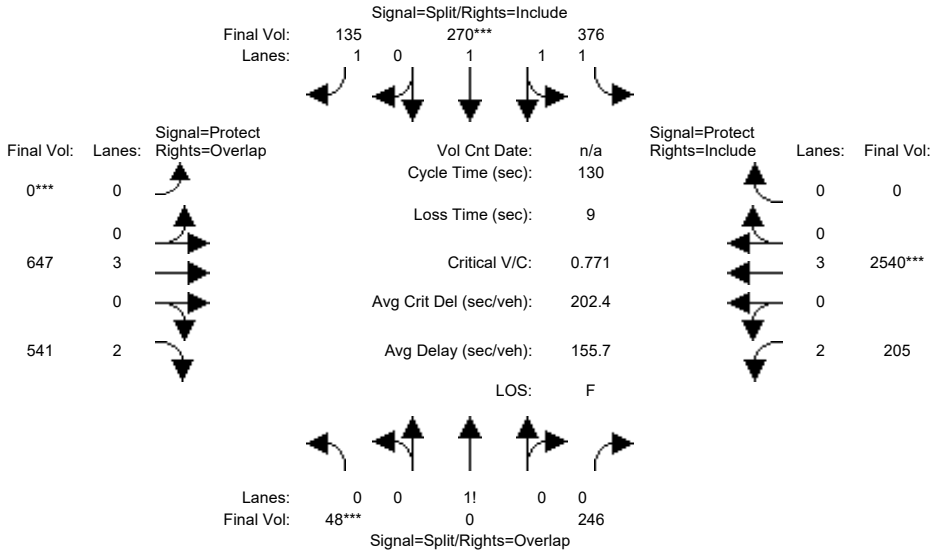
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	246	376	270	126	0	636	535	205	2460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	246	376	270	126	0	636	535	205	2460	0
Added Vol:	0	0	0	0	0	9	0	3	6	0	58	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	22	0
Initial Fut:	48	0	246	376	270	135	0	647	541	205	2540	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	246	376	270	135	0	647	541	205	2540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	246	376	270	135	0	647	541	205	2540	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	246	376	270	135	0	647	541	205	2540	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	0.99	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.16	0.00	0.84	1.79	1.21	1.00	0.00	3.00	2.00	2.00	3.00	0.00
Final Sat.:	286	0	1464	3169	2276	1750	0	5700	3150	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.12	0.12	0.08	0.00	0.11	0.17	0.07	0.45	0.00
Crit Moves:	****				****		****				****	
Green Time:	41.1	0.0	58.0	41.9	41.9	41.9	0.0	23.5	64.6	16.9	40.4	0.0
Volume/Cap:	0.53	0.00	0.38	0.37	0.37	0.24	0.00	0.63	0.35	0.50	1.43	0.00
Delay/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.2	27.1	72.6	260	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	32.9	46.3	46.3	44.3	0.0	68.2	27.1	72.6	260	0.0
LOS by Move:	D	A	C-	D	D	D	A	E	C	E	F	A
HCM2k95thQ:	25	0	20	17	17	11	0	19	19	13	116	0

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

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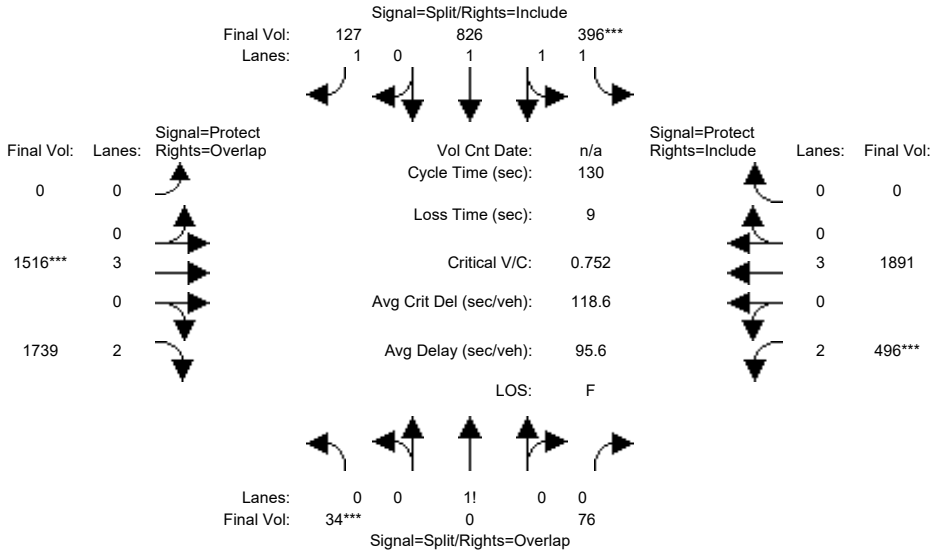
Vallco Parkway 1
SJ21-2093.01

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

Intersection #9: Stevens Creek Blvd / Calvert Dr / I 280 SB Ramp



Street Name:	Calvert Dr / I-280 SB Off-Ramp						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	4.0	4.0	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	0	76	396	826	125	0	1484	1693	496	1861	0
Growth Adj:	1.00	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	0	76	396	826	125	0	1484	1693	496	1861	0
Added Vol:	0	0	0	0	0	2	0	23	46	0	15	0
PasserByVol:	0	0	0	0	0	0	0	9	0	0	15	0
Initial Fut:	34	0	76	396	826	127	0	1516	1739	496	1891	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	76	396	826	127	0	1516	1739	496	1891	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	76	396	826	127	0	1516	1739	496	1891	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	76	396	826	127	0	1516	1739	496	1891	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.31	0.00	0.69	1.00	2.00	1.00	0.00	3.00	2.00	2.00	3.00	0.00
Final Sat.:	541	0	1209	1750	3800	1750	0	5700	3150	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.23	0.22	0.07	0.00	0.27	0.55	0.16	0.33	0.00
Crit Moves:	****			****				****		****		
Green Time:	36.5	0.0	57.8	37.3	37.3	37.3	0.0	28.1	64.6	21.3	49.4	0.0
Volume/Cap:	0.22	0.00	0.14	0.79	0.76	0.25	0.00	1.23	1.11	0.96	0.87	0.00
Delay/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	177	102.4	101.0	53.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	0.0	28.2	59.1	57.7	47.2	0.0	177	102.4	101.0	53.4	0.0
LOS by Move:	D	A	C	E+	E+	D	A	F	F	F	D-	A
HCM2k95thQ:	9	0	7	37	35	10	0	57	97	33	52	0

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

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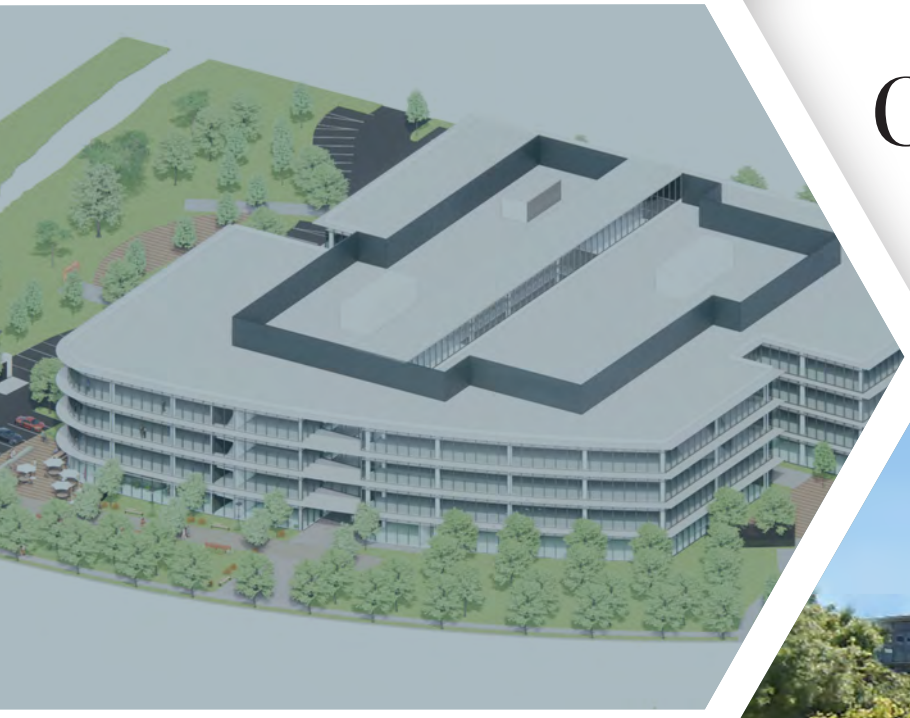
Transportation Analysis

VP1 Apple Office Project



Prepared for:
Placeworks
The City of Cupertino

Prepared by:

FEHR PEERS

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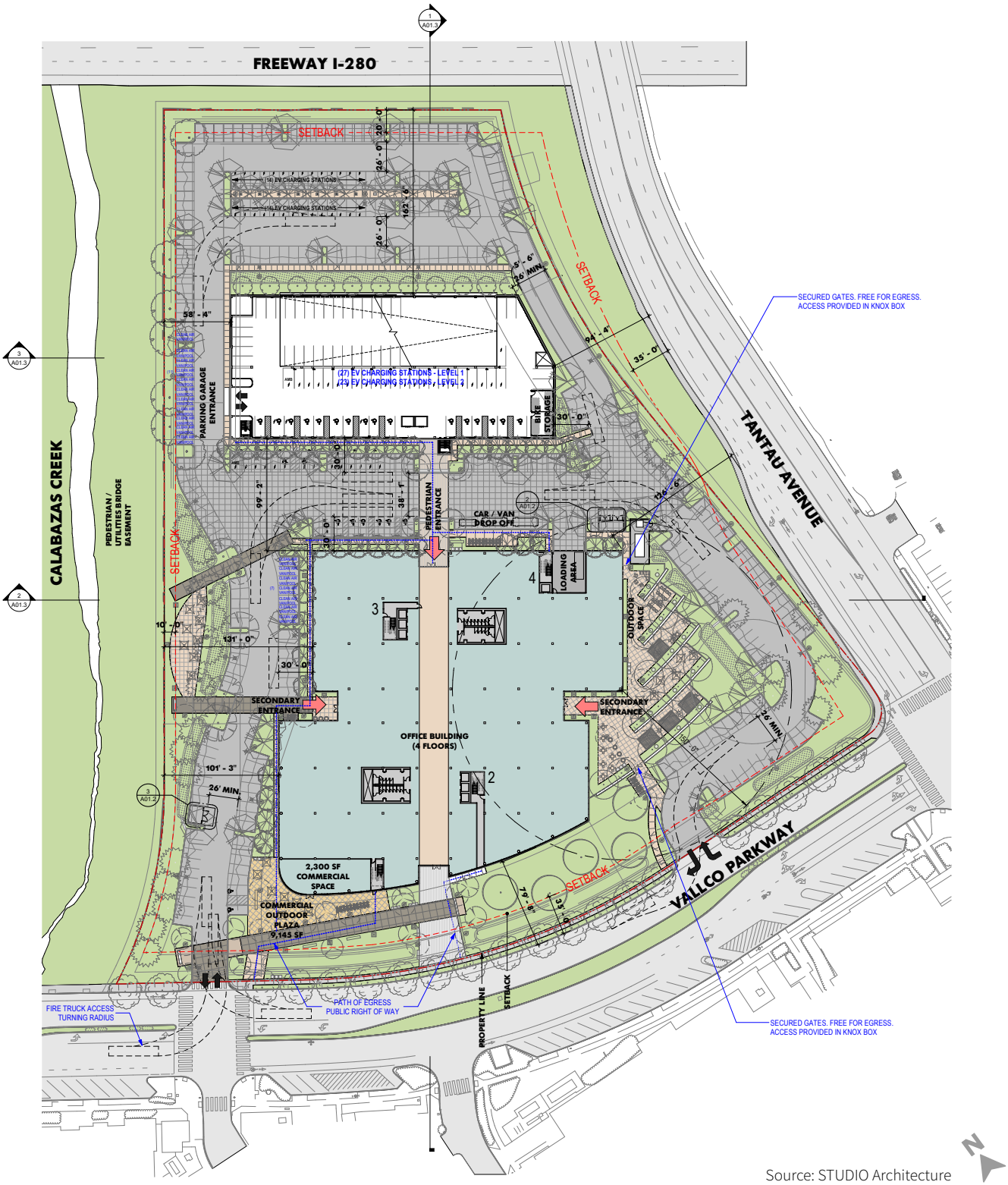
1. Introduction

The purpose of this transportation analysis (TA) is to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system pursuant to the California Environmental Quality Act (CEQA) and to recommend mitigation measures, if needed. The potential impacts of the proposed project are evaluated following the City of Cupertino's *Transportation Study Guidelines* (May 2021), which adopted vehicle miles traveled (VMT) as the primary metric for transportation studies under CEQA and includes additional guidance for evaluating transportation effects of projects on the City's transportation system and services.

This introduction chapter discusses the project description and report organization.

Project Description

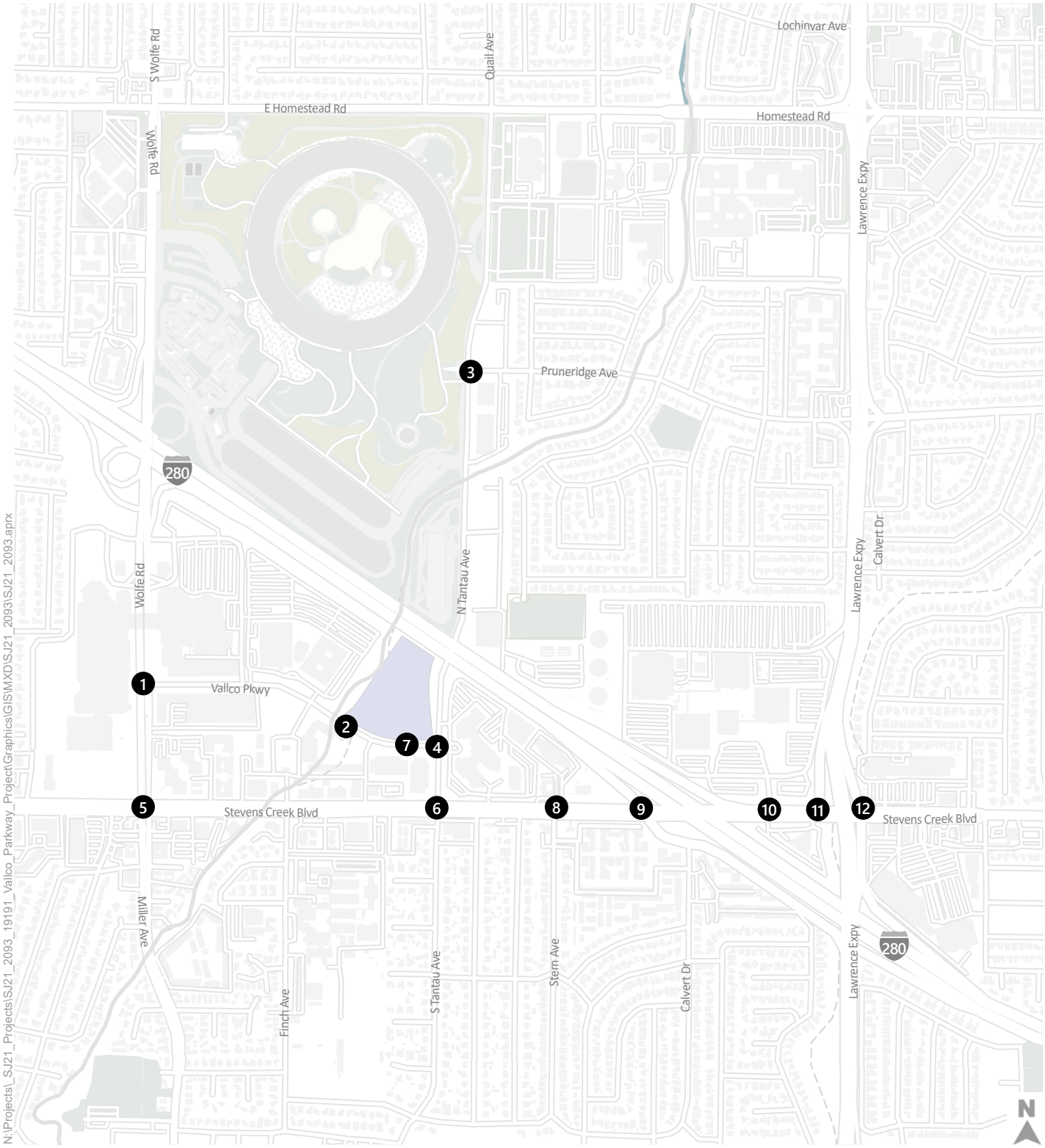
Currently, the project site, located at 19191 Vallco Parkway in Cupertino, is occupied by Apple as part of their Vallco Parkway campus. The project includes demolishing the existing two-story, 141,000-square foot (sf) office building and constructing a new four-story, 282,320-sf building. The new building will include 280,020 sf of office space and a 2,300 sf of commercial space. Upon completion, the new building will be reoccupied by Apple. **Figure 1** shows the site plan and **Figure 2** shows the study area.



Source: STUDIO Architecture

Figure 1

Site Plan



Project Site

Study Intersection

Figure 2

Study Area

Report Organization

The remainder of this report is divided into the following chapters:

- **Chapter 2 – Analysis Methods and Thresholds of Significance** presents the CEQA analysis methods, and thresholds of significance for transit, bicycle, and pedestrian facilities.
- **Chapter 3 – Existing Conditions** describes the transportation system near the project site, including the surrounding roadway network, and existing bicycle, pedestrian, and transit facilities.
- **Chapter 4 –Project Traffic Estimates** describes the project trip generation, distribution and assignment methods for intersections and freeways.
- **Chapter 5 – CEQA Impact Analysis** presents the CEQA impact analysis for the project including verifying that that project does not conflict with existing programs, plans, ordinances, or policies, increase hazards, or result in inadequate emergency access.
- **Chapter 6 – Site Access & On-Site Circulation** describes the site access and circulation for vehicles, parking circulation, bicycle and pedestrian circulation, and transit access circulation.

2. Analysis Methods and Thresholds of Significance

This chapter describes the analysis methods used to evaluate potential transportation impacts for vehicle, bicycle, pedestrian, and transit facilities and access.

Level of Service and Senate Bill (SB) 743

The operations of transportation facilities have traditionally been described with the term *level of service (LOS)*. LOS describes traffic flow from the driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver.

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use vehicle miles traveled (VMT) instead of LOS for evaluating transportation impacts under CEQA. The new CEQA Guidelines went into effect statewide on July 1, 2019. The City of Cupertino adopted Ordinance #21-2223 on February 16, 2021, which incorporated the use of VMT in environmental review into the Cupertino Municipal Code. This guidance was formalized in the City of Cupertino's *Transportation Study Guidelines*.

Thresholds of Significance

The criteria for evaluating the significance of a project's environmental impacts are based on the State CEQA Guidelines and applicable standards recognized by the City of Cupertino and surrounding jurisdictions. According to the current version of Appendix G of the CEQA Guidelines, transportation impacts are considered significant if a proposed project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

Based on the State CEQA Guidelines and thresholds used by the City of Cupertino and surrounding jurisdictions (see CEQA Guidelines section 15064.7), the CEQA significance criteria incorporating VMT were used to evaluate project-level impacts of VP1 Apple Office Project.

3. Existing Conditions

This chapter describes the existing transportation conditions, including the nearby land uses that affect travel demand, and the transportation facilities - the roadway network, transit service, and pedestrian and bicycle facilities. It also describes existing operations of the study intersections and freeway segments with the results of the level of service calculations. Future planned facilities that will enhance the existing system are also described.

Nearby Land Uses

The existing project site is primarily designed for motor vehicle travel, with large setbacks from the street and a large surface parking lot.

East of the project site are office buildings, and the Main Street Mixed-Use development is immediately to the south on the other side of Vallco Parkway. Stevens Creek Boulevard includes numerous restaurants and retail uses. North of the project site, across I-280, is the Apple Park office campus (formerly Apple Campus 2).

A channelized section of Calabazas Creek is located on the west edge of the project site. Calabazas Creek does not currently have a multi-use path along its route; although the City is currently evaluating the feasibility of providing a multi-use path, within a Santa Clara Valley Water District drainage area, along I-280 (Junipero Serra Trail) between Mary Avenue and Vallco Parkway, including the stretch of Calabazas Creek between Vallco Parkway and I-280.

Existing Roadway Network

Most travel in Cupertino is currently made by private vehicles on the roadway system. Interstate 280 (I-280) and County Route G2 (Lawrence Expressway) provide regional vehicle access to the project site.

Tantau Avenue and Vallco Parkway provide direct access to the project site. Local access to these roadways is provided via Lawrence Expressway, Stevens Creek Boulevard, and Wolfe Road-Miller Avenue. Descriptions of these roadways are presented below. **Figure 2** shows the locations of these facilities in relation to the project site.

I-280 is located immediately north of the project site and provides regional freeway access between the cities of San Francisco and San José. Near the project site, I-280 has three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses), motorcycles, and clean-air vehicles during the morning (5:00 am to 9:00 am) and evening (3:00 pm to 7:00 pm) commute periods on weekdays. Access to/from I-280 is provided via its interchanges with Wolfe Road and Lawrence Expressway/Stevens Creek Boulevard.

Lawrence Expressway is located to the east of the project site and is a limited-access north-south facility operated by Santa Clara County that extends between SR 237 near Moffett Field to the north and Saratoga Avenue/Quito Road to the south. It is a six-lane facility south of I-280. North of I-280, Lawrence Expressway is an eight-lane facility with the right-most lane in each direction restricted to HOVs during the commute hours. Lawrence Expressway provides local access closest to the site via the intersection at Stevens Creek Boulevard.

Stevens Creek Boulevard is an east-west six-lane divided arterial to the south of the project site that extends between western Cupertino and downtown San José (as West San Carlos Street). Stevens Creek Boulevard provides access to I-280 and Lawrence Expressway via interchanges. The roadway connects all the north-south roadways described above.

Tantau Avenue is a two-lane, north-south minor collector adjacent to the project site on the east side. Tantau Avenue extends from Bollinger Road in the south to Homestead Road in the north. North Tantau Avenue (the segment north of Stevens Creek Boulevard) is designated as a major collector, and South Tantau Avenue (the segment south of Stevens Creek Boulevard) is designated as a minor collector, in the *City of Cupertino General Plan*. Currently, southbound through movements are not permitted at Stevens Creek Boulevard and vehicles are not able to travel south onto South Tantau Avenue from North Tantau Avenue. Vehicles must turn onto Stevens Creek Boulevard at this intersection when travelling in the southbound direction.

Wolfe Road-Miller Avenue is a four-to-six-lane north-south roadway to the west of the project site. North of Stevens Creek Boulevard, the roadway is called Wolfe Road and is designated as an arterial in the *City of Cupertino General Plan*. South of Stevens Creek Boulevard, it is designated as a major collector and is called Miller Avenue. Wolfe Road/Miller Avenue extends north to the City of Sunnyvale and south to the City of Saratoga. Wolfe Road/Miller Avenue provides the project site with access to I-280 by a partial cloverleaf interchange.

Vallco Parkway is a short (less than 0.5 mile) four-lane, east-west minor collector that provides access to the project site. Vallco Parkway serves as a connection between Wolfe Road and Tantau Avenue.

Planned Roadway Facilities

In the project area there are several planned roadway facility improvements. The Santa Clara Valley Transportation Authority (VTA), in partnership with the City of Cupertino and Caltrans, is currently undertaking the *I-280/Wolfe Road Interchange Improvements Project*. Plans include providing three travel lanes in each direction on Wolfe Road between the southbound and northbound on-ramps and increasing the number of lanes at the intersections of Wolfe Road and the ramps. Currently, it is anticipated that construction of the I-280/Wolfe Road Interchange Project will start in the year 2022 and be completed by the year 2025.

As the Congestion Management Agency for Santa Clara County, VTA, regularly updates its 25-year long-range regional transportation plan, which outlines transportation strategies, projects, and programs that

will be pursued in the next 25 years. The latest plan, VTA's *Valley Transportation Plan 2040,* includes the I-280 Express Lanes Conversion project. It will convert existing HOV lanes to Express Lanes on I-280 between Leland Avenue in San José and Magdalena Avenue in Los Altos Hills. Single-occupancy vehicles (SOVs) will be allowed to use available capacity in the Express Lanes but will be charged a toll that will vary depending on the congestion level. HOVs would be free to incentivize ridesharing. There currently is no construction timeline for this project.

Field Observations

Due to COVID-19 and the County of Santa Clara's shelter-in-place order, we were unable to conduct a field visit to the project site.

Transit Service

Transit operations have been significantly impacted by COVID-19. The most up to date routes and schedules as of December 2021 are provided but are subject to change in the future. The project site is directly served by VTA buses and indirectly by Caltrain commuter rail service.

Figure 3 shows the bus routes that serve the site and the locations of the bus stops. Currently, bus stops are located on Vallco Parkway near Perimeter Road (both eastbound and westbound direction), Stevens Creek Boulevard (both eastbound and westbound direction) near Tantau Avenue, and Wolfe Road (both northbound and southbound direction) near Stevens Creek Boulevard. The bus routes that serve the area are described below and summarized in **Table 1**.

VTA Local Bus Service

Bus Route 23 operates on Stevens Creek Boulevard and provides service between De Anza College and the Alum Rock Transit Center, with a peak headway of 10 minutes, which qualifies as a high-quality transit corridor. A bus stop for Route 23 is provided at the Stevens Creek Boulevard/Tantau Avenue intersection. Route 23 is augmented by limited stop service (Route 523) between Lockheed Martin Transit Center and the Berryessa BART Station. This route is described in the next section.

Bus Route 56 provides service between the Lockheed Martin Transit Center and Tamien Station operating on Wolfe Road near the project site. The closest bus stops are located on Wolfe Road.

VTA Express Bus Service and Limited Stop Bus Service

The VTA also runs several express bus routes and limited stop bus routes in the project area.

Bus Route 101 is an express bus route that operates on I-280 and Stevens Creek Boulevard; it connects the Park & Ride lot at the Camden Avenue/SR 85 interchange to Palo Alto. This route has a bus stop at the Vallco Parkway/Perimeter Road intersection. Connections to Routes 23, 56, and 523 are within walking distance.

Bus Route 523 is a limited stop bus route on Stevens Creek Boulevard serving Lockheed Martin Transit Center, Downtown Sunnyvale, De Anza College, Valley Fair, Santana Row, Downtown San José, Mexican Heritage Plaza, and the Berryessa BART Station. The closest bus stops are located at Stevens Creek Boulevard/Wolfe Road-Miller Avenue with connections to Routes 23, 56, and 101 within walking distance.

VIA-Cupertino Shuttle

Via-Cupertino is an on-demand community shuttle provided by the City of Cupertino that provides access to all of Cupertino and select destinations outside of Cupertino, such as the Sunnyvale Caltrain Station. The service is available to the public, charges a fee for service, and operates Monday through Friday from 7 am to 7 pm and Saturdays from 9 am to 5 pm.

Caltrain Commuter Rail Service

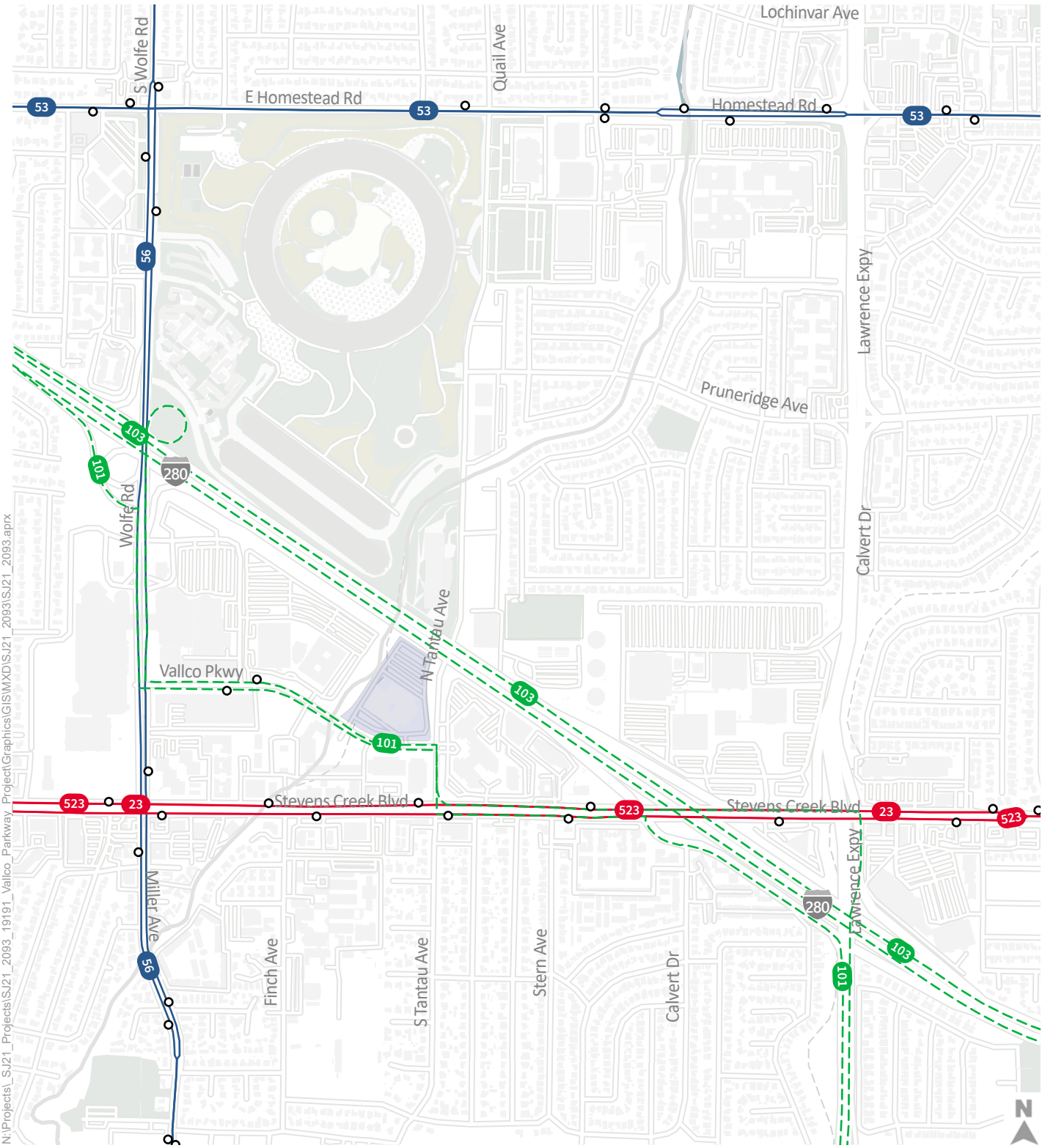
Caltrain is a passenger rail service that runs from downtown San Francisco (4th and King Street Station) to downtown San José (Diridon Station), with a limited number of commute period trains running farther south to Gilroy. The Lawrence Station is the closest Caltrain station accessible from the project site and is a roughly 15-minute car ride by taxis and transportation network companies (TNCs) like Uber and Lyft. The Sunnyvale Station is the closest Caltrain Station for transit use and is a 35-minute ride from the project site using the 23 or 523 lines. During the weekdays, the Sunnyvale Station is served by both the Limited A and B Caltrain services, whereas the Lawrence Station is served only by the Limited B Caltrain service.

Table 1: Existing Transit Service Summary

Route	From	To	Distance to Nearest Stop[1]	Weekdays		Saturdays	
				Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Peak Headway[2] (minutes)
Bus Service (VTA)							
23	De Anza College	Alum Rock Transit Center	0.2	5:00am - 1:25am	15	5:40am - 1:20am	15
56	Lockheed Martin Transit Center	Tamien Station	0.5	5:30am - 10:50pm	30	7:15am - 9:10pm	30
101 (Express)	Camden and Highway 85	Hansen and Page Mill	0.2	6:20am – 8:20am 4:10pm – 6:35pm	50	-	-
523 (Rapid)	Lockheed Martin Transit Center	7th and Santa Clara	0.6	5:55am - 10:40pm	20	7:00am – 8:40pm	30
Commuter Rail Service							
Caltrain	San Francisco	San José Diridon	3.9	4:20am – 1:45am	10	7:10am – 1:50am	60

Notes:
1. Approximate distance in miles from nearest stop to Vallco Parkway 1 entrance.
2. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.

Source: VTA, December 2021, Caltrain, December 2021.



Source: Santa Clara Valley Transportation Authority

Project Site
VTA Routes
Express
Frequent
Local
VTA Bus Stops

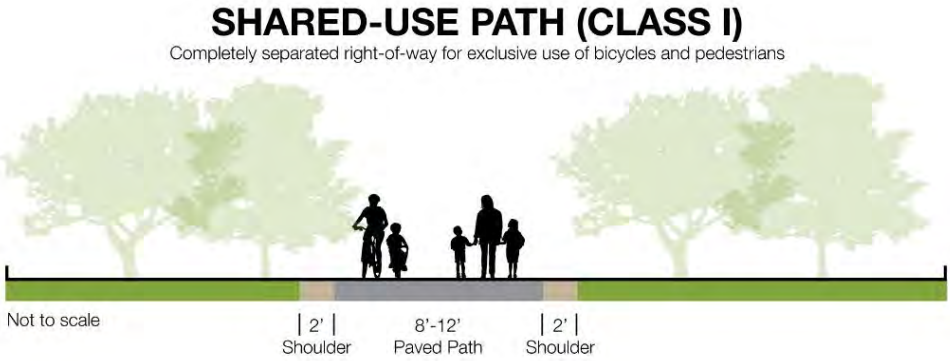
Figure 3

Existing Transit Facilities

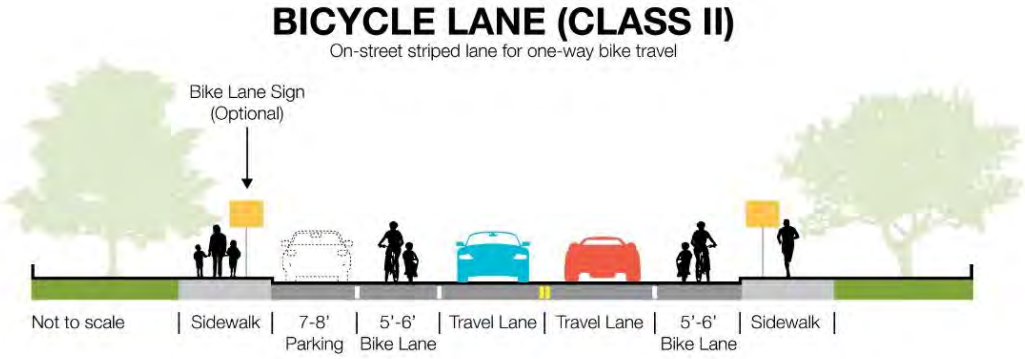
Bicycle Facilities

There are four types of bicycle facilities according to the design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). They are described below and shown in the accompanying figures:

- **Class I Bikeway (Bike Path)** provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts.

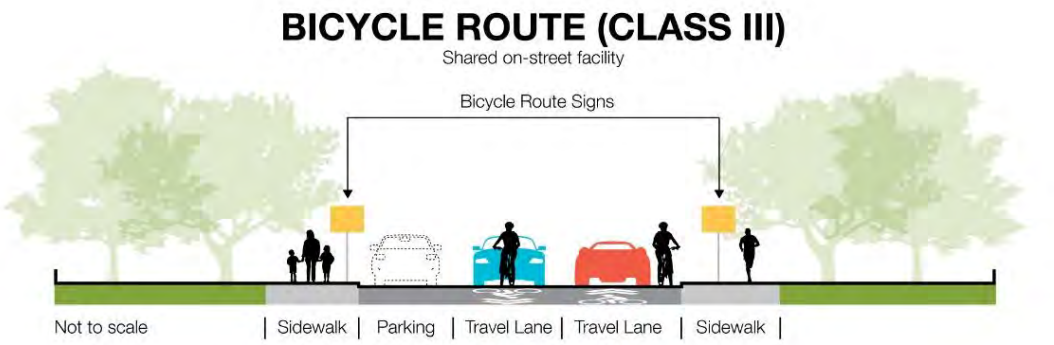


- **Class II Bikeways (Bike Lanes)** are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. For instance, right-turning vehicles must merge into the lane before turning. Bike lanes in Cupertino meet VTA's Bicycle Technical Guidelines, which follows all applicable local, State and Federal requirements.

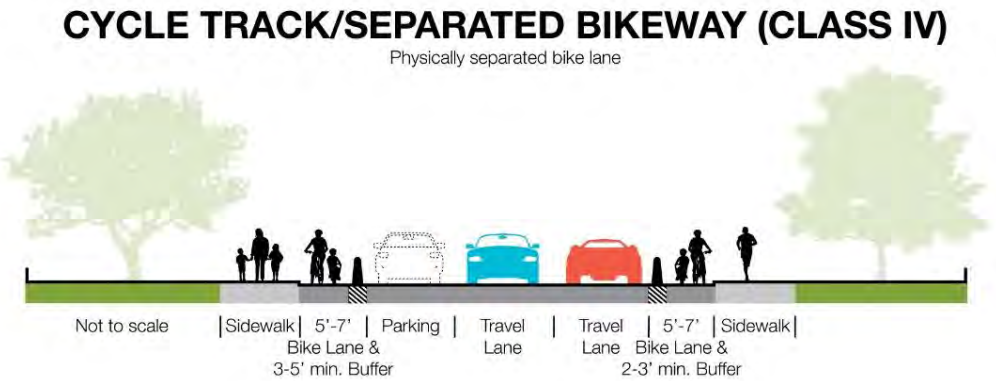


- **Class IIIa Bikeways (Bike Routes)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated right-of-way or lane striping. Bike routes serve either to: a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors. Although some streets with high volumes of traffic have been designated as bike routes, most official bike routes in Cupertino are on low-volume streets.

- **Class IIIb Bikeways (Bike Boulevards)** are a modified Class IIIa bicycle route providing a more convenient and efficient through route for cyclists of all skill levels. A bike boulevard includes signage, pavement markings, traffic calming, and in some cases midblock closures to vehicles.



- **Class IV Bikeways (cycle tracks or "separated" bike lanes)** provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.



The *VTA Bicycle Technical Guidelines* (revisions dated December 2012) recommends that Caltrans standards regarding bicycle facility dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists in Santa Clara County. Cupertino's *2016 Bicycle Transportation Plan* adopted a design guideline which is a combination of minimum standards from the California *Highway Design Manual*'s design guidelines,

recommended standards prescribed by the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, and the California Manual on Uniform Traffic Control Devices.

Study Area Bicycle Facilities

Figure 4 shows the location of the existing bicycle facilities within the project study area. Within the study area, bicycle lanes (Class II) are provided on:

- Finch Avenue
- Stevens Creek Boulevard
- Tantau Avenue
- Vallco Parkway
- Wolfe Road-Miller Avenue

In addition, buffered bike lanes (Class IV paint buffers) are provided on Stevens Creek Boulevard, with Class IV separated bike lanes provided between Wolfe Road and Tantau Avenue. Class III bike routes are provided on Miller Avenue between Stevens Creek Boulevard and Calle De Barcelona.

A combination of bicycle lanes (Class II) and bicycle routes (Class III) connect the Vallco Parkway 1 site to the Sunnyvale and Lawrence Caltrain stations.

Planned Bicycle Facilities

In 2016 the City adopted a *Bicycle Transportation Plan*, which illustrates the current bicycle network, identifies gaps in the network, and proposes improvement projects to address the identified gaps. Design and construction is in progress for Stevens Creek Boulevard to be separated from the vehicle lane with concrete buffers (Class IV) between the Cupertino city limits west of Foothill Boulevard and Tantau Avenue, with the Wolfe to Tantau section completed in January 2021. The outside through lanes on Stevens Creek Boulevard will be converted to right-turn-only lanes at several intersections along the corridor. The project will also include separate bicycle signal phasing at several intersections along the corridor.

In addition, the City conducted a feasibility study to evaluate the proposed Junipero Serra Trail as a Class I trail that would run parallel to the existing Junipero Serra Channel near I-280 between Mary Avenue and the Calabazas Creek near Vallco Parkway and Tantau Avenue. The trail would provide a connection between the Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue and Vallco Parkway. The conceptual design of the Junipero Serra Trail was presented to the public in May 2021. The City collected feedback through August 31, 2021.

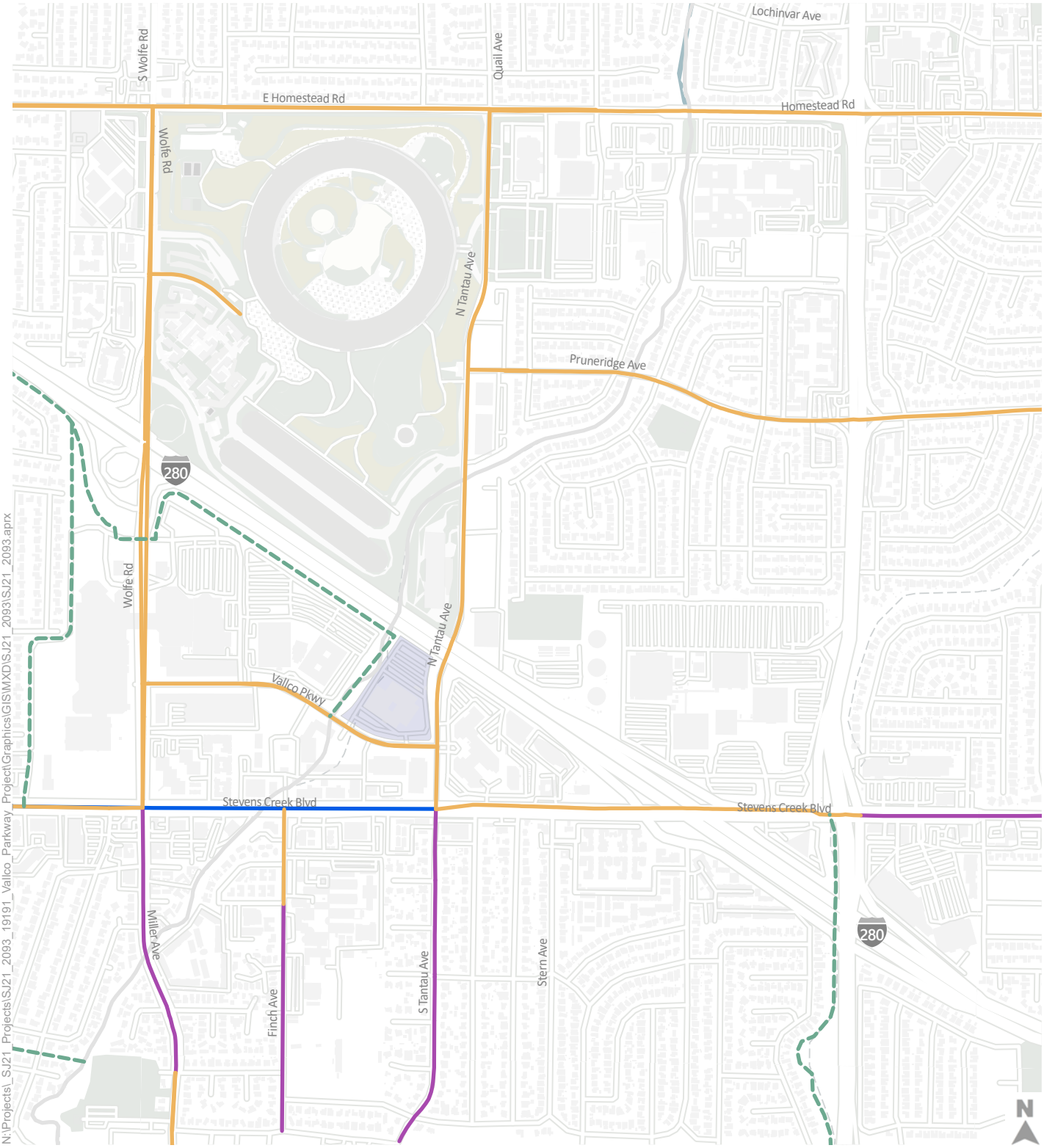
The VTA *Santa Clara Countywide Bicycle Plan* (CBP) was adopted in 2018. The CBP guides the development of major bicycle facilities in the County by identifying Cross County Bicycle Corridors and other bicycle projects of countywide or intercity significance. Several of the Cross-County Bicycle Corridors

travel through the study area, including routes along Vallco Parkway, Stevens Creek Boulevard, Wolfe Road/Miller Avenue, and Tantau Avenue. The 2018 CBP identifies several corridors near the project area as Priority Cross-County Bicycle Corridors, which having funding priority. The Priority Cross-County Bicycle Corridors near the project site include Stevens Creek Boulevard (Foothill Boulevard to Tantau Avenue) and Tantau Avenue (Stevens Creek Boulevard to Pruneridge Avenue).

Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals. Within about a half-mile radius of the project site, sidewalks are provided on both sides of Vallco Parkway, Tantau Avenue, Wolfe Road, and Stevens Creek Boulevard. All the major roadways in the study area have at least a sidewalk on one side of the roadway, except for I-280.

At the Tantau Avenue/ Stevens Creek Boulevard and Calvert Drive / Stevens Creek Boulevard intersections, north-south pedestrian movements are prohibited along the east leg of the intersections. Crosswalks are provided at all signalized study intersections. No crosswalks are provided at the Project Driveway #2 on Vallco Parkway.



Source: City of Cupertino Open Data Portal

Project Site

Bikeways

- Class I Bike Path (planned)
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway

Figure 4

Existing Bicycle Facilities

4. Project Traffic Estimates

This chapter presents the estimates of traffic volumes that would be generated by the project that would be added to the roadways and intersections in the study area. The estimates include traffic generated by all aspects of the project such as employees and customer going to and from office space and retail uses. The process used to estimate project traffic added to the surrounding roadway network is described in this chapter and incorporates three steps:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the project site is estimated.
2. **Trip Distribution** – The *directions* vehicles would use to approach and depart the site are projected.
3. **Trip Assignment** – The results of previous two steps are combined to *assign* vehicles to specific roadway segments and intersection turning movements.

Vehicle Trip Generation

The project's trip generation represents the amount of net new traffic produced by the project. It is determined by calculating the difference between (a) the number of vehicle trips generated by the existing office use on the site, and (b) the number of vehicle trips that would be generated by the proposed project.

Vehicle Trips Generation Estimates

The amount of traffic generated by the existing and proposed uses was estimated by applying land use-specific trip generation rates to the size of each land use component.

Trip Generation Rates

Trip generation rates can be obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* a compendium of trip generation surveys conducted for numerous land use types and varying site contexts throughout the United States or from local trip generation surveys. ITE recognizes the limitations of using national rates that have been collected over several decades and recommends the use of validated local data when the data sources are not representative of local conditions.

Commercial

The proposed commercial uses have not been defined, and for the purposes of estimating vehicle trips, we applied standard retail trip generation rates from Strip Retail Plaza (ITE 822) from ITE's *Trip Generation Manual* (11th Edition). Strip Retail Plaza (ITE 822) includes a range of retail uses and is described as an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area. This

description fits the proposed commercial uses. The fitted curve (for daily and PM peak hour) and average (for AM peak hour) vehicle-trip rates were used to estimate commercial trip generation.

Office

For the existing and proposed office space, Apple-specific average vehicle trip rates from the Apple Campus 2 TIA (2013) were used since they more accurately reflect the unique travel characteristics of the office use. Specifically, Apple-specific average vehicle-trip rates were used for the proposed office uses for the following reasons:

1. ITE recommends use of validated local data, and these rates have been approved in the Apple Campus 2 TIA (2013).
2. The Apple rates include the effects of Apple's TDM programs.

The trip estimates for the existing uses were subtracted from the proposed uses to develop net new trip estimates.

Project Vehicle Trip Estimates

The trip estimates for the existing land uses are subtracted from those of the proposed land uses, to estimate net new vehicle trips. The vehicle trip generation estimates for the proposed project is summarized in **Table 2**. **Appendix A** includes detailed trip generation estimates.

Table 2: Vehicle Trip Generation Estimates

Land Use	Trip Generation Rate Source	Quantity	Units[1]	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
VP1 Apple Office Project (Proposed Project)										
Office[2]	Apple	280	ksf	3,621	289	36	325	50	283	333
Retail	ITE 822	2.3	ksf	327	3	2	5	13	14	27
Project Generated Trips (A):				3,948	292	38	330	63	297	360
Existing to be Removed										
Existing Office (B)[2]	Apple	141	ksf	-1,823	-146	-18	-164	-25	-143	-168
Proposed Project Net New Project Trips (C=A-B):				**2,125**	**146**	**20**	**166**	**38**	**154**	**192**

Notes:
1. ksf = 1,000 square feet
2. Based on trip generation rates presented in Apple Campus 2 (2013).
Source: Apple Campus 2 TIA, 2013; ITE *Trip Generation Manual*, 11th Edition, 2021; Fehr & Peers, 2021.

As shown in **Table 2**, the proposed project generates 2,125 net new daily trips, 166 morning peak-hour trips (146 inbound and 20 outbound), and 192 evening peak-hour trips (38 inbound and 154 outbound).

Vehicle Trip Distribution

Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The distribution of the traffic generated by the project onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, population densities in nearby neighborhoods and communities, and patterns used in recent TIAs completed for developments in the area. **Figure 5** represents the trip distributions along the roadway network.

Vehicle Trip Assignment

The project trips were assigned to the roadway system based on the directions of approach and departure discussed above and shown on **Figure 5**. **Figure 6** show the net new project trips assigned to each turning movement by intersection.

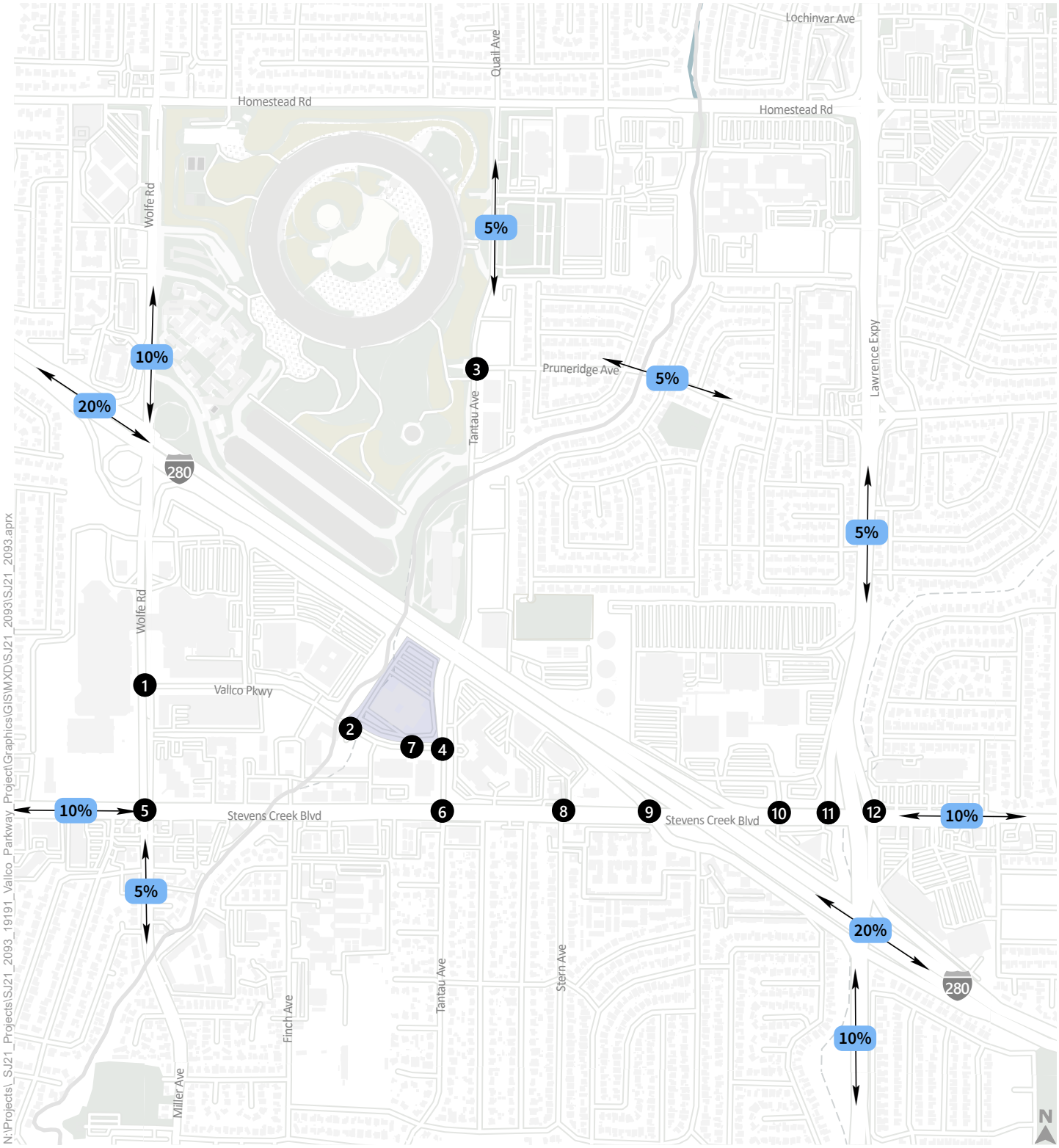


Figure 5

Trip Distribution

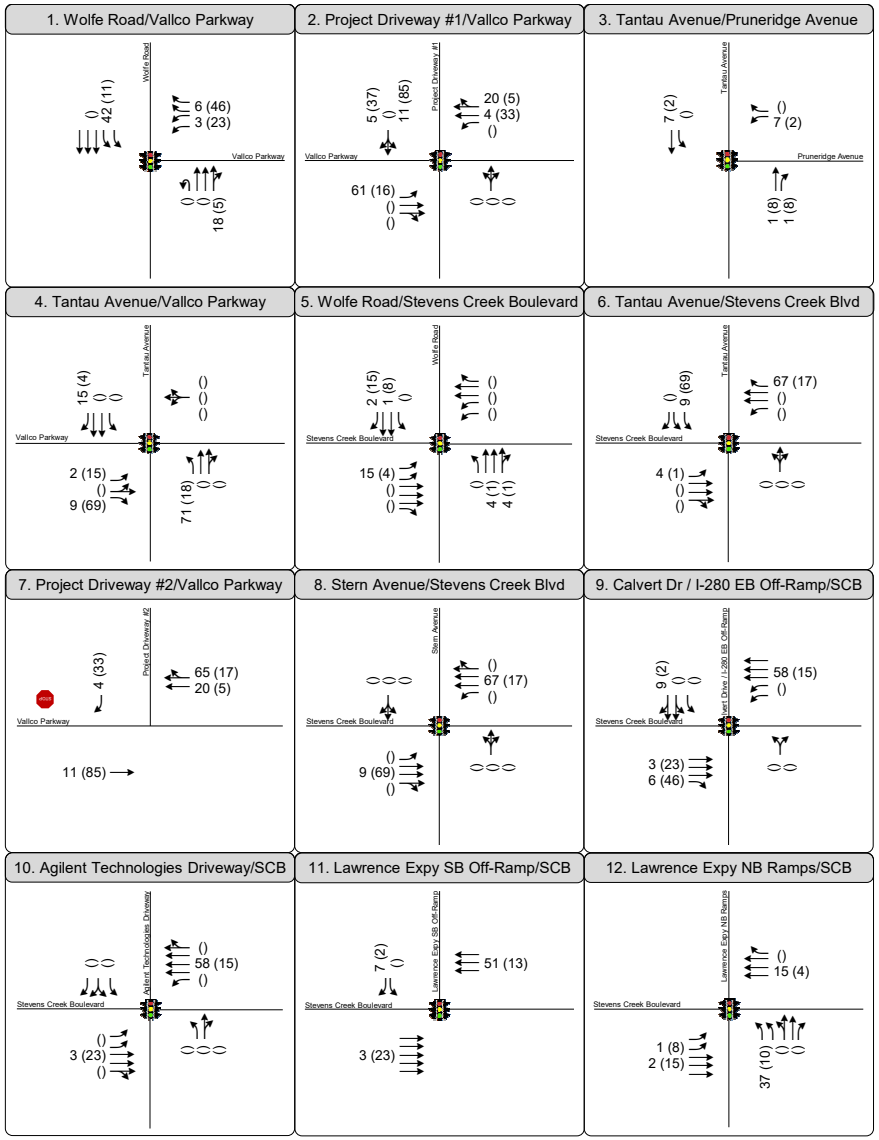


Figure 6
Project Trip Assignment
Vallco Parkway

5. CEQA Impact Analysis

This chapter presents the CEQA impact analysis for the project including verifying that that project does not conflict with existing programs, plans, ordinances, or policies; result in a VMT impact; increase hazards; or result in inadequate emergency access.

Plan Conflicts Evaluation

This section discusses the project's conformance with the City's General Plan, as well as relevant pedestrian, bikeway, traffic calming, or regional transit plans.

City of Cupertino Policies

General Plan - Community Vision 2015 – 2040

It is imperative that the project adheres to the transportation goals set in the City of Cupertino's General Plan. The transportation goals in the General Plan aim to maintain a multimodal transportation system that encourages active transportation, transit use, and appropriate curb management/parking implementation. Policies relevant to the specific context of this project are listed in **Table 3**.

The proposed project is consistent with the General Plan transportation goals by maintaining bicycle and pedestrian friendly facilities along the site's adjacent roadways as well as including sufficient on-site parking that provides safe travel to building entrances.

Table 3: City of Cupertino 2015-2040 General Plan Transportation Policies

Transportation Policies	
M-3.2	Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping, and employment destinations throughout the city.
M-3.6	Require parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.
M-3.8	Require new development and redevelopment to provide public and private bicycle parking.
M-4.5	Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.
M-4.6	Work with large regional employers and private commuter bus/shuttle programs to provide safe pick-up, drop-off, and park and rides in order to reduce single occupancy vehicle trips.
M-6.1	Maintain efficient and updated parking standards to ensure that development provides adequate parking, both on-street and off-street depending on the characteristics of the development, while also reducing reliance on the automobile.
M-8.4	Require large employers, including colleges and schools, to develop and maintain TDM programs to reduce vehicle trips generated by their employees and students and develop a tracking method to monitor results.

Source: *City of Cupertino General Plan – Community Vision 2015-2040*, March 2020.

2016 Bicycle Transportation Plan

The City of Cupertino's 2016 Bicycle Transportation Plan aims to:

- Improve bicycle access to community destinations across the City of Cupertino for all ages and abilities
- Improve bicyclist safety through the design and maintenance of roadway improvements, and
- Increase awareness and value of bicycling through encouragement, education, education, enforcement, and evaluation programs.

The proposed project does not conflict with any of these listed goals, as the proposed development does not modify or remove any existing bicycle facilities. Additionally, the project does not interfere with the existing Class II Buffered Bike Lane project listed in the 2016 Bicycle Transportation Plan.

2018 Pedestrian Transportation Plan

The City of Cupertino's 2018 Pedestrian Transportation Plan lists three specific goals that aim to achieve the City's vision of an inviting and safe walking environment. These goals include:

- Improve pedestrian safety and reduce the number and severity of pedestrian-related collisions, injuries, and fatalities
- Increase and improve pedestrian access to community destinations across the City of Cupertino for people of all ages and abilities, and
- Continue to develop a connected pedestrian network that fosters an enjoyable walking experience.

The proposed project does not conflict with any of these listed goals, as the proposed development does not modify or remove any existing pedestrian facilities.

2020 Neighborhood Traffic Calming Program

The City of Cupertino's 2020 Neighborhood Traffic Calming Program seeks to address neighborhood concerns and reduce the speed and volume of traffic on local residential and residential collector streets. The Program's guiding principles are relevant only for traffic calming plans. Since the proposed project is not a traffic calming project nor does it adversely affect existing traffic calming devices, the proposed project has no conflicts with the Program.

2014 Heart of the City Specific Plan

The proposed project is located within the limits of the *Heart of the City Specific Plan* established by the City of Cupertino in 2014. This plan includes the following policies:

- Proposed developments shall be expected to continue the implementation of the City's streetscape plan
- High quality site planning, architectural design, and onsite landscaping are expected for all developments

- Subdivision of commercial and mixed-use parcels is strongly discouraged
- Plans for the new projects should include pedestrian and bicycle pathways, incorporating the City's existing network.

The proposed project has no conflicts with these policies.

Vehicle Miles Traveled / Induced Automobile Travel Evaluation

According to the City of Cupertino's *Transportation Study Guidelines*, there are five screening criteria used to determine if a detailed VMT analysis is needed, along with the corresponding threshold, as shown in **Table 4**.

Table 4: VMT Screening Criteria

Screening Criteria	Threshold	Threshold Met?
Small Projects	<10,000 sf of nonresidential land use – or 20 residential units or less	Not Met
Transit Priority Area	Within a ¼ mile walkshed around an existing major transit corridor or a major transit stop	Met
Affordable Housing	100% affordable residential projects	N/A
Neighborhood-Serving Retail Project	<50,000 sf retail projects	Not Met
Transportation Projects that do not Add Vehicle Capacity	Transportation projects	N/A

Source: City of Cupertino's *Transportation Study Guidelines* (May 2021)

The proposed project is located within a quarter mile walking distance from the Stevens Creek & Tantau bus stop for VTA Route 23, which is considered a major transit stop. Therefore, the proposed project is in a Transit Priority Area and is screened out from further VMT analysis, as shown in **Figure 7**. However, Transit Priority Area screening may not apply if the proposed project violates any of the following criteria:

- The project has a Floor Area Ratio (FAR) of 0.75 or less
- The proposed parking exceeds the minimum required by the Zoning Code or applicable plan
- The project is inconsistent with the City's General Plan, applicable Specific Plan, or applicable Sustainable Communities Strategy
- The project removes or reduces the number of existing on-site affordable residential units
- Significant levels of VMT generation are anticipated due to project-specific or location-specific information.

The proposed project does not violate any of the listed criteria, and thus does not require a detailed VMT analysis.

Transit, Bicycle, and Pedestrian Impacts and Mitigations

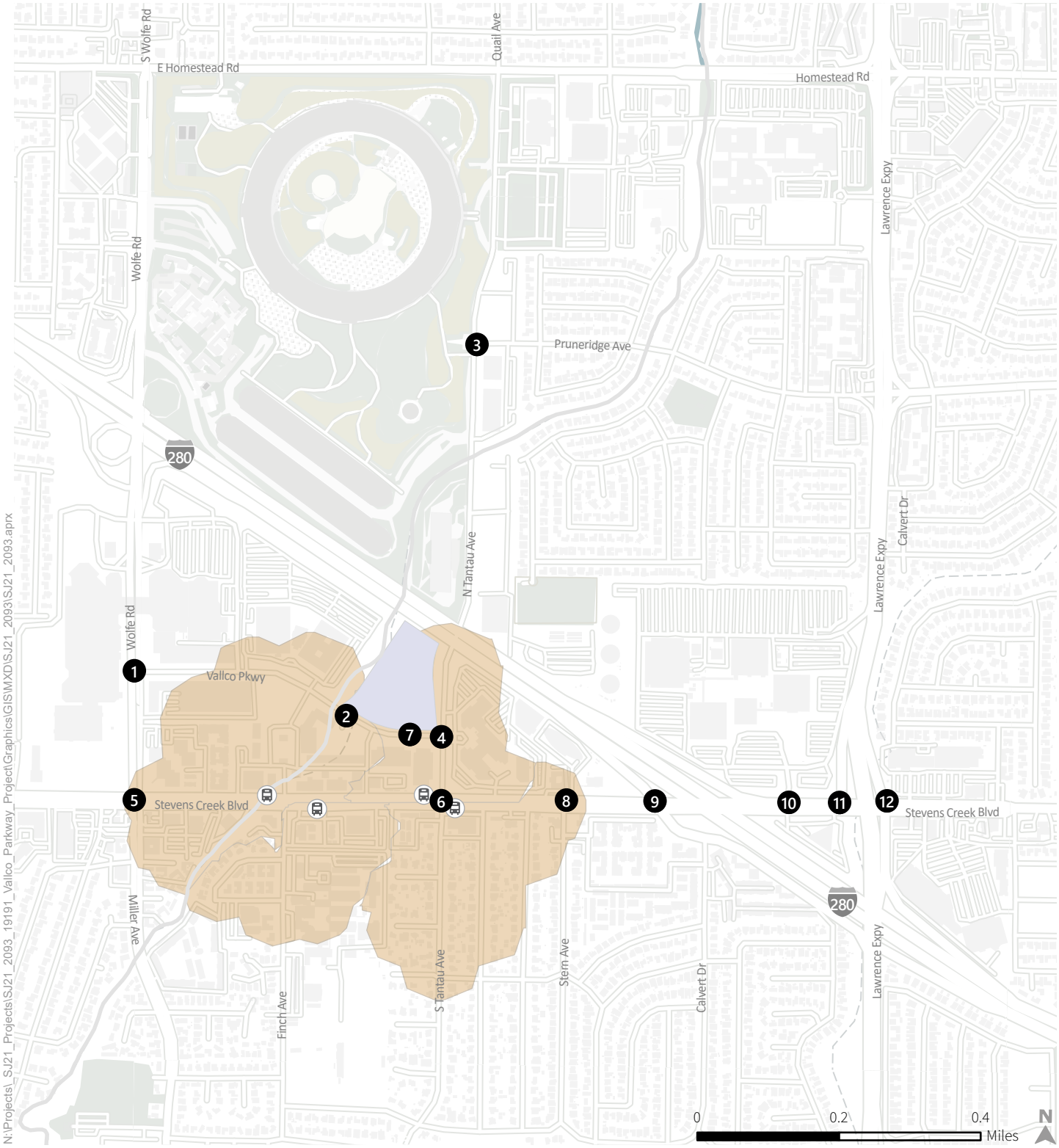
The proposed project will maintain the existing adjacent sidewalks and bicycle lanes along Vallco Parkway and North Tantau Avenue. The nearest transit facilities to the project site are the Stevens Creek & Tantau bus stop for VTA Route 23, the Vallco Parkway & Perimeter bus stop for VTA Express Route 101, and the Stevens Creek & Wolfe bus stop for VTA Route 523, which are outside of the project limits. As a result, there are no anticipated transit, bicycle, and pedestrian impacts, which means no mitigations are needed.

Safety and Hazard Assessment

This project does not propose any street network changes, nor any changes to pedestrian and bicycle facilities. As a result, the proposed project does not generate any new features that would inhibit the safety and efficiency of travel of vehicles, bicycles, pedestrians, and transit vehicles.

Emergency Vehicle Access

Currently, emergency vehicles may access the Vallco Parkway 1 building via two driveways off of Vallco Parkway. Both of these driveways are to be maintained by the proposed project, thus preserving emergency vehicle access to the project area.



Study Intersection

Project Site

VTA Bus Stops

1/4 Mile Walkshed from Route 23 Bus Stops

ca_osm_roads

Figure 7

Transit Priority Area

6. Site Access & On-Site Circulation

The proposed project will maintain the two driveways that currently exist for the site. As presented in **Figure 2**, this includes two driveways along Vallco Parkway:

a) East driveway located about 180 feet to the west of the Vallco Parkway / North Tantau Avenue intersection, and
b) West driveway located at the north leg of the Vallco Parkway / Main Street Driveway signalized intersection.

Vehicular Circulation

The proposed project will maintain the two existing driveways along Vallco Parkway. Both driveways will allow inbound and outbound traffic, with the east driveway providing access to the project site for eastbound vehicles (i.e., right-in/right-out only), and the west driveway providing full access to the project site for vehicles approaching or departing in any direction. Within the site, vehicles may circulate through the parking lot, being able to access or depart from the new parking structure via either driveway.

Traffic control signage may be needed at the T-intersections between the parking garage and office, as shown in **Figure 8**. Similarly, drivers in the parking spaces at the corners of the surface parking will need to exercise caution exiting the parking spots to avoid hitting other cars while backing out, as shown in **Figure 8**.

Parking

The proposed project includes both surface parking and a new parking structure on site totaling 917 spaces. Of those, the parking structure includes 601 parking stalls and is located on the northern end of the project site and has its sole vehicle entrance / exit located along its western frontage. Pedestrians can travel to and from the parking structure via a new walkway that connects the structure's southern frontage to the new office building's northern frontage.

The surface parking features 316 stalls that are generally located along the perimeter of the project site, as well as directly adjacent to the new office building and parking structure. Vehicles may circulate through the parking lot around the entirety of the parking structure as well as around the new office building from driveway to driveway.

The parking spaces are required to be 8.5 feet wide and at least 18 feet long. The minimum aisle width for a two-way aisle is 18 feet wide for two cars to pass each other. The surface parking lot has a minimum aisle width of 26 feet at all locations.

Table 5 outlines the vehicle parking requirements by land use type according to Cupertino's Municipal Code Title 19.

Per the Apple Park approved parking ratio, the project is required to provide 899 parking spaces for the office and per the City code, the project is required to provide 10 parking spaces for the retail uses. The project provides a total of 917 spaces for the project, which is eight spaces more than required by the Apple Park approved parking ratio and City code.

Table 5: Vehicle Parking Requirements

Land Use	Size [1]	City Code Parking Requirements[2]	Required Parking Per City Code	Parking Provided
Office	280,020 sf	1 stall/311.5 sf[3]	899	917 (total)
Retail	2,300 sf	1 stall/250 sf	10	917 (total)
Total Vehicle Parking Spaces			**909**	**917**
Difference in Vehicle Parking Spaces Per City Code (Provided minus Required)			**8**	

Notes:
1. ksf = 1,000 square feet
2. Cupertino Municipal Code Title 19. Required number of parking spaces. (https://codelibrary.amlegal.com/codes/cupertino/latest/cupertino_ca/0-0-0-95527#JD_Chapter19.124)
3. Apple Park approved parking ratio
Source: Fehr & Peers, 2021.

Bicycle Parking

Table 6 outlines the bicycle parking requirements by class type according to the Apple Park ratio. Per the Apple Park approved ratio, the project is required to provide 46 bicycle parking stalls, with 35 of them being Class I lockers and 12 of them being Class II stalls. The project provides 99 bicycle parking spots, with 70 of them as Class I lockers and 28 of them as Class II stalls, which is 53, 35, and 16 more spots than required by the Apple Park ratio, respectively.

Table 6: Bicycle Parking Requirements

Type	Number	Apple Park Ratio[1]	Required Parking per Code	Parking Provided
Minimum Bicycle Parking Stalls	917 vehicle parking stalls	5% of vehicle parking requirement	46	99
Difference in Bicycle Parking Spaces per Apple Park Ratio (Provided minus Required)			**53**	
Class I	46 bicycle parking stalls	75% of minimum bike parking	35	70
Difference in Class I Bicycle Parking Spaces per Apple Park Ratio (Provided minus Required)			**35**	
Class II	46 bicycle parking stalls	25% of minimum bike parking	12	28
Difference in Class II Bicycle Parking Spaces per Apple Park Ratio (Provided minus Required)			**16**	

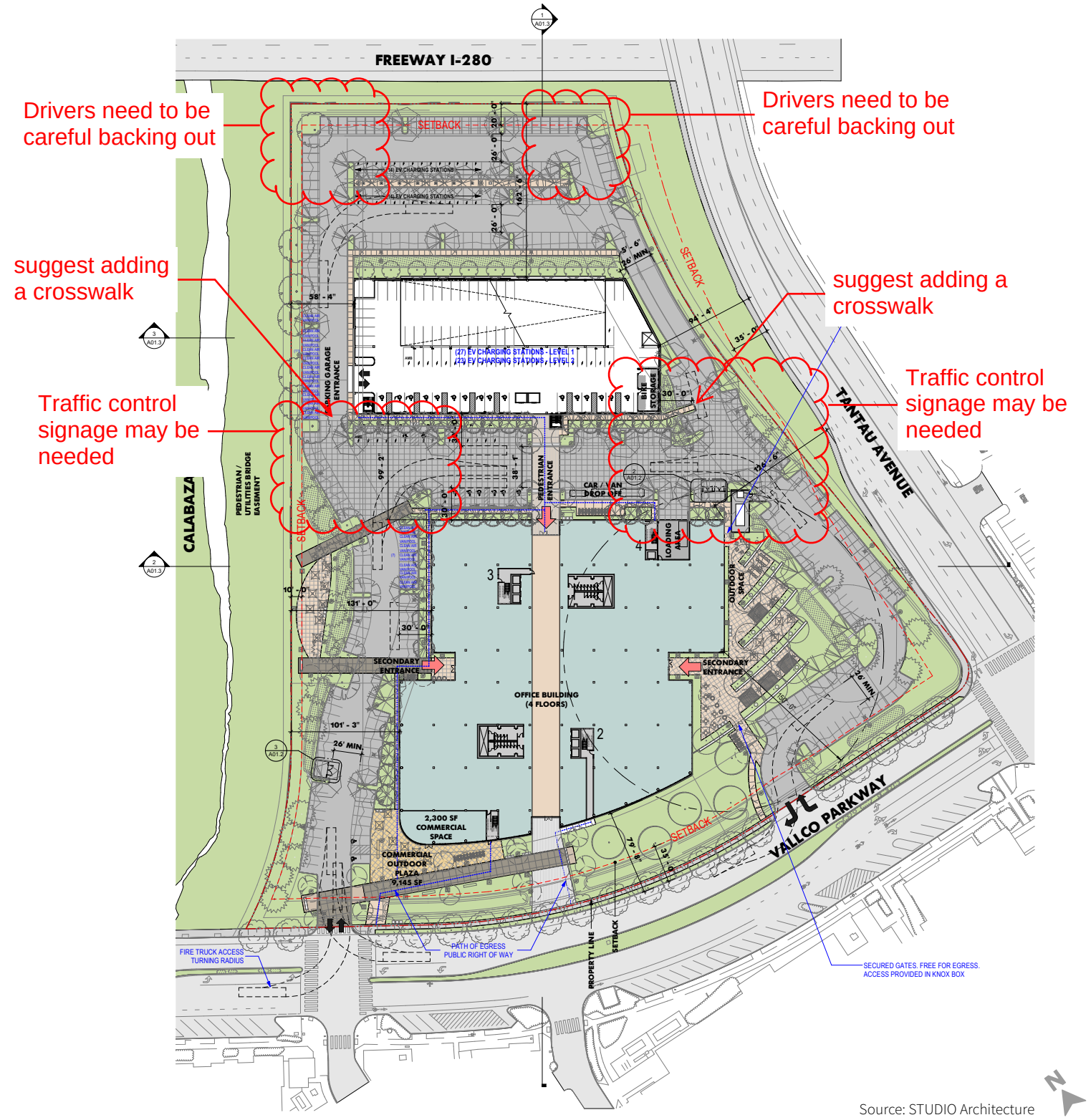
Notes:
1. Apple Park approved parking ratio and TDM ratio
Source: Fehr & Peers, 2021.

Bicycle and Pedestrian Circulation

The project will maintain the sidewalk and bicycle lane on the north side of Vallco Parkway. Within the site, there will be multiple pedestrian entrances to the building, including one from the parking garage. Additional crosswalks could be added to provide a pedestrian connection to the northern end of the parking lot from the parking garage and office, as shown in **Figure 8**.

Transit Access Circulation

The project will maintain the sidewalk on the north side of Vallco Parkway, thus retaining the existing methods of pedestrian access to the major transit corridor, Stevens Creek Boulevard. Currently, transit riders can access the project site via alighting VTA Route 23 at the Stevens Creek & Tantau bus stop or Stevens Creek & Finch bus stop and walking northwards along North Tantau Avenue and westwards along Vallco Parkway. Alternatively, the VTA Express 101 Route features bus stops on the western portion of Vallco Parkway, enabling alighting riders to walk eastwards on Vallco Parkway towards the project site.



Source: STUDIO Architecture

Figure 8

Site Plan

Appendix A: Trip Generation Estimate

Attachment A - Project Trip Generation Estimates

Land Use	% Reduction	Size	Unit[3]	Daily		AM Peak Hour						PM Peak Hour					
				Average Rate / Fitted Curve (Trips per 1000 GSF)[4]	Trips	Average Rate (Trips per 1000 GSF)	In	Out	In	Out	Total	Average Rate / Fitted Curve (Trips per 1000 GSF)[4]	In	Out	In	Out	Total
Existing Land Use																	
Vallco Parkway Campus[1]		141,000	GSF	12.93	1,823	1.16	89%	11%	146	18	164	1.19	15%	85%	25	143	168
Proposed Land Uses																	
Vallco Parkway 1[1]		280,020	GSF	12.93	3,621	1.16	89%	11%	289	35.7	325	1.19	15%	85%	50	283	333
Strip Retail Plaza (ITE Land Use 822)[2]		2,300	GSF	T = 42.2 (x) + 229.68	327	2.36	60%	40%	3	2	5	Ln(T) = .71 Ln (x) +2.72	50%	50%	13	14	27
Vallco Parkway Net New Trips					***2,125***				***146***	***20***	***166***				***38***	***154***	***192***

Notes:

[1]Source: Based on trip generation rates presented in Apple Campus 2 TIA (2013)

[2]Source: Based on trip generation rates presented in ITE's *Trip Generation Manual, 11th Edition* (2021)

[3]GSF denotes gross square feet

[4]Ln denotes natural log, T denotes number of trips, x denotes land area in 1000 GSF